

What's new this month

WELCOME

Welcome to the December edition of the *European Rail Timetable* which includes new winter schedules valid from **December 14**. There are significant changes to services throughout Europe and most tables in this edition are valid from this date. For schedules until December 13 please refer to our November edition.

We have been able to include new timings for the majority of trains but only partial information was available for certain countries, such as Italy, as we went to press. Please refer to the individual country headings for information regarding the validity of timings in each country. In certain other countries, particularly France and Germany, tables have been compiled using advance data which is sometimes liable to change and passengers are advised to confirm timings and days of running before travelling, especially during holiday periods. All our tables will be rechecked over the coming weeks as schedules are confirmed.

ROUTE OF THE MONTH

Nicky Gardner and Susanne Kries, editors of *hidden europe* magazine, explore the Harz narrow gauge railway system including a ride to the Brocken summit. It was 25 years ago this month that public rail services to the Brocken summit were reinstated following many years of military use. This month's feature will be found on pages 34 and 35 and the latest timings are shown in Table 867.

INTERNATIONAL

Table 10 – Eurostar are running 44 extra services over the Christmas and New Year period.

Due to engineering work on the high-speed line in France, services to Paris will arrive up to 15 minutes earlier February 8 to March 6 and March 29 to May 23. In the opposite direction services from Paris will depart up to 9 minutes earlier February 2 to March 6 and March 29 to May 23.

Tables 11, 17a – Eurostar will introduce a new direct train from London to Marseille calling at Lyon Part Dieu and Avignon TGV from May 1, 2015. Due to border controls and security requirements, passengers on the London-bound service will be required to leave the train at Lille Europe with their luggage to undergo customs formalities before re-joining the same train.

The Eurostar service to Paris Disneyland is running on four days a week instead of the previous five and will not run between January 5 and February 7.

Tables 11, 14 – *Lyrja* has introduced a direct service running four times a week between Lille and Genève calling at Charles de Gaulle and Marné la Vallée. Good connections are available at Lille for journeys from and to London and Brussels.

Table 14 – Following a suggestion from a correspondent, Bellegarde has been added to this table to aid journey planning in the area.

Table 15 – Eurostar has confirmed that the new InterCity service from Amsterdam (see entry for Table 18 below), which arrives Brussels Midi/Zuid at 15 minutes past each hour, will officially connect with Eurostar services departing for London at 52 or 56 minutes past the hour, allowing 37 or 41 minutes for the connection. 45 minutes was the previously allowed minimum time and the 37 minute connection only applies to three services.

Table 18 – Direct hourly InterCity services have been reintroduced between Amsterdam and Brussels. Journey time is around 3 hours and 20 minutes and all trains now call at Brussels Airport.

Table 22 – Train *IC 245* forms a new early morning departure from Amsterdam to Berlin on Mondays to Saturdays departing Amsterdam Centraal at 0502. However, the evening departure from Amsterdam at 1901 (*IC 243*) now runs on Sundays only. In the opposite direction *IC 242* no longer runs on Sunday mornings, although a new morning service (*IC 244*) now runs from Bad Bentheim to Amsterdam on Mondays. *IC 240* will run daily from Hannover from March 29.

Table 50 – *EC 301/300 Berlin Night Express* Berlin – Malmö will run again in 2015. It will make one return journey over each of the Easter, May Day and Ascension holiday periods and will also run three times a week during the summer.

Table 57 – *EC 249/248 Wawel* Hamburg – Berlin – Forst – Wrocław has been withdrawn and therefore Table 57 has been deleted.

Table 60 – *EC 173/172 Vindabona* Hamburg – Berlin – Praha – Wien – Villach has been re-routed to run Hamburg – Berlin – Praha – Budapest and has been renamed *Porta Bohemica*. We believe this brings to a close of over 50 years of direct continuous service between Hamburg and Wien via Berlin.

A new two-hourly *Railjet* service has been introduced on the Praha – Wien – Graz route.

The current *EC 273/272 Avala* Praha – Budapest – Beograd has been split into two separate services. *EC 273/272 Csárdás* now runs between Praha and Budapest, whilst *EC 345/344 Avala* operates Wien – Budapest – Beograd.

EC 379 Carl Maria von Weber Berlin – Praha – Brno now terminates at Praha.

Table 61 – *EC 343/342 Ivo Andrić* has been reinstated between Budapest and Beograd.

A new overnight service, *EN 481/480 Serdica*, has commenced running between Budapest and Sofia via Timișoara, Craiova and Vidin. This is the first regular long distance passenger train scheduled to use the recently opened combined rail/road bridge across the Danube near Vidin.

Table 62 – An overnight service between Ljubljana and Beograd has been reintroduced. Train *411/410* conveys couchettes and first and second class seats.

Table 65 – This table has been amended to show additional journey opportunities between München and Wien by changing at Salzburg.

An additional EuroCity service, *EC 149/148*, runs between Wien and Budapest.

Table 66 – *EN 421/420 Köln* – Frankfurt – Wien is extended to Düsseldorf, retimed in both directions, no longer calling at Würzburg, Nürnberg and Regensburg, and calls at Frankfurt (Main) Süd instead of Frankfurt (Main) Hbf.

Table 76 – The jointly run German and Czech Railways InterCity bus service between Nürnberg and Praha has been recast together with the jointly run German and Czech Student Agency InterCity bus service between München and Praha.

Table 86 – *EN 466/467 Wiener Walzer* runs between Zürich and Wien only, with the Zürich – Budapest cars conveyed on *EN 463/462 Kálmán Imre* between Salzburg and Budapest.

Table 89 – *IC 201 Ljubljana* – Zagreb – Budapest now starts from Zagreb and *IC 204 Rippel-rónai* Budapest – Zagreb – Ljubljana terminates at Zagreb. *EC 247/246 Citadella* Budapest – Hodoš – Maribor is extended to Ljubljana and no longer calls at Maribor.

Table 90 – A new direct Milano – Nice – Marseille *EC Thello* service, *EC 147/159* has been introduced. *EC 147* will form a useful connection at Marseille from the new London to Marseille Eurostar service when this is introduced from May 1. We understand two further *EC Thello* services will be introduced during April 2015 between Nice and Milano.

Tables 97, 98 – Russian Railways (RZD) have announced that, due to a significant reduction in passenger numbers, train *16/15 Tisza* Moskva – Budapest – Beograd and train *60/59 Bolgariya Express* Moskva – București – Sofia have been temporarily suspended from December 14. The services have been retained in Tables 97 and 98, albeit with appropriate warnings, in the hope of their early reinstatement. Another casualty of train *16/15* not running is that the daily Bratislava to Moskva sleeper has been withdrawn (Table 96).

Table 97 – A new overnight service, train *34/33 Latorca*, has been introduced between Budapest and Kyiv.

Table 99 – *EC 103/102 Polonia* Warszawa – Wien – Villach terminates at Wien and *EC 131/130 Varsovia* Warszawa – Budapest has been diverted to Praha, renamed *Praha* and renumbered *EC 111/110*.

EC 105/104 Sobieski Warszawa – Katowice – Wien is extended to run to and from Gdansk and Gdynia.

GREAT BRITAIN

Due to engineering work over the Christmas period many tables in the British section are valid from early January. For journeys during the Christmas and New Year period we recommend that you check with National Rail Enquiries before travelling (www.nationalrail.co.uk).

CONTINUED ON PAGE 562

What's new this month *(continued from page 3)*

GREAT BRITAIN

As part of the ongoing *Thameslink* project, some through platforms at London Bridge station will be closed from the start of the winter timetable. As a result, all services in Tables **101** and **103** that previously used these platforms have been recast and, in most cases, service frequency has been reduced. This has been partially offset by the introduction of additional domestic services via the HS1 high-speed line (Table **100**).

First Great Western has partially recast its service from London to Devon and Cornwall (Table **135**). Notably, the 0706 and 0730 trains from London have swapped destinations, with the 0706 now running to Penzance, thus providing earlier arrivals at Plymouth and stations to Penzance. *First Great Western* appears to have withdrawn its *Travelling Chef* catering service from December 14, but the number of services on which Pullman dining is available has been increased recently and two further services on the route to the West Country are expected to gain a full dining service during the currency of this timetable.

Virgin Trains has introduced new through services from London Euston to Shrewsbury via Birmingham (Tables **145** and **150**), as well as a single return train from London Euston to Blackpool (Table **151**).

IRELAND

Sunday timings on the Iarnród Éireann and Northern Ireland Railways jointly run *Enterprise* service between Belfast and Dublin have been amended (Table **230**).

Bus Éireann has issued a new timetable on the Londonderry – Donegal – Sligo – Galway route (Table **235**).

FRANCE

Many *TGV* services between Paris and both Marseille and Nice have been retimed (Table **350**). The majority of Marseille services now depart Paris at 37 minutes past the hour with return services leaving Marseille at 06 minutes past the hour. Nice services have been retimed by approximately 30 minutes in both directions.

The seasonal *TGV* service between Marseille and Annecy has been added to Table **350** (timings between Valence and Annecy are shown in a separate panel below the main table).

BELGIUM

Recent years have seen a significant increase in rail passengers in Belgium and December 14 will see the culmination of a major project to introduce a completely new timetable. Several lines see an increased frequency, more timings are at the same minutes past each hour, and there are new links to Brussels Airport. There is a small increase in journey times on some routes to increase reliability and to cope with ongoing infrastructure improvements. The *IR* train category is no longer used and most trains shown in our tables are therefore classified *IC*. The system of allocating letters to each *IC* route has been discontinued. Our tables have been rewritten to show the new services and there are several renumberings as a result.

Amongst the many changes is an increase to four trains per hour between Gent and Brussels via the fast line on Mondays to Fridays (Tables **400/405**), one of which starts from Kortrijk. Brussels to Namur (Table **440**) increases to three per hour, although the extra service starts from Brussels Schuman station, connected by metro with central Brussels. Another item of interest is the replacement of the two-hourly Liège to Aachen local trains with an hourly Spa – Verviers – Aachen service, now shown in Table **438**. This connects at Verviers with the Oostende – Brussels – Eupen service (Table **400**). The newly reintroduced hourly *Benelux* trains from Brussels to Amsterdam call at Brussels Airport. The new table structure has given us space to include the Brussels to Geraardsbergen service (Table **424**), not previously shown in our tables, as well as trains from Liège to Marloie (Table **447**) on the Namur to Luxembourg line.

ITALY

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. Consequently, all services shown with a train number within the Italian section have been checked. However, much information is still outstanding and passengers are advised to recheck timings locally before travelling.

Nuovo Trasporto Viaggiatori (NTV) has withdrawn its *Italo* Adriatic coast services (Table **600**).

SPAIN

Timings were amended on the Cádiz – Sevilla – Córdoba – Jaén route from November 9; these were received too late for the November edition but have been included in this edition (Tables **661** and **671**).

Talgo services **1111** and **1202** are now classified *Intercity* with train **1111** terminating at València Nord on Sundays. *Talgo* services **463** and **165** from Barcelona, which previously ran to Cartagena and Lorca respectively, have now swapped destinations with **463** running to Lorca and **165** serving Cartagena (Table **672**).

Services in the València area are affected by engineering work until further notice.

Serveis Ferroviaris de Mallorca and *Ferrocarril de Sóller* have both issued new timetables and Table **674** has been updated accordingly.

Due to a landslip between Luarca and Ribadeo, FEVE introduced a new timetable from November 29 (Table **687**) and many services have been retimed with extended journey times.

DENMARK

In Jutland, engineering work continues to affect services south of Århus on Mondays, including international services to Germany (Table **710**).

SWEDEN

There is a considerable amount of disruption to schedules this year owing to work on the Årstabridges on the southern outskirts of Stockholm which will commence in April. This has resulted in information being finalised later than is normally the case, and consequently final schedules were not available for all routes as we went to press. We expect information to be available shortly (possibly even before this publication is dispatched from the printers), so readers intending to travel in the near future are invited to contact the editorial office for any updated schedules.

Good news is reinstatement of the night train between Stockholm and Malmö (Table **730**), but conversely this year the night trains from Göteborg and Stockholm to Duved (**71/72/76/77**) will not convey seating accommodation (Table **767**).

From early March *MTR Nordic*, which has operated the Stockholm metro system since 2009, will commence mainline services between Stockholm and Göteborg using a fleet of new electric units (Table **740**).

NORWAY

An additional train will run on Mondays to Fridays between Göteborg and Oslo. The new service departs Göteborg at 0430 (arriving Oslo 0822) with the return service leaving Oslo at 1528 (Table **770**).

The Oslo – Kristiansand – Stavanger service has been completely revamped with no fewer than three additional weekday services added in each direction (Table **775**). This means there are now six daytime services available between Oslo and Stavanger on weekdays together with the existing overnight option.

Services on the Lillehammer – Oslo – Skien route have been split to operate as two separate routes. Table **783** now only shows the service between Eidsvoll and Skien via Oslo. Regional trains between Lillehammer and Oslo have been moved to Table **785** (in a separate panel below the main table).

GERMANY

Regional through services between Hamburg and Flensburg now run hourly throughout the day (Table **823**).

Veolia Verkehr has withdrawn its *InterConnex* services between Leipzig and Berlin/Warnemünde due to decreasing passenger numbers.

The regional service between Hannover and Halle (Table **860**) has been split with the Hannover to Bad Harzburg section now run by private operator *erixx*. Convenient connections are available at Goslar for onward journeys to Halberstadt and Halle. Services between Braunschweig and Bad Harzburg/Goslar have also been taken over by *erixx* (Table **859**).

CONTINUED ON PAGE 563

What's new this month *(continued from page 562)*

Electrification of the route between Reichenbach and Hof has been completed allowing all services between Dresden and Hof to be operated by electric traction. Consequently, a change of train at Hof is now required for journeys to and from Nürnberg. Services continue to run hourly on both parts of the route with services between Hof and Nürnberg operating alternately via Marktredwitz or Bayreuth (Table 860). An additional through service has been added in both directions between Nürnberg and Cheb and Table 860 has been modified to show these cross-border services in their entirety.

The last remaining IC services from Germany to Luxembourg have been withdrawn. However, a new hourly fast regional service has been introduced between Koblenz and Luxembourg taking just under two hours and 30 minutes (Table 915). These trains also convey a portion running from Trier to Saarbrücken, Kaiserslautern or Mannheim. An added benefit of these new services is the provision of faster regional services between Saarbrücken and Mannheim (Table 919).

The daily IC train between Hamburg and Konstanz has been withdrawn south of Karlsruhe. An additional regional service has been added between Karlsruhe and Konstanz to compensate for this (Table 916).

AUSTRIA

The main change in Austria is the substantial increase in the number of trains serving Wien Hauptbahnhof. All services from Graz and Villach to Wien are now extended from Wien Meidling to Wien Hbf (Table 980). As mentioned in the International news (Table 60), Graz to Wien services continue to Praha via Břeclav every two hours.

ICE services from Germany are re-routed via Wien Hauptbahnhof to Wien Flughafen thus providing Linz and St Pölten with through services every two hours to Austria's principal airport. Two morning ICE services from Linz to Wien Flughafen and two evening return services have also been added to the schedules to ensure that through services to and from the airport are provided throughout the day.

There have been some alterations to services from Wien to Innsbruck and Bregenz with all but one of these services in each direction now operated by *Railjet* trains. Most of these run combined with either a München service (between Wien and Salzburg) or a Zürich service (between Wien and Feldkirch). Another significant change is that all overnight services now operate from and to Wien Hauptbahnhof.

POLAND

Concurrent with the new timetable is introduction of a new train category - *Express InterCity Premium (EIP)*. Consequently, there is a substantial upgrade of services between Gdynia and Warszawa (with some continuing to Katowice or Kraków) with ten daily train pairs of the new train category serving this important route (Table 1030).

As is usual, Polish Railways will issue several timetable updates during the year, the current one being valid until March 14.

CZECH REPUBLIC AND SLOVAKIA

Following the introduction of a Praha to Košice train by private operator *RegioJet* in October, *Leo Express* has also extended a journey through to Slovakia's second city, with an afternoon train from Praha returning overnight (Table 1160). Czech and Slovak Railways have replaced the day train between these points with a *SuperCity* tilting train, knocking around 50 minutes off the journey time. There is also an additional EC train from Praha on Fridays, returning on Sundays from Košice.

Night train *Excelsior* Cheb – Karlovy Vary – Praha – Košice has been withdrawn, but a sleeping car is maintained on this route by attaching it to other trains. Praha – Košice – Humenné night train 442/3, previously named *Širava*, now carries the name *Bohemia*. The Dresden – Zittau – Liberec service in Table 1117 is now operated entirely by *Vogtlandbahn* and journeys no longer extend to Tanvald at weekends.

In Slovakia the scenic line from Banská Bystrica to Košice via Červená Skala (Table 1192) has a revised timetable; the *Horehronec* has been withdrawn but there are now two trains each way between Banská Bystrica and Margecany.

HUNGARY

Train EC344/5 *Avala*, having become a Wien - Beograd train (replaced between Praha and Budapest by the *Csárdás*) bypasses the centre of Budapest but calls at Kelenföld and Ferencváros stations in the suburbs (the latter has been newly added to Table 1250). Also skirting around the south of Budapest is new EC 142/3 *Hortobágy* providing a direct link from Debrecen to Wien via Kelenföld (Tables 1270 and 1250). Kelenföld, incidentally, is now also linked with Budapest Keleti station by metro line 4 which opened earlier this year.

An additional Wien to Budapest EC train named *Lehár* leaves Wien at 0748 and Budapest at 1810 (Table 1250), whilst the *Kálmán Imre* and *Wiener Walzer* are now combined to run as one train between Salzburg and Budapest. IC 918/938 Budapest to Szombathely and Sopron runs one hour later at 1910 as a result of the new arrangements, and there is a new IC at 2010 to Győr and Hegyeshalom.

SLOVENIA

Welcome news from Slovenia is the increase in cross-border bus services to the Italian town of Villa Opicina, thereby improving onward journeys to Italy and beyond (Table 1305).

Further positive news, as reported elsewhere, is the reintroduction of the night train between Ljubljana and Beograd (Tables 1300 and 1320) and the return to the capital of the *Citadella* train to and from Budapest (Tables 1313 and 1315).

CROATIA and BOSNIA-HERZEGOVINA

Most unusually, schedules have not been received from Croatia or Bosnia-Herzegovina in time for this edition. Our pages have been updated where information is available from other sources, but this is very limited and anyone travelling in the near future is strongly advised to check timings locally.

SERBIA, MONTENEGRO and FYRO MACEDONIA

Services on the Beograd to Bar route continue to be affected by the weather damaged infrastructure, but the direct route between Beograd and Požega is expected to reopen prior to commencement of the summer seasonal trains (Table 1370).

GREECE

Journeys between Athína and Halkída now require a change of train at Inói (Table 1420).

BULGARIA

There have been numerous alterations to services in Bulgaria. Amongst the changes are two additional services in each direction between Sofia and Varna, one of which runs overnight via Karlovo (this train now conveys the overnight Sofia to Kardam cars).

Another new service is a daily through train between Burgas and Ruse via Shumen (Tables 1530 and 1535).

ROMANIA

The new timetable shows reinstatement of services between Reșița Nord and Sud stations; this line had been closed since December 2012 (Tables 1620 and 1669).

International trains 346/347 *Dacia* București – Wien and 472/473 *Ister* București – Budapest are now routed via Sibiu instead of Sighișoara (Tables 1600 and 1610).

SHIPPING

Following the demise of DFDS's Harwich to Esbjerg service at the end of September, a new operator, Regina Line, has announced that it plans to recommence sailings on the route from Easter 2015 (Table 2220).

A new crossing added to the shipping section this month is Dublin to Cherbourg operated by Irish Ferries (Table 2027).

BEYOND EUROPE

This month's Beyond Europe section covers North America with tables numbered 9000 upwards. Readers should be aware that Amtrak will reissue its national timetable on January 12.

VIA Rail have added an additional service in each direction between Toronto and Ottawa (Table 9015).

Rocky Mountaineer trains will not serve Calgary in 2015 (Table 9065).

The *Empire Builder* service between Seattle and Chicago is subject to delays until January 12 due to trackwork with passengers travelling from and to Devils Lake and Grand Forks conveyed by bus for part of their journey (Table 9285).

HAPPY CHRISTMAS
from the European Rail Timetable team

and thank you to all the operators and correspondents who have supplied information to us during our first year of publication