

## What's new this month

### NEW WINTER SCHEDULES

Winter schedules commence on **December 9** throughout most of Europe, with significant changes to international and domestic services in almost all countries, and most of our tables in this edition are valid from this date. For services up to December 8 please use our November edition.

Our International tables are valid from **December 9** until **June 8**, although amendments can happen at any time. The introduction to each country section has further details of dates of validity.

Whilst we have the new timings for the vast majority of trains, only partial information was available for certain countries as we went to press. In the case of Italy, most of the high-speed and long-distance trains are confirmed, but timings for the majority of local trains were not available. This is also the case for many trains in Spain, and certain local trains in Poland, Slovenia and Bosnia. We are also waiting to hear if Portuguese Railways are planning to make changes from December. Further updates to all countries will follow in subsequent monthly editions.

### INTERNATIONAL

**Table 9** – A new *Lyria* ski train service is running between Lille and Brig on Winter Saturdays with connections from London by Eurostar. Routed on its outward journey via Bellegarde, *TGV 9796* calls at Genève, but on its inward journey *TGV 9278* travels via Vallorbe and therefore does not call at Genève.

**Table 10** – Eurostar timings are valid until June 1.

**Table 10a** – The first *rail-sea-rail* connection of the day departing Paris Nord at 0701 no longer works on Mondays to Fridays due to a broken connection at Boulogne.

**Table 11** – There are considerable changes to *TGV* services from Brussels and Lille to the south and west of France. Amongst the many changes are: **5234/5235** Lille - Nantes has reduced from six days a week to Fridays only. **9802/9816** Brussels - Bordeaux has been withdrawn, and being the sole direct service, Brussels passengers now have to change at Lille.

**5264/5265** Bordeaux - Lille has reduced from daily to weekends and runs one hour later. **5167/5166** Toulouse - Lille runs two and a half hours later. **5192/5193** Lyon - Lille now starts back at Marseille and is diverted to Lille Flandres.

**5154/5123** Grenoble - Lille has been withdrawn and **5137** Lille - Marseille (Saturdays only) has also been withdrawn. **9865/9864** Nice to Brussels runs three hours later severing the connection at Lille for London.

**Table 13** – From April 1 there will be an additional Paris - Figueres *TGV* train on three days per week. These trains will be extended to Barcelona once the Figueres to Barcelona high-speed line opens. Additional *TGV* services to Barcelona are planned from July to take advantage of the high-speed line, including direct links from Toulouse, Marseille, Lyon and Genève.

*Elipsos Trenhotel 477/475* *Joán Miró* Paris to Barcelona will run on five days a week in the winter but will revert to running daily from March 15. Train **477** now departs Paris two hours later and the return departs 45 minutes earlier from Barcelona. The train no longer calls at Limoges.

**Table 15** – The minimum connection time from *Thalys* services to *Eurostar* trains at Brussels Midi/Zuid has been reduced from 45 minutes to 42. Therefore we have added the two journeys affected: *Thalys 9310* connecting into Eurostar **9117** (enabling travellers from Amsterdam to arrive in London before 1000) and *Thalys 9376* into Eurostar **9161** (enabling travellers to depart Amsterdam after 1700 for London). From July *Thalys* are planning to introduce a new direct Lille - Amsterdam *TGV* service.

**Tables 16/17** – *Thalys* has withdrawn the direct Paris to Oostende and Paris to Liège via Charleroi services until March 31 to assist the process of train maintenance and refurbishment.

**Table 17a** – The direct weekly London to Avignon service will run for 26 weeks in 2013 as against ten weeks in 2012.

**Table 18** – High-speed *FYRA* services operated by *NS Hispeed* are now running between Amsterdam and Brussels, replacing the conventional 'Benelux' service via Den Haag. There are ten journeys each way, increasing to an hourly service when further trains are available for service. As Den Haag has lost its through service to Brussels, connections are shown at Rotterdam. London to Amsterdam journeys using Eurostar and changing to *FYRA* trains at Brussels are up to 55 minutes faster.

Three minutes have been shaved off the Paris - Amsterdam *Thalys* timings. Engineering work between Paris and Brussels from March 8 until April 13 will result in approximately three minutes earlier departures from Paris and three minutes later arrivals into Paris. On March 9, 10, 16, 17 there will be no service between Paris and Brussels.

**Table 20** – *Thalys* has extended two more Paris - Köln services through to Essen but only in one direction. The company hopes to introduce two more Essen to Paris trains at a later date.

**Table 21** – The *TRESKI* ski train is only running on one day this winter in February between Brussels and Zell am See, returning a week later.

**Table 22** – After serving Schiphol airport since December 2006, trains on the Amsterdam to Berlin route have reverted to serving Amsterdam Centraal.

One return service a day will be extended to Berlin Brandenburg Airport when it opens, now expected to be October 2013.

**Table 24** – Train **447/446** *Jan Kiepura* Amsterdam - Warszawa - Moskva now only runs between Amsterdam and Warszawa, but an Amsterdam to Minsk sleeping car is conveyed on three days a week.

Train **453/452** *Transeuropean Express* Paris - Moskva has altered its French-German border crossing point from Forbach to Kehl, creating a direct Strasbourg - Moskva journey opportunity. It will also run six times a week in the summer period instead of five.

**Table 30** – *ICE 9558* 0600 Frankfurt - Paris departs at 0654 on Saturdays.

**Table 42** – *Lyria 9287* 1757 Paris to Bern has been extended daily to Interlaken Ost, whilst *Lyria 9284* Bern to Paris now starts back at Interlaken Ost on Saturdays and Sundays departing at 0609.

**Table 44** – Thello has introduced a night train on the Paris - Roma route, also serving Bologna and Firenze Campo di Marte, following a period of a year with no direct train. The first southbound service will depart Paris on Saturday December 8, a day before the new timetable is due to come into effect. It will depart Paris 30 minutes earlier at the weekend.

There is a daily Milano - Paris *TGV* departure at 0842 replacing the trains which ran at 1012 on Saturdays and Sundays and at 1110 on Mondays to Fridays. This now allows better connections from overnight services from the south of Italy. A late change in the opposite direction involves *TGV 9247*, which now departs Paris Gare de Lyon at 1041 every day, whereas previously it ran two hours later on Saturdays and Sundays.

The three Lyon - Torino *EC* services which Thello are hoping to run are unlikely to be introduced during the current timetable period.

**Table 49** – The three times weekly *Elipsos Trenhotel 274/273* Pau Casals Barcelona - Zürich has been withdrawn.

**Table 50** – Train **391/105** Oslo to Göteborg runs two hours earlier on Saturdays in the Monday to Fridays path and in the reverse direction train **396/132** runs 90 minutes later on Saturdays in the Sundays to Fridays path.

**Table 52** – The Praha - Linz service has been revised with three departures southbound instead of two (including an early departure at 0515) creating additional connections from Praha to Zürich.

**Table 56** – Trains *EC45* Berlin - Warszawa and *EC46* Warszawa - Berlin both run 60 minutes earlier, creating a better spread of services between Berlin and Poznań. A through sleeping car from Berlin to St Peterburg has been reinstated, though it runs only once per week, attached to the Berlin to Saratov train.

**Table 58** – Train **249/248** *Wawel* from Hamburg or Berlin to Kraków has been cut back to run only to Wrocław. Once long-term engineering work is completed it is hoped that this will revert to Kraków, as befits the name of the train, which relates to the city's famous castle.

**Table 59** – The weekly Nice - Moskva train (**18/17**) has been diverted via Tarrivio and Villach and no longer calls at Innsbruck and Linz.

**Table 60** – A new early morning *EC* train named *Petrov* links Brno with Bratislava and Budapest, returning in the evening. The through Berlin - Wien Praterstern cars conveyed in *EC 177/279* and *EC 378/278* Berlin - Bratislava have been discontinued. In replacement, however, there is a later train from Praha to Wien at 1839, and a new Wien to Praha train one hour later than the previous 0550 from Praterstern.

**Table 61** – Changes to services between Hungary and Romania include a new day train from Budapest to Bucureşti via Timişoara, named *Traianus*. Night trains between the two capitals have been reduced to one on off-peak dates with the withdrawal of **1347/1346** *Muntenia*, which used to run on days when the Wien - Bucureşti *Dacia* did not. Between Budapest and Beograd, withdrawal of **343/342** *Ivo Andrić* leaves just one day train and one night train on this route, whilst further south train **491/490** Beograd - Sofia - Istanbul is temporarily suspended between Beograd and Sofia.

**Table 62** – Services between Austria and Slovenia have been cut back with the withdrawal of *IC 310/311* Villach - Ljubljana - Zagreb and **312/313** Villach - Ljubljana. Through services to Serbia are also affected: *EC211/210* Sava Villach - Zagreb - Vinkovci - Beograd has been cut back to Vinkovci, whilst **315/314** is believed to be temporarily suspended between Dobova and Beograd.

**Table 70** – A *City Night Line* service between München and Milano has been reintroduced. It last ran in December 2003, though a München - Stuttgart - Basel - Chiasso - Milano service did run for a while from that date. The new train, named *Apus*, forms part of *CNL485/484* München - Roma between München and Verona and *EN235/234* Wien - Milano between Verona and Milano. The southbound journey involves a 4 hour 40 minute layover at Verona while northbound it is just over 2 hours.

**Table 76** – The two direct Praha - Nürnberg services have been diverted to München, giving four trains per day. In compensation, the railway operated bus service between Nürnberg and Praha, known as *IC Bus*, has been increased.

CONTINUED ON PAGE 33

## What's new this month - continued from page 3

### INTERNATIONAL - continued

**Table 82** – Train **EC 158/153** Basel - Luzern - Milano has been cut back to Luzern - Milano and retimed, while train **EC 14/23** Zürich - Milano has been renumbered **EC 114/113**, is no longer a tilting train, and is retimed with extended journey times.

**Table 86** – A new pair of *Railjet* trains (**RJ 167/168**) is running between Wien and Zürich, giving a train every two hours.

**Table 89** – Train **247/246** *Citadella* Budapest - Ljubljana via Hodoš has been withdrawn. In partial replacement, Budapest - Zagreb train **204/205** *Agram* (formerly named *Maestra*) will have a through carriage for Ljubljana, attached to **498/9** between Zagreb and Ljubljana. The train also gains a daily restaurant car, which also continues to Ljubljana. The other Budapest - Zagreb day train, **201/200** *Kvarner*, is withdrawn.

**Table 90** – The three proposed daily Nice - Milano services, to be operated by Thello, may start in the summer.

**Table 90a** – The three times weekly *Elipsos Trenhotel* **11274/11273** *Salvador Dalí* Barcelona - Milano (Table **90a**) has ceased running from the timetable change. This leaves train operator *Elipsos* with just the *Francisco de Goya* between Paris and Madrid and the *Joán Miró* between Paris and Barcelona.

**Table 91** - Train **ICS 19/18** Spielfeld-Sträß - Maribor - Ljubljana has been cut back to Maribor - Ljubljana thereby severing the connection from Graz.

**Table 92** – Trains **399/398** Zagreb - Sarajevo and **451/450** Beograd - Sarajevo have been withdrawn and train **397/396** Zagreb - Sarajevo - Ploče no longer runs between Sarajevo and Ploče.

**Table 92a** – Train **285/284** Zagreb Wien - Zagreb and Pécs has been withdrawn and this table has therefore been removed.

**Table 96** – Train **36/35** *Lviv Express* Wrocław - Kraków - Lviv now runs Kraków - Lviv only. At the time of going to press we were unable to confirm the running of train **51/52** Wrocław - Kraków - Lviv - Kyiv.

**Table 99** – Train **EC137/136** *Moravia* Ostrava - Břeclav - Bratislava - Budapest has been extended to Warszawa and renamed **EC131/130** *Varsovia*, and there is a new **EC107/106** *Comenius* Warszawa - Břeclav. Train **EC110** *Praha* Warszawa - Praha runs one hour earlier and the return **EC111** runs one hour later.

### GREAT BRITAIN

The winter timetable in Great Britain is valid from December 9 to May 18. One change of note is that the *Greater Anglia* operated service from Ipswich to Lowestoft (Table **201**) sees a near doubling of services on Mondays to Saturdays thanks to the opening of a new passing loop at Beccles (where, incidentally, this timetable was printed).

### IRELAND

Iarnród Éireann will be changing its timetables in late January and we hope to show the new timings in our February edition. Northern Ireland Railways will introduce its new timetables on January 6 and details are awaited.

### FRANCE

French Railways' ongoing programme of track and timetable reconstruction continues with changes on many lines, notably the Bordeaux - Toulouse - Marseille axis (Table **355**) and services south of Bordeaux (Table **305**). A new train of note is a Basel to Marseille *TGV* via Dijon and Lyon (Table **379**), taking advantage of the Rhin-Rhône high-speed line. Table **370** now has a section showing the new local service from Mulhouse to Freiburg, the German border being crossed at Neuenburg. This route is due to see the introduction of a Paris - Freiburg *TGV* on six days per week from August.

Withdrawals include the Bordeaux to Lyon train via Limoges, and the Genève - Irún night train, while the Clermont Ferrand - Marseille train, the former *Cévenol*, is curtailed at Nîmes. 1,755 km of track is due to be replaced in 2013, with several line closures during the year. Electrification of the Moirans (near Grenoble) to Valence line will result in closure for the whole year, with replacement buses as shown in Table **364**.

From April 1, a new low-cost service called *TGV éco* will start, with services from Marne la Vallée in the eastern suburbs of Paris to a range of destinations in the south. Booking will be internet only, and timings are shown in a special table numbered **350a**.

### BELGIUM

Apart from the changes to international services already mentioned, there are minor amendments to domestic trains, including the withdrawal of certain early morning and late night services.

### NETHERLANDS

A highlight of the new Dutch timetable is the opening of the *Hanzelijn*, a brand new 50 km line bridging the gap between Lelystad and Zwolle. There are two intermediate stations at Dronten and Kampen Zuid. The line provides a more direct and faster route for services between Amsterdam and the northern cities of Groningen and Leeuwarden.

The opening of the *Hanzelijn* has resulted in a number of major changes to the timetable and our tables have been adapted accordingly. A new Table **460** now covers all services between Den Haag, Amsterdam and Zwolle via Lelystad. There is also a new all stations *Sprinter* service between Amsterdam Centraal and Zwolle (including calls at Dronten and Kampen Zuid) and this is shown in a separate panel below the main table. Full details of main line services north of Zwolle are shown in a new Table **482** (replacing the old tables **485** and **486**). Services between Amsterdam and Groningen / Leeuwarden are now up to 20 minutes faster than before. Please note that most fast services between Den Haag and the north continue to run via Amsterdam Zuid (as before), but there are excellent connections available at Almere or Lelystad for passengers wishing to travel from/to Amsterdam Centraal.

The Rotterdam - Utrecht - Zwolle - Groningen / Leeuwarden service (Table **481**) has now been simplified and follows a regular pattern throughout the day. Passengers travelling from Den Haag to the north of the country can now travel via Amsterdam as through services via Amersfoort are no longer available (although it is, of course, still possible to travel via this route with a simple change of train at Utrecht).

There have been some alterations to the Amsterdam - Rotterdam - Roosendaal - Vlissingen route (Table **450**). The basic service is now four trains an hour between Amsterdam and Dordrecht serving all major stations (two via Schiphol and two via Haarlem). The two services an hour via Schiphol are extended to Roosendaal and Vlissingen. With a few extra stops the journey time between Amsterdam and Vlissingen is now approximately 10 minutes longer than before, although 25 minutes can be saved by taking the following *FYRA* service and changing at Rotterdam. The full Amsterdam to Vlissingen service is shown in Table **450** and high-speed *FYRA* services have been moved to a new Table **451**.

One notable feature of the new timetable is a big reduction in the number of trains splitting and joining en-route. This particularly affects services between Amsterdam and Maastricht / Heerlen (Table **470**). Services from Amsterdam Centraal now run to Maastricht only with a connecting service provided between Sittard and Heerlen. The half-hourly Schiphol - Amsterdam Zuid - Eindhoven service has now been extended to Heerlen to maintain through services between Amsterdam and Heerlen. As a result there are now four trains an hour between Utrecht and Sittard!

### ITALY

As is usual, only partial information for the new timetable was available from Trenitalia as we went to press, though it does include all Frecciarossa, Frecciargento and Frecciabianca services, along with most InterCity and night trains. There are significant changes to timings of high-speed services (Table **600**) and also Adriatic coast Intercity services (Tables **630/1**). The *Eurostar Italia* (ES) category is no longer in use. All services shown with a train number within the Italy section have been checked (although some are shown subject to confirmation), but as much information is outstanding passengers are advised to recheck their timings locally.

NTV's *Italo* high-speed services are further extended with seven train pairs now serving Torino. As a result the timetable has been recast with major alterations (Table **600**).

### SPAIN

As we went to press, only a small amount of information for the new timetable was available from Renfe and therefore most timings are subject to confirmation. *Arco* **283/280** *Camino de Santiago* Irún / Bilbao - A Coruña / Vigo has been altered. The Irún - A Coruña cars now run via Santiago de Compostela and travel via the high-speed line, whilst the Bilbao - A Coruña portion runs via Lugo (Tables **333**, **334**, **336**). A further change is that **MD 18012** Vitoria / Gasteiz to Madrid starts back at Irún, whilst **MD 18014** Irún to Madrid departs Irún at 1315 and runs 2½ hours earlier.

### DENMARK

Owing to unforeseen problems, work on the Limfjord bridge north of Aalborg continues, and the date of reopening is now unspecified. Consequently, timings shown in Table **701** will not come into effect until the line reopens, and readers are advised that the schedules shown in our November edition, with replacement bus services, may extend into the new year (Table **701**).

### SWEDEN

The new timetable marks the commencement of services over the full Ådalsbanan and Botniabanan lines. There will be three Stockholm - Umeå train pairs on weekdays (less at weekends) completing the journey in approximately 6 hours 30 minutes.

Skee to Strömstad has reopened to rail traffic. This section, at the end of the line from Uddevalla, had been subject to bus replacement since September 2009 (Table **739**). A pleasant surprise is the introduction of a new train between Östersund and Malmö via Göteborg, operated by Inlandsbanan AB. The once weekly couchette car service will depart Östersund at 1640 on Saturdays, returning from Malmö at 1614 on Sundays (Tables **753/767**).

CONTINUED ON PAGE 34

## What's new this month - continued from page 33

### GERMANY

There have been no major alterations to long-distance services in Germany at this timetable change. However, there are a few changes to some regional services.

The Nürnberg to Sonneberg route (Table **875**) now enjoys an hourly through service with most trains also conveying a portion for either Würzburg (via Schweinfurt) or Jena (via Saalfeld). The Jena through service is now shown in a separate panel in Table **875**.

An additional *ALX* service runs in each direction between München and Hof (Tables **878/9**). The northbound train leaves München at 0901, with the southbound service departing Hof at 1140. In addition the first southbound service from Hof (departing 0535) now runs daily (previously Mondays to Saturdays). The 1702 northbound service from München is retimed to run around one hour earlier (departing München 1604) and also now runs daily. The Rostock Hbf - Rostock Seehafen Nord S-bahn branch line has closed. Engineering work will continue to effect services around the country and we will endeavour to keep the Engineering Work Summary panel on page 367 up to date with the latest information affecting long-distance services.

The upgrade work on the Berlin to Rostock line, which started in September 2012, will continue through to April 26, 2013. During this period all trains are replaced by bus with extended journey times.

The long term project to upgrade the Hannover to Hamburg line will affect services between these two cities from March 2 to August 22. Full details of the revised schedules will be shown from the March edition.

Please note that timings in the German section are generally valid until June 8. However, holiday variations may only be shown up to April 26, particularly for long-distance services. Late alterations to running dates over the Christmas/New Year period are likely, so readers travelling during this period are advised to confirm their travel plans locally.

### AUSTRIA

Most long-distance services on the *Westbahn* route between Wien and Salzburg are accelerated by up to 18 minutes with the opening of the Wien to St Pölten 250 km/h high-speed line (Table **950**). The service pattern generally stays the same as before except for later departures/earlier arrivals at Wien Westbahnhof. There is one intermediate station on the line called Tullnerfeld where there is a new interchange with the local St Pölten to Tulln line (Table **993**). On the high-speed line itself, Tullnerfeld is served by one long-distance train per hour (westbound it is served by Austrian Railway's hourly semi-fast service; eastbound by trains of open-access operator *Westbahn*). Regional services continue to operate via the original line, except for a small number of additional peak services on Mondays to Fridays which operate at 200 km/h over the high-speed line.

One further improvement in Austria is the welcome reintroduction of daily services every two hours on the Graz - Selzthal - Bischofshofen - Salzburg/ Innsbruck route (Table **975**).

The brand new Wien Hauptbahnhof opens its doors for the first time on December 9, but initially only for local cross-border trains to Bratislava (Tables **996/7**), Sopron (Table **978**), and Győr (Table **1250**).

### POLAND

Timings for all *EC*, *EIC*, *Ex*, and *TLK* services were received in time for this issue, and there are extensive changes throughout the network. Timings received are valid until February 9, so further changes are expected after that date. Amongst the changes are the lack of through day services between Gdynia and Kraków or Katowice; passengers must now change trains in Warszawa. Similarly there are no through day services between Poznań or Wrocław and Rzeszów or Przemyśl (Table **1075**); a change of trains in Kraków is now required.

The line between Stargard Szczeciński and Piła Główna via Kalisz Pomorski has reopened after some years and timings have been added to Table **1010**.

From December 9 the contract for running local services in the Śląskie region centered on Katowice has been awarded to Koleje Śląskie, operator of the local trains on the Częstochowa - Katowice - Gliwice axis. Several routes in the area now have an enhanced service, including Katowice - Oświęcim, whilst Cieszyn close to the Czech border once again has several trains a day; selected services are shown in Tables **1077** and **1079**. One casualty, however, is the single train across the Chalupki - Bohumin border which used to run from Opole, though the route does retain a passenger service as the Praha - Moskva *Vitava* now uses this border crossing.

Most other local trains in Poland are operated by Przewozy Regionalne, and only partial information had been received as we went to press.

### CZECH REPUBLIC

A third operator, Leo Express, has commenced running on the Praha - Ostrava route (Table **1160**), with a train every two hours using newly built trains. The extension of an Ostrava - Praha *SuperCity* train to Františkovy Lázně (Table **1120**) now happens on Sundays as well as Saturdays, and from March there will also be one extending to Plzeň on Sunday evenings, returning on Monday mornings.

### SLOVAKIA

Amongst the many changes here, passengers on the Bratislava - Košice *Horehronec* which takes the scenic route via Červená Skála will now have to complete the journey by changing trains at Margecany (Table **1192**).

### HUNGARY

Withdrawal of the Wien - Pécs train has prompted the splitting of Table **1235** into two tables to show connections to Zalaegerszeg more effectively.

### SLOVENIA

As mentioned in the International section, trains on the Villach - Ljubljana - Zagreb axis have been reduced in frequency, whilst train **246/7** Budapest - Ljubljana *Citadella* has been withdrawn (Tables **1313/5**), meaning that the journey between the two capitals now has to be made on the longer route via Zagreb. This summer the seasonal train which has run for the previous three years from Budapest via Maribor to the Croatian resort of Pula, will instead serve Koper (Tables **1303/5**).

### BOSNIA-HERZEGOVINA

Sarajevo has seen a substantial reduction in its connections with neighbouring countries following the withdrawal of trains **258/9** Budapest - Sarajevo *Drava*, and **450/1** Beograd - Sarajevo. It appears that the overnight service from Zagreb (trains **398/9**) has also been withdrawn.

### CROATIA

Service withdrawals are the predominant feature of the new Croatian timetable, many of which have been documented in our international section in recent months. Two Hungarian border crossings will lose all services; Kotoriba - Murakeresztúr (Table **1335**) and Beli Manastir - Magyarbóly (Table **1345**). Only one train will connect Hungary to Croatia this winter; the Budapest - Zagreb *Agram* (formerly the *Maestra*) which will continue to use the Gyékényes - Koprivnica crossing (Table **1340**).

The two daytime Zagreb - Split services are retimed, with one operating on Fridays to Sundays and holidays only (Table **1330**).

Our tables are valid only until June 8, but advance information shows that this summer there will be no seasonal train to the Istrian resort of Pula (see Slovenia above). However, the additional seasonal overnight train between Zagreb and Split will once again convey through cars from Budapest.

### BULGARIA

Most services in Bulgaria have been retimed by varying degrees, with certain long-distance trains accelerated by a few minutes. There is an additional journey in each direction between Sofia and Burgas via Karlovo. However, it appears that the long standing first class only Plovdiv - Sofia - Vratsa *Express* service has been withdrawn (although the Plovdiv - Sofia part remains as a regular *Fast* train).

Most local services have also been retimed with some now providing useful connections with long-distance services. For example, two Silven to Burgas local services in each direction connect with the two direct Plovdiv to Varna services at Karnobat. The overnight connection from /to Silistra (Table **1530**) now runs via Ruse (instead of Kaspichan). Train **9646** from Silistra runs to Goma Oryakhovitsa to connect with train **2626** to Sofia. Return train **9647** runs from Ruse, providing a connection with train **382** from Sofia. It is not yet clear whether or not through seating/sleeping cars are provided.

### ROMANIA

The new timetable contains extensive changes including the withdrawal of services between Reșița Nord and Sud (Tables **1620/69**). Budapest to Cluj Napoca train **363/362** is extended to Sighetu Marmajiei.

### UKRAINE

Ukrainian Railways have introduced a pair of high-speed intercity services overnight between Kyiv and Donetsk (Table **1715**).

### SHIPPING

Euroferries will commence a new cross-channel service between Ramsgate and Boulogne in February. There will be four daily services operated by a trimaran vessel (Table **2120**).

### BEYOND EUROPE

This month it is the turn of **Africa and the Middle East** (pages 564-575) whilst the January edition will include principal services in **India**.

### NEXT MONTH

As well as updates to the winter schedules, the January edition will contain our annual **Sample Fares** feature, giving examples of fares and ticket types in a wide range of European countries.

**HAPPY CHRISTMAS**  
from Thomas Cook Publishing