

What's new this month

WELCOME

Welcome to the expanded Winter 2017/2018 edition of the European Rail Timetable which contains new schedules for most European countries valid from December 10. We have included updated timings for most trains but, as is often the case in the Winter edition, only partial information was available for certain countries as we went to press. Readers are therefore advised to check individual country headings to confirm the validity of the timings shown. Please also be aware that many tables have been compiled using advance data which is sometimes liable to change and so readers are advised to check timings before travelling. Of course, all of our tables will be rechecked and updated over the coming weeks as schedules are confirmed.

As well as updates to our regular European pages, this edition includes the latest versions of all eight *Beyond Europe* sections that normally only appear in selected editions throughout the year. Our special *Rail Extra* feature, which contains useful transport information on a country by country basis (including details of many popular tourist railways), will be found on pages 653 to 664.

ROUTE OF THE MONTH

Lake Constance (or Bodensee in German) is surrounded by local rail routes, German on the north side, Swiss along the southern shore and a short stretch within Austria at its eastern extremity. Our regular travel correspondents, Nicky Gardner and Susanne Kries, opt for a leisurely journey along the southern shore from Schaffhausen to Lindau via Romanshorn and Bregenz. The route description will be found on page 36 and those wishing to plan a similar journey will find the latest timings in Tables **534**, **538** and **952**. Nicky and Susanne note that the *Tageskarte Euregio Bodensee* is an excellent ticket option for exploring this region and details will be found within our Rail Passes feature on pages 667 to 673.

CAR TRAINS

SNCF has substantially reduced its car train network by closing the terminals at Biarritz, Bordeaux, Briançon, Brive, Lyon, Narbonne and Toulouse (Table 2).

INTERNATIONAL

Tables 10, 12: Eurostar timings between London and Paris/Brussels have been confirmed until May 26 and all relevant tables have been updated. Engineers will be replacing some points in the Channel Tunnel on Sundays January 14 and 28 (also during the evening of the previous day) meaning Eurostar services will have to run to a special timetable.

Table 17: Eurostar will run from London to Marseille three days a week from May 4 and four days a week during the summer.

Tables 18, 20: Thalys timings shown in our tables are valid until July 7.

Table 24: The weekly train **24/23 Trans European Express** Paris – Moskva has amended running dates. Train **23/452** now runs one day earlier, departing Moskva on Tuesdays and arriving Paris on Thursday mornings. The reverse train (**24/453**) is also adjusted with a Thursday evening departure from Paris, arriving Moskva on Saturdays.

Table 25: Train **18/17** Nice – Moskva has been considerably retimed. Train **17/409** departs Moskva nine hours later on Thursday evenings, arriving Nice early evening on Saturdays. In the reverse direction train **18/408** departs Nice Sunday mornings with a Moskva arrival midday on Tuesdays.

Table 54: The Zürich – Berlin – Hamburg overnight *nightjet* service (**470/471**) now runs as two portions, serving Berlin and Hamburg separately. The two parts of the train split/join during an unadvertised stop at Hildesheim. The main benefit of this change is a 40 minute earlier arrival in Hamburg (and a 20 minute later departure southbound).

Table 56: The running days of Talgo train **14/13** Berlin – Moskva have been altered. Train **441/14** departs Berlin on Mondays and Saturdays instead of the previous Mondays and Sundays. The return service **440/13** departs Moskva on Fridays and Sundays instead of Saturdays and Sundays.

Table 60: Train **477/476 Metropol** Berlin – Praha/Wien/Budapest has been cut back to run only between Praha and Budapest. A new overnight service between Praha and Wien has commenced conveying sleeping cars only.

The two-hourly daytime trains between Praha and Budapest now serve Budapest Nyugati station instead of Keleti, reducing the journey time by 15 minutes.

Table 61: Train **73/72 Traianus** Budapest – Timișoara – București now runs only between Budapest and Timișoara.

Table 66: Most *ICE* services between Wien and Frankfurt have been accelerated by up to 25 minutes.

Tables 73, 82: A new *EC* train, numbered **151**, provides a new through service from Frankfurt to Milano. Departing Frankfurt at 0801, the service operates via Basel and Lugano, arriving Milano Centrale at 1535. There is also a northbound through train, but this is formed by extending train **EC52** Milano – Bern – Basel through to Frankfurt.

Table 76: The number of services between München and Praha has increased from four to seven each day thus providing a service every two hours throughout the day.

Table 82: *EC15* Zürich – Milano is extended to Venezia and, in the opposite direction, *EC10* starts back from Venezia. *EC11* no longer extends to Venezia at weekends.

Table 88: The existing Wien – Venezia daytime train (**EC31/30**) now operates as a *railjet* service, numbered **131/130**. A second daily *railjet* service has also been added in each direction: **RJ132** leaves Venezia Santa Lucia at 0955 for a late afternoon arrival in Wien, whilst **RJ133** departs Wien Hbf at 1225, arriving Venezia at 2005.

Connections to and from Praha and Budapest have been added to this table to clearly show the new daytime journey opportunities that are now available between the Czech and Hungarian capitals and Venezia following the introduction of the additional trains mentioned above.

Table 90: The running dates of *EC Thello* services between Milano and Marseille have been amended between Nice and Marseille.

Table 95: Weekly train **405/404 Vltava** Moskva – Praha now departs Moskva on Monday evenings instead of Friday mornings. The return service departs Praha early Wednesday mornings instead of early Saturday evenings. The Russian sleeping cars which ran once weekly from Moskva to Wien, and from St Peterburg to Wien and Praha, have all been withdrawn.

Table 96: The through sleeping cars from both Praha and Bratislava to Lviv and Kyiv are withdrawn, but there is a new service from Košice to Kyiv (with connections available from both Praha and Bratislava).

Train **34-81/81-33 Latorca** Budapest – Lviv – Kyiv no longer serves Kyiv. However, a new sleeper service *Hortobágy* Wien – Budapest – Lviv – Kyiv has been introduced (numbered **147-749/749-140**).

Table 97: Train **51/51 Lviv Express** Warszawa / Wrocław – Przemyśl – Lviv has been withdrawn and so Table **97** has been deleted.

Table 99: Train **407/406** Budapest – Warszawa and **403/402** Budapest – Kraków are combined and routed Budapest – Kraków – Warszawa (Table **99**). Please note, this service no longer calls at Katowice. Train **101/100 Moravia** Wien – Břeclav – Ostrava – Bohumin has been extended to Katowice. Train **115/114 Cracovia** Praha – Bohumin (which in previous years has been extended to Kraków during the summer only) now runs to Kraków year round. Train **EC105 Sobieski** Gdynia – Warszawa – Wien is retimed to run two hours later, thereby breaking the connection to Budapest. However, a connection to Bratislava will be maintained at Břeclav.

GREAT BRITAIN

Chiltern Railways has introduced additional through trains between London and Kidderminster on Saturdays and Sundays (Table **128**).

Great Western Railway is changing its schedules from January 1 so all timings in our Great Western tables are valid from this date. The tables affected are **115–118**, **120a**, **130–134** and **136–140**. Readers travelling before this date are advised to use an earlier version of our timetable or contact Great Western Railway to confirm timings.

The service between Reading and Gatwick Airport has been doubled in frequency on Sundays (Table **134**).

Northern has increased the frequency of Sunday services on a number of its routes including Leeds to Knaresborough (Table **175**), Bradford to Skipton and Ilkley (Table **176**) and Lincoln to Sheffield (Table **179**).

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

GREAT BRITAIN (continued)

The weekday service between Bishop Auckland and Saltburn has been doubled in frequency and now runs hourly (Table 212). Another route which benefits from an increased frequency is that between Carlisle and Dumfries on Mondays to Fridays (Table 214).

Readers are reminded that the route between Preston and Blackpool North remains closed until March 25 as work continues to upgrade the infrastructure. A frequent replacement bus service is in operation during the work (Tables 156 and 190).

IRELAND

Iarnród Éireann has accelerated its services on the Dublin to Cork main line by up to 10 minutes and on the Dublin to Limerick route by up to 12 minutes.

FRANCE

The section of line between Avranches and Dol de Bretagne is closed until March 30, and trains are replaced by buses between Coutances and Rennes - Table 272 shows the revised timings both before and after that date.

The local service between Rodez and Millau has been withdrawn from the December timetable change (Table 323).

After surviving a series of overnight train cutbacks in recent years, the long established *Train Bleu* overnight service between Paris and Nice has finally succumbed. Therefore, the only domestic overnight trains remaining in France are Paris - Briçon (Table 362) and Paris - Rodez/Toulouse/Latour de Carol/Portbou (Tables 310/312/316/355).

The daily TGV service between Genève and Nice has been cut back, now running only between Genève and Marseille. Northbound timings from Marseille to Genève are similar to the previous schedule, but the southbound train now runs approximately four hours earlier, departing Genève 0838 and arriving Marseille 1211 (Tables 346 and 350).

The long-distance service provision along the Marseille - Montpellier - Toulouse - Bordeaux axis has been considerably enhanced with *Intercités* trains now running every two hours throughout the day (Tables 321 and 355). In total there are now eight trains in each direction on Mondays to Fridays, with seven on Sundays and six on Saturdays. The first westbound train of the day starts from Nîmes (with the last eastbound train terminating there). As was the case previously, some trains only make a limited number of stops whilst others serve most of the major stations along the route. It should be noted that there are no longer any through services between Bordeaux and Nice so passengers travelling to/from the French Riviera resorts will now need to change trains at Marseille.

Schedules on the Paris Est - Troyes - Belfort route have been totally revised following the full introduction of modern bi-mode multiple units (Table 380). Every train now serves all the main intermediate stations en route meaning some of the smaller towns along the line benefit from an improved frequency. A useful feature of the new timetable is the extension of certain Belfort services to and from Mulhouse.

BELGIUM

Whilst the network has remained fairly static in recent years, some significant changes take place from December 10. Knokke will now be served by extending the Brussels Airport - Gent/Brugge trains (Table 405), removing the need to split trains at Brugge for Blankenberge and Knokke and thereby saving a few minutes. On Mondays to Fridays trains from De Panne to Gent now continue to Antwerpen instead of Brussels via Aalst and as a result, trains taking the longer route between Gent and Brussels via Aalst now have a separate table, numbered 412.

Several lines see an increase in service on certain days of the week. One such is the Antwerpen - Brussels Airport - Hasselt service in Table 432 which now runs hourly on Saturdays instead of alternate hours, though remaining two-hourly on Sundays. Similarly treated is Mol to Hasselt in Table 434 which becomes hourly on Saturdays, although the extra trains are connections at Mol rather than through portions from Antwerpen. Furthermore the two-hourly Gent - Brussels - Landen service at weekends (Table 430) now becomes hourly, instead of alternate trains terminating at Leuven.

Local trains in the Ardennes region (Table 448) also benefit from an increase in frequency, with the Namur - Bertrix - Libramont and Libramont - Bertrix - Arlon routes both doubling to hourly on Mondays to Fridays.

NETHERLANDS

The main change in the Netherlands is the increased service frequency on the busy Amsterdam - Utrecht - Eindhoven corridor (Table 470).

A trial service of trains running every 10 minutes had been operating on this route on Wednesdays during the autumn and now an enhanced service has been implemented on a permanent basis. During the main part of the day three routes will run every 30 minutes as follows:

Alkmaar - Amsterdam Centraal - Eindhoven - Maastricht; Enkhuizen - Amsterdam Centraal - Eindhoven - Heerlen; Schiphol - Amsterdam Zuid - Eindhoven - Venlo. The combination of these services results in a service every 10 minutes between Amsterdam and Eindhoven for much of the day. The early morning and evening service is less frequent and during these periods the routeings north of Amsterdam vary, as do some intermediate timings. This results in timetable transition periods as the service frequency alters, which varies depending on the day of the week, so we have had to expand and adjust Table 470 to enable us to show the full service. Please note that trains between Amsterdam and Enkhuizen are now shown in this revised table, instead of Table 462 (which has been removed).

SWITZERLAND

Some minor changes have been made in the new timetable. Genève Aéroport to Luzern services have been retimed to run earlier (from xx02 to xx50 minutes past each hour) in order to accommodate additional intermediate stops at Nyon, Morges, Palézieux and Romont. Consequently, the Genève to Romont *RE* service is cut back to terminate at Lausanne (Table 505).

The new timetable also sees InterCity Neigezug (*ICN*) trains reclassified as *IC* meaning there is now no distinction between these high-speed tilting trains and other *IC* services.

ITALY

Only partial information for the new timetable was available as we went to press, although all trains shown with a train number within our tables have been checked. However, exception dates and timings for local services remain subject to confirmation. As always, it is advisable for travellers to recheck information locally.

PORTUGAL

The last train of the day from Lisboa to Porto (train *IC527* in Table 690) has been brought forward by 30 minutes from December 10 and now departs at 2130.

DENMARK

The new timetable reveals several, albeit fairly minor, schedule changes and all tables have been updated accordingly.

Most noteworthy, through København - Ystad services have been withdrawn; passengers must now change at Malmö Hyllie (a station not shown in our timetable pages). Therefore, Table 727 has been deleted.

GERMANY

Probably the most significant change in Europe at this timetable change is the opening of the 107 kilometre high-speed line between Erfurt and Ebersfeld (located just north of Bamberg). This has dramatically reduced journey times on some key long distance routes and Erfurt Hbf has now become an important rail hub for many journeys, both locally and nationally. Table 850 has been completely revised to show all high-speed services via Erfurt, a format which clearly shows all long-distance journey opportunities along the route, including many involving a simple change of trains at Erfurt Hbf. As a result of this, the old Berlin - Leipzig - Nürnberg table, 851, has been deleted and the few remaining *IC* services using the traditional routes via Jena and Weimar have been transferred to a new Table 849a.

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What's new this month (continued from page 38)

GERMANY (continued)

The most eye-catching services utilising the new route are the three limited stop *ICE* trains in each direction between Berlin and München, completing the journey in around four hours. Of course, many other services are also provided between these cities, taking a bit longer depending on the routing and stopping pattern, but still much quicker than the previous fastest journey time of over six hours. As mentioned above, Erfurt will benefit from much improved connectivity with some journey times more than halved. For example, an hourly service is now provided between Erfurt and Nürnberg in under 90 minutes (previously taking around 3½ hours with at least one change of trains). The city of Coburg also joins the *ICE* network thanks to specially built chords north and south of the station linking the high-speed line to the classic network. Consequently Coburg now has three direct trains a day to both Berlin and München.

As is usual when a new high-speed line opens, some towns and cities lose some of their direct services and, in this case, it is places along the Naumburg to Bamberg route that will see a considerable reduction in long-distance service provision. Jena is by far the biggest city along this route and it will lose all of its *ICE* trains apart from a morning service to Berlin and evening return. A limited number of *IC* trains will continue to run along the original route and these are shown, together with the Jena – Berlin *ICE* train, in a new Table **849a**. It should be stressed that good quality regional services continue to provide regular services along the whole route, timings for which will be found in Tables **849** and **875**.

Certain regional trains on the Nürnberg – Coburg – Sonneberg route also benefit from the new high-speed infrastructure with trains using the southern section of the route every two hours thus reducing the overall journey time by approximately 30 minutes (Table **875**).

A new local cross border service will be introduced from January 14 between Bad Bentheim (Germany) and Hengelo (Netherlands). This useful new link is provided by simply extending the hourly Bielefeld – Bad Bentheim service a few kilometres across the border, with all trains also calling at Oldenzaal (Table **811**).

After an absence of three years, Luxembourg will once again have a direct connection with the Rhein-Ruhr region, albeit just one daily train in each direction. This has been achieved by extending a regular Luxembourg to Koblenz regional service to Düsseldorf via Bonn and Köln. Timings will be found in Tables **800** and **915**. Strangely, the train is classified *IC* on the section between Koblenz and Düsseldorf.

The Stuttgart to Zürich route now benefits from an hourly *IC* service, although alternate trains require a change of trains at Singen (Table **940**). The additional trains generally replace the two-hourly regional service that previously ran between Stuttgart and Singen. We understand that regional tickets will be valid on *IC* trains along this section of the route.

Engineering work will once again affect some key stretches of line at certain times of the year and we have included a summary of major alterations in a summary panel on page 369. The most significant work in the early part of 2018 will take place on the Hamburg – Rostock – Stralsund route, between January 8 and April 14, when the section between Schwerin and Bad Kleinen will be temporarily closed. A special version of this table will be found on page 566 for details of the revised timetable during this period.

AUSTRIA

Private operator *Westbahn* has doubled the number of services it runs between Wien and Salzburg and so now provides two services an hour between these cities (Table **950**). The current hourly service between Wien Westbahnhof and Salzburg (now branded *WESTgreen*) will be joined by another hourly service (*WESTblue*) between Wien Praterstern and Salzburg via Wien Mitte and Wien Hbf. This innovative new service should prove popular as it provides direct services to/from various stations in central Wien. However, please note that *Westbahn* services no longer serve Tullnerfeld station.

State operator ÖBB has enhanced its regional service between Wien Westbahnhof and Amstetten with an hourly service running daily via the high-speed route, all of which call at Tullnerfeld.

POLAND

Polish Railways' schedules have been reissued for the period until March 10. However, time constraints have limited our ability to update tables and all services remain subject to alteration. As usual, there are variations, even within this short time period, and it is always advisable to confirm times locally when travelling in Poland.

CZECH REPUBLIC

Praha to Plzeň (Table **1120**) now has an increased service, which includes the extra trains to München mentioned under the International heading. To make room, Plzeň to Cheb has been split off into Table **1121** and some table renumbering has been necessary (notably **1147** to **1157** and **1158** to **1161**). Note that the two Pendolino trains which run west of Praha (to and from Cheb and Františkovy Lázně) are now classified *IC* on this section rather than *SC* and do not require a supplement as they form part of the regular interval service.

International trains which run on a regular headway have had their individual train names replaced by generic ones: Praha – Budapest day trains are known as *Metropolitan*, all Praha – München trains are named *Západní Express*, whilst Praha – Linz trains go under the name *Jižní Express*.

A novelty concerning the revised *Metropol* Praha to Budapest train (departing Praha at 2357) is that train *IC 573* (departing Praha at 2109) also conveys a sleeper, couchette and seats for Budapest, which transfer to the *Metropol* at Břeclav. This is particularly useful for passengers from intermediate stations such as Brno, who therefore have a service to Budapest leaving before midnight rather than in the early hours. A similar arrangement applies in the other direction with train *IC 572*.

Regiojet continues to expand its services with four trains each way on the Praha – Brno – Wien route (Table **1150**) as well as one each way linking Opava with Praha via Ostrava Svinov (Table **1160**). The train to and from Staré Město u Uherské Hradiště has, however, been withdrawn, as have station calls at Kolín.

SLOVAKIA

Overnight trains from Praha to Slovakia have once again been reorganised, with Humenné now served by *Slovakia* rather than *Bohemia* (Table **1180**). Both sleeping cars from Cheb to Košice (one via Plzeň and one via Karlovy Vary) have been withdrawn, as has the Praha – Zvolen sleeper. The Brno – Bratislava – Košice – Prešov sleeping car, introduced a year ago, now starts back from Praha (Tables **1150** and **1180**). Furthermore, Regiojet has extended its overnight Praha – Košice train to serve Humenné in the eastern extremity of Slovakia.

HUNGARY

Bus substitution on the Balaton main line (Table **1220**) was due to finish on December 9 and the Budapest – Zagreb trains are once again routed this way instead of via Dombóvár. Local trains from Hegyeshalom to the border station at Rajka have been extended through to Bratislava Petržalka, this section of line having been closed to passenger trains for several years. Timings are shown in a new Table **1253** (the old **1253** has been renumbered **1238**). Note that Petržalka is in the southern suburbs of Bratislava, linked by bus to the centre and the main station.

SLOVENIA, CROATIA and BOSNIA-HERZEGOVINA

Services in Slovenia and Croatia have been fully updated following receipt of new schedules. Unfortunately, information for Bosnia-Herzegovina was unavailable at press date.

SERBIA, MONTENEGRO and FYRo MACEDONIA

Schedules have been updated where possible, but it should be noted that only partial information was available at press date and that local services are subject to alteration (although major changes are not expected).

TURKEY

The December timetable change sees numerous alterations, not only to timings, but also to many train numbers.

A new limited stop service has been introduced between Istanbul and Ankara with a journey time of just under four hours. The morning eastbound departure leaves Istanbul at 0645 with the return service departing Ankara at 1900. Both services make just one intermediate stop at Eskişehir (Table **1570**). However, there has been a reduction in the number of high-speed services between Ankara and Konya.

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

TURKEY (continued)

All main line services have been altered in some way, the most significant change being the retiming of the *Pamukkale Ekspresi* between Eskişehir and Denizli. The southbound journey from Eskişehir now runs over five hours earlier, with the return train now running to a schedule over seven hours earlier than before (Table 1587). Please note that updated timings for regional services are not yet available.

ROMANIA

Tables have been updated and services on all principal routes have been checked. Local services shown in Table 1669, however, remain subject to confirmation.

UKRAINE

There are extensive timetable changes from December 10, notably on the Lviv – Kyiv – Kharkiv axis. Parts of Table 1700 have been split off into separate tables to cope with the changes. A new facility is a through train from the Polish border at Przemyśl to Odesa via Lviv (Table 1732). Train 13 from Kyiv at 1641 now runs daily and is routed beyond Lviv via Sambir, running close to the Polish border to reach Uzhhorod and then Chop (rather than serving Chop first via the main line), and newly continues to Solotvyno, hugging the Romanian border. At Chop the new Kyiv to Košice sleeping car is detached - this replaces the sleeping cars which formerly ran to Praha and Bratislava in a later train.

RUSSIA

The most significant changes in Russia apply to the Trans-Siberian route (Table 1990), in particular services to China and Mongolia. The weekly *Vostok* Moskva to Beijing train via the Trans-Manchurian route continues to leave on Saturdays from both ends but now runs in the same path as train 2/1 *Rossiya* between Moskva and Chita, therefore running as a portion of the latter train when running dates of the two trains coincide (generally every two weeks). The Thursday departures in train 6 from Moskva to Ulaan Baatar are withdrawn, but the Wednesday departures (operated by Mongolian Railways) continue, as does the Beijing train via this route. There is, however, a new train three times weekly from Irkutsk to Ulaan Baatar in the same timings as the other trains, replacing the much slower through carriage in train 362/1. The principal Moskva – Vladivostok train (2/1 *Rossiya*) is unchanged, but the other through train 100/99 becomes daily; previously it terminated at Khabarovsk on alternate days under the number 44/43. Also now daily is train 8/7 Moskva – Perm, whilst 12/11 to Novy Urengoy is retimed as a result. A new Moskva – Yekaterinburg – Chelyabinsk train runs on alternate days numbered 80/79, but train 50/49 Moskva – Yekaterinburg via Nivnhi Tagil is withdrawn.

BEYOND EUROPE

In this expanded Winter edition of the European Rail Timetable we have included all eight of our *Beyond Europe* sections. A list of the areas covered and their locations within the timetable will be found on page 583. The Africa & Middle East section has been fully updated for this edition and partial updates have been made to the other sections since they last appeared in the regular monthly editions.

Schedules in Morocco, Algeria and Tunisia have had numerous alterations since they last appeared in the Summer edition of the European Rail Timetable. Services in Morocco will continue to be subject to change during construction of the high-speed line between Casablanca and Tanger. We understand that Algeria's state railway operator (SNTF) is going to introduce long-distance railcars early in 2018. Unfortunately we have no information on how this will affect existing services.

Just as we were going to press we were informed of major alterations to services in the Congo. This is due to a bridge on the railway east of Loutété having been destroyed (Table 4300).

There is not a great deal of change to services in sub-Saharan Africa except that, in Kenya, the Mombasa – Nairobi service now runs twice a day with one fast and one stopping service provided in each direction (Table 4310).

In Israel, journeys between Tel Aviv and Jerusalem now require a change of trains at Bet Shemesh (Table 4515).

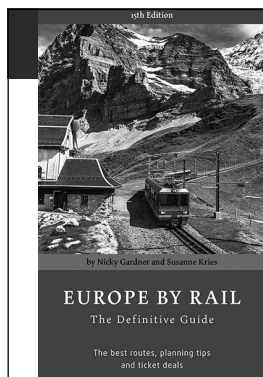
Since November, Saudi Railway Company (SAR) has extended its service between Ar Riyad and Al Qassim to run to/from Hail on Wednesdays, Fridays and Sundays (Table 4620).

Various updates have also been made to the other *Beyond Europe* sections that are included in this extended edition. The most notable are the November schedule changes to Amtrak and VIA services in North America. VLine and NSW Train Link services in Australia have also been amended. In our Indian section, Table 5220 now shows the regular non-monsoon timings. We also understand that Indian Railways is withdrawing its national Rail Pass for visitors from the end of 2017.

In South Korea, a new high-speed line between Seoul and Gangneung is scheduled to open on January 25. The line also serves Pyeongchang, host city of the 2018 Winter Olympics. Initially there will be 26 trains a day in each direction, increasing to 50 during the games. The journey time from Seoul to Gangneung will be just under two hours, with the first train of the day leaving both ends of the line at about 0530, with the final departure at about 2230. Some services will also serve Incheon International Airport.

Happy Christmas and Best Wishes for 2018 from the European Rail Timetable team

We would like to take this opportunity to thank all the operators and correspondents who have kindly supplied information to us this year



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