

## What's new this month

### WELCOME

Welcome to the Winter 2019/2020 edition of the European Rail Timetable which includes new schedules for most European countries valid from December 15. Russia, Ukraine and the Baltic States implemented their new timetables a week earlier, on December 8. As is usually the case in our Winter edition, we have only been able to update long-distance services in the Italian section. Readers are also asked to bear in mind that many tables throughout this edition have been compiled using advance data which is sometimes liable to change. We therefore advise readers to confirm timings before travelling. Of course, all of our tables will be rechecked and updated over the coming weeks as final schedules are confirmed.

This expanded Winter edition also includes the latest versions of all eight *Beyond Europe* sections together with our *Rail Extra* feature, which contains useful transport information on a country by country basis including details of many popular tourist railways that do not appear in our regular timetable pages.

### CAR-CARRYING TRAINS

We have updated our car-carrying trains section (Tables 1 and 2) with the latest available information.

Despite protest from the public and rail unions, SNCF withdrew all of its remaining car carrying trains from the start of the new timetable.

Urlaubs Express has added a new route between Hamburg and Innsbruck for the 2020 season.

### AIRPORT LINKS

Following a suggestion from a correspondent, details of the bus link between Basel-Mulhouse-Freiburg airport and Mulhouse have been added to Table 5.

### INTERNATIONAL

**Table 13:** The two afternoon TGV services from Paris to Barcelona (9715 and 9717) both run one hour later, whilst the first northbound service runs one hour earlier, departing Barcelona at 0600, and is renumbered 9700. Northbound services 9702 and 9704 run up to 53 minutes later.

**Table 18:** Direct Eurostar services from Amsterdam and Rotterdam to London are due to commence on March 31 and provisional timings are shown on page 57. The start date is dependent on the Dutch and United Kingdom governments signing a treaty agreeing to border controls at Amsterdam and Rotterdam stations.

**Tables 31 and 42:** TGV Lyria services between Paris and Genève/Lausanne have been recast, thereby altering connections to and from London.

**Table 32:** Timings of services to and from Stuttgart are significantly altered from April 11 to October 31 due to the temporary closure of the Mannheim – Stuttgart high-speed line (see also the first German news item). Revised schedules for services in Table 32 during the closure period will be found in a special version of the table on page 566.

**Table 50:** Services between Hamburg and København have ceased running via Puttgarden and the Rødby Ferry. Three daily services will now run instead via Padborg and Odense, albeit with similar overall journey times. **EN 301/300 Berlin Night Express** Malmö – Berlin increases from running three days a week to daily in the summer with additional dates around Easter and other holiday dates.

**Table 53:** **ÖBB nightjet 421/420** Wien/Innsbruck – Köln – Düsseldorf is diverted to serve Brussels twice a week from mid-January. The northbound service runs Innsbruck/Wien – Köln – Brussels on Wednesdays and Sundays from January 12, returning from Brussels the following day. On all other running dates the train continues to run to and from Düsseldorf.

**Table 56:** The *Berlin Warszawa Express* service has been recast to accommodate a fifth train between Berlin and Warszawa (which will commence from June 14). The altered timings means it is now possible to travel by train from London to Warszawa in a single day.

**Table 58:** Train **5839/5835/5832 Kulturzug** Berlin – Wrocław is retimed to run over two hours later in both directions on Fridays.

**Table 60:** International service **EC 259/258** Leipzig – Dresden – Děčín – Praha has been withdrawn, although it continues to run between Děčín and Praha as a domestic Czech Railways service (renumbered and shown in Czech Table **1100**). **RJ77/76** Graz – Praha is renumbered **RJ 257/256** and will extend to and from Berlin from early May.

**Table 82:** **EC 34** Milano – Genève runs one hour later.

**Table 86:** The second class seating car between Zürich and Beograd has been withdrawn. *RailJet 168/161* Zürich – Innsbruck – Wien now conveys a portion Bolzano – Innsbruck – Wien, numbered **185/184**.

**Table 90:** One of the three Milano – Nice *Thello* services is now extended to Marseille daily all year round.

**Table 95:** Thrice weekly train **10/9 Polonez** Moskva – Warszawa and weekly train **21/22 Vitava** Moskva – Praha have both been withdrawn. In their place is a daily Moskva – Warszawa – Praha service.

**Table 99:** **EC 104 Sobieski** Wien – Gdynia runs two hours earlier as **EC 106** and the return working **EC 105** is renumbered **EC 107**. **EC 131/130** Budapest – Warszawa is extended to Terespol and conveys a through sleeping car to Moskva. **IC 205/204** Wien – Kraków starts back at Graz and is extended to Przemysł and renumbered **EC 105/104** (**EC 105** runs two hours earlier from Kraków to Wien). A new train **301/300 Galicia** Ostrava – Katowice – Kraków – Przemysł has been introduced. **Leo Express 413/410** Praha – Bohumin – Kraków reduces from four days a week to just twice weekly

### GREAT BRITAIN

The routes served by Great Western Railway have undergone the biggest timetable change in many years with most services retimed, including some notable journey time reductions. Great Western's Intercity Express Train fleet is now fully operational and so it is now possible to take advantage of their superior performance with the revised schedules.

The most eye-catching feature of the new timetable is a series of fast services between London Paddington and Bristol Temple Meads on Mondays to Fridays with just a single stop at Bristol Parkway, taking around 1 hour 20 minutes to complete the journey (Table **132**). Most services on the London to South Wales route have been accelerated by up to 12 minutes (Table **134**); the fastest service between London and Cardiff takes just 1 hour 43 minutes, a significant improvement on the previous two hour journey. There is also a revamped service from Paddington to Exeter and beyond with an hourly fast service complemented by a train every two hours serving intermediate stations (Table **110**). During most of the day on Mondays to Saturdays there is now a half-hourly service between Plymouth and Penzance.

Worcestershire Parkway, a brand new bi-level station located where the Oxford to Worcester line crosses the main line between Birmingham and Cheltenham Spa, is expected to open towards the end of January. The station consists of a single platform on the upper level served by Cotswold Line services (Table **130**) and two platforms on the lower level served by Cross Country Nottingham – Cardiff trains (Table **117**).

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

### GREAT BRITAIN (continued)

London North Eastern Railway now runs through services between London Kings Cross and Lincoln on a daily basis with six trains each way Mondays to Saturdays and five on Sundays. Lincoln has been added to Table 180 to make it easier to plan journeys to and from Lincoln on these services. The spa town of Harrogate has also gained through services from and to London with trains running every two hours by extending certain Leeds services. In addition, the important London to Edinburgh route now enjoys a half-hourly service throughout the day on Mondays to Fridays following the extension of three Kings Cross to Newcastle services to the Scottish capital, together with two equivalent southbound journeys (Table 180).

Significant developments have taken place on the TransPennine Express network with a number of new destinations offered combined with the introduction of a fleet of brand new trains. During most of the day, trains on the Liverpool – Newcastle route are extended to run to and from Edinburgh, whilst services between Manchester and Middlesbrough are extended to Redcar. We do not have space to include Redcar in our TransPennine Express Table 188, but the services that do run there are indicated with an appropriate footnote. Until early January a number of the new Liverpool – Edinburgh services will not be able to operate as the process of delivering the operator's new train fleet combined with crew training continues. Unfortunately we had not received full details of the amended service as we went to press so readers intending to use these trains are advised to check timings beforehand. A daily service of three trains in each direction has also commenced between Liverpool and Glasgow (Table 154).

Many Greater Anglia services between Norwich and Cambridge have been extended to and from Stansted Airport (Table 207). The Sunday service is now hourly on the following East Anglian local routes: Norwich to Lowestoft (Table 203), Ipswich to Lowestoft (Table 201) and Ipswich to Cambridge (Table 205).

A welcome addition to Northern schedules is the addition of an early morning and late evening service in each direction on the Middlesbrough to Whitby route (Table 211).

A partnership between FirstGroup and Trenitalia has taken over the running of the West Coast franchise using the brand name Avanti West Coast. The previous incumbent, Virgin Trains, was Britain's longest running franchise having operated the route since the start of the rail privatisation era in 1997.

### FRANCE

All TGV trains from Paris Nord to Lille Europe and beyond now call at Arras, often dividing or joining there for different destinations; the Paris – Valenciennes trains are now shown in Table 264 rather than 256. The move towards using standard minutes past the hour (but not necessarily every hour) continues apace, especially for local TER trains in northern France where many timetables are significantly revised as a result. Examples include Amiens – Boulogne – Calais (Table 261), Lille – Maubeuge (Table 262) and Lille – Dunkerque/Calais (Table 266), whilst services from Paris St Lazare to Rouen, Le Havre, Caen and Cherbourg (Tables 270 and 275) have received similar treatment.

Major route upgrade work between La Roche sur Yon and La Rochelle will mean this section of line will be closed to rail traffic for 17 months from January 6, 2020 to May 28, 2021. As a consequence, services in Table 292 will be partially replaced by bus for the duration of the work. The Paris to Genève TGV service has been simplified somewhat, now running every two hours and with a similar calling pattern throughout the day (Table 341). The service between Paris and Lausanne has also been altered with three services in each direction now running via Genève. The other three daily return services continue to run along the traditional route via Dijon and Frasné, all of which have connecting trains between Frasné and Neuchâtel (Table 375).

The Genève – Marseille TGV will run only during the high-summer period from July 4 to August 30 and so does not appear in this edition. Other journey possibilities are available by changing trains at Lyon or Valence (see Tables 346, 350, 351 and 364).

The Lyon Part-Dieu to St Étienne TER service has been enhanced on Mondays to Fridays, now running every 30 minutes until the early evening (Table 348). However, the small number of through journeys between Lyon and Le Puy have been withdrawn meaning a change of trains at St Étienne is now always required for this particular journey (Table 349).

A notable feature of the new timetable in France is the opening of Nîmes Pont-du-Gard TGV station which has, therefore, been added to Table 355. It is located 14 kilometres east of the city at the point where the classic line crosses the recently opened high-speed line which bypasses both Nîmes and Montpellier. Platforms have been constructed on two levels; TGV services call at the high-level platforms whilst TER services use those on the lower level. Approximately half of TGV services via Montpellier now make use of the high-speed route serving both Nîmes Pont-du-Gard and Montpellier Sud-de-France stations; other TGV services continue to use the classic route and call at the city centre stations. All TER services between Marseille / Avignon and Nîmes call at the new station thus providing some useful connections between TGV and local services.

As well as the opening of Nîmes Pont-du-Gard station, there has also been a general revamp of services operating along the main line through the Languedoc-Roussillon region (Table 355). Most *Intercités* trains between Marseille and Bordeaux are retimed, running every two hours and all routed via Montpellier Saint-Roch. Most TER services via Montpellier are also retimed with several now only running as far as Narbonne. As a result, many more trains between Narbonne and Cerbere/Portbou now run as through services from and to Toulouse (Table 321).

This timetable change marks the long-awaited opening of the strategic cross-border route between Genève and Annemasse, creating a wide range of new journey opportunities by rail around the wider region. All services using the new link have been branded *Léman Express* with trains running every 15 minutes over the core section between Genève and Annemasse. Many services continue beyond Annemasse to Annecy, Évian les Bains or St Gervais and our tables 363 and 365 have been adapted to show the new range of services available.

The TER service Reims – Charleville Mézières – Sedan has been revamped with hourly services running throughout the day at the same minutes past each hour (Table 389). Additional trains are also provided at peak times between Reims and Charleville Mézières.

Services heading south-east from Charleville Mézières towards Longuyon have been completely revised with most trains now running to and from Longwy instead of Thionville (Table 389a). However, the overall service remains rather sparse with four journeys in each direction on Mondays to Fridays, two on Sundays and just a single return journey on Saturdays. The main benefit of diverting these trains to Longwy are much better connections to and from Luxembourg.

### BELGIUM

The new timetable from December 15 has only minor changes, with a few minutes difference here and there. However, Belgian Railways has already announced a more significant package of changes to be introduced from December 2020, which of course will be described in more detail in due course.

### SPAIN

We understand the new line by-passing Tarragona will open in mid-January. Timings on the Barcelona – València – Alacant route will be affected and we hope to include amended schedules in Table 672 of our January edition.

### DENMARK

Most long-distance services between København and Odense now make use of the recently opened high-speed infrastructure resulting in some small journey time reductions (Table 700).

The two daily through trains between København and Thisted now only run as far as Struer meaning travellers must change to connecting Arriva services to complete their journey (Table 716).

### SWEDEN

We have only been able to make partial updates to the Swedish section in this edition. Therefore, readers intending to plan journeys in Sweden are advised to confirm timings before travelling.

Skandinaviska Jernbanor (SKLB), who operated the Blå Tåget (Blue Train), went into receivership earlier this year and so no longer operate rail services.

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## What's new this month (continued from page 559)

### NORWAY

Go-Ahead has been awarded an eight year contract to operate Intercity and local services in southern Norway under the brand name GoAheadNordic. Initially, the current service level will continue on the Oslo – Kristiansand – Stavanger route but additional services with shorter journey times are planned for the future (Table 775). A "Plus" premium service, with more spacious seats and a higher level of comfort, will also be offered. In addition, local Jærbanen services between Egersund and Stavanger will be improved including extra trains at weekends.

An additional service has been added each way between Oslo and Göteborg (Table 770) whilst an extra train is also provided in each direction on Mondays to Fridays between Oslo and Gjøvik (Table 773).

### FINLAND

The Helsinki – Vaasa service has been enhanced with an additional early morning northbound train on Mondays to Fridays (departing Helsinki at 0522) together with a later southbound service running daily except Saturdays (departing Vaasa at 2031). There has also been significant change on the Helsinki – Oulu – Rovaniemi route which certainly benefits the southern section of the line, between Helsinki and Seinäjoki, which now has a service almost every hour from early morning to late evening (Table 794).

Additional local services have been added between Kouvola and Kotka (Table 797).

### GERMANY

From April 11 to October 31 the Mannheim to Stuttgart high-speed line is completely closed to allow infrastructure renewals to take place and will result in major alterations to services that normally use this route. As the changes are so extensive, affecting services across the country, we are only able to show timings until April 10 in this edition. All tables will be updated in time for the April edition which will show the revised schedules from April 11.

In the Rhein-Ruhr region, RE2 services Düsseldorf – Gelsenkirchen – Münster are extended to Osnabrück, which has been added to the relevant panel within Table 802. In the same table, RE6 services Köln/Bonn Flughafen – Neuss – Bielefeld – Minden are temporarily diverted via Köln Messe/Deutz until April 18 and so do not call at Neuss.

Until May 16, S-Bahn services between Rostock and Warnemünde run to and from Warnemünde Werft station, situated one kilometre from Warnemünde's main terminus station (Table 831). A replacement bus service is in operation, extending overall journey times by up to 11 minutes.

The IC service between Berlin and Rostock is to be significantly enhanced during this timetable period. A small number of extra services on a new Dresden – Berlin – Rostock route have been added from the timetable change with further trains to be added from March 8 resulting in an IC service every two hours (Tables 835 and 840). On the Dresden – Berlin section, these new services supplement the existing EC/IC trains and will also call at Elsterwerda and Doberlug-Kirchhain stations, the latter being served by long-distance trains for the first time in many years.

A totally revamped timetable has been introduced on the routes operated by Trilex from Dresden to Görlitz and Zittau (Table 855). Through services between Dresden and Liberec (via Zittau) are increased to seven at weekends, but reduced in frequency on Mondays to Fridays (although connecting trains are still available). Ten services in each direction between Dresden and Görlitz are extended the short distance across the Polish border to and from Zgorzelec.

Engineering work will affect services between Hannover and Hamburg from March 21 to April 30. Certain services do not operate between Hannover and Hamburg during this period whilst others are either diverted or make additional calls at Celle, Uelzen and Lüneburg. This will result in extended journey times and full details will be found in a special version of Table 900 on pages 567 to 569.

Various regional routes in the Baden-Württemberg region have transferred to new operators from the timetable change. The Würzburg to Stuttgart service, shown in Table 922, now runs hourly throughout the day and is operated by Go-Ahead Baden-Württemberg. It is supplemented by an hourly stopping service between Osterburken and Stuttgart operated by Abellio, who have also taken over the service between Mannheim and Heilbronn via both Sinsheim and Eberbach (Table 924). Most regional services on the Stuttgart – Crailsheim – Nürnberg route (Table 925) have transferred to Go-Ahead and its new schedules include a later service running daily from Stuttgart (departing 2057) to Nürnberg (arriving 2320).

The Südbahn route between Ulm and Lindau will continue to have periods of altered timings owing to ongoing electrification work. A normal service will run between December 23 and January 12 (as shown in Table 933). From January 13 to March 1 services will be operated by bus between Friedrichshafen and Lindau, whilst from March 2 services are operated by bus between Aulendorf and Ravensburg. Details of revised timings will be published in future editions as they are confirmed.

The work to upgrade lines along the Freiburg to Donaueschingen route is now complete and a new service has been introduced (Table 938). Hourly S-Bahn trains now operate between Freiburg and Villingen/Seerugg. Additional trains also run between Freiburg and Neusadt/Seerugg, although we are unable to show timings of these extra services owing to space constraints. Hohenzollerische Landesbahn operate an hourly connecting service between Rottweil and Donaueschingen. The service between Ulm and Donaueschingen is enhanced with a number of additional journeys at busy times.

Private long-distance operator FlixTrain has made some changes to its schedules. This includes the diversion of its Stuttgart – Berlin services via Erfurt whilst some of its trains between Berlin and Köln are extended at either end to serve Leipzig and Aachen on certain days of the week. Full details will be found in the special FlixTrain table on page 369.

### AUSTRIA

WESTbahn has reduced the frequency of its services whilst a programme of fleet exchanges takes place during 2020. An hourly service between Wien Westbahnhof and Salzburg will continue to run, including some additional trains at peak times (Table 950). Services to and from Wien Praterstern via central Wien will not run this year.

A new late evening railjet service between Wien and Graz has been added to the timetable, departing Wien Hbf at 2158, whilst a new early morning railjet from Graz to Villach is also provided, departing Graz at 0521 (Table 980).

### POLAND

There has been a considerable number of alterations to schedules in Poland. Many services have been totally recast and have different train numbers with an increasing number of trains running daily.

The engineering work between Warszawa and Lublin via Deblin (Table 1055), which necessitated diversions via Luków (Table 1050), has now been completed.

### CZECH REPUBLIC

A number of local routes have changed operator from Czech Railways to either Arriva, LEO Express or Regiojet. Private operators are indicated in the header of the relevant tables. Most notably, LEO Express now operates all local services shown in Table 1165 together with a through cross-border Praha – Lichkov – Wrocław train on certain dates.

As mentioned in the international section, the Praha – Leipzig service EC 258/259 has been withdrawn and replaced by an internal Praha – Děčín train, numbered Ex 578/579 (Table 1100).

With extra space having been allocated to the Czech section we are now able to show timings for Marktredwitz and Zwicau for services in Table 1122, hopefully making it easier to plan journeys in this area.

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## What's new this month (continued from page 560)

### CZECH REPUBLIC (continued)

EN444/445 Bohemia Praha – Košice has been withdrawn (Table 1160).

Ex trains 120 – 129 will not serve Žilina for the foreseeable future owing to engineering work (Tables 1160 and 1161).

The cross-border route between Plattling and Plzeň has a completely revised timetable within the Czech Republic resulting in much improved connections at the border station of Bayerisch Eisenstein/Železná Ruda-Alžbětín (Table 929). Trains between Klatovy and Plzeň now run hourly in a regular pattern, most of which run as through services to and from Praha. Between Železná Ruda and Klatovy the revised service runs every two hours, although only two in each direction run as through services all the way between Železná Ruda and Praha.

### HUNGARY

Services in Table 1238 that previously ran Győr – Celldömök – Szombathely are now rerouted beyond Celldömök to run south to Balatonszentgyörgy.

### SOUTH-EASTERN EUROPE

Most timings in Slovenia have been updated, but we have only been able to make limited updates in Croatia, Bosnia-Herzegovina, Serbia, Kosovo, Montenegro and North Macedonia. Readers intending to visit this area are therefore advised to confirm timings before travelling.

### TURKEY

The Tourist Eastern (Doğu) Express between Ankara and Kars is operated daily from December 8 to cope with demand, having previously operated just three days a week in each direction (Table 1575). Readers wishing to experience this stunning journey should note that special fares apply on this tourist service.

The Bosphorus (Boğaziçi) Express has made a welcome return, currently running between Ankara and Arifiye. Connections are possible to and from central Istanbul via either high-speed services or the Ada express service. Timings have been added to Table 1570.

### ROMANIA

Certain long-distance trains in Table 1650 have had their journey times reduced by up to 30 minutes.

Satu Mare now has a direct connection to Budapest and Wien with with through cars from train 686/687 joining the *Transylvania* at Püspökkladány in Hungary (Tables 1600 and 1625).

### UKRAINE

Amongst the changes from December 8 is the extension of train 7/8 Kyiv – Ivano Frankivsk through to Chernivtsi (Table 1700). The two train pairs which linked Moskva with Kharkiv (Table 1770) have been combined into one, with new number 95/96 and now serving Moskva Kiyevskaya instead of Kurskaya. The train continues to Kryvyi Rih (as did former 73/74) with a portion to and from Dnipro, and on alternate days it also conveys the portion for Poltava previously conveyed in train 19/20.

Trains serving Kharkiv in Table 1780 are now shown in new Table 1782 allowing space in the former table to show additional trains.

### BALTIC STATES

Lithuania, Latvia and Estonia all have general timetable revisions from December 8. In Lithuania the Vilnius – Klaipėda route (Table 1810) sees an increase in service to six daily journeys each way, whilst the through service between Vilnius and Kaunas (Table 1811) has been restored following completion of engineering work.

The surprisingly sparse rail service between Latvia's capital Riga and the coastal town of Liepāja (one Friday journey from Riga, returning on Sunday) has been boosted by an additional journey from Riga on Sunday afternoons, and from Liepāja on Saturday mornings (Table 1860).

In Estonia, domestic operator Elron has introduced an additional train on the Tallinn – Narva route (Table 1870). This gives five trains each way, two of which are classified *Ekspress*, including the newly introduced journeys which extend the service later into the evening.

### RUSSIA

Due to open at Christmas is the new rail bridge across the Kerch Strait to Crimea, running parallel to the road bridge completed last year. At over 18 kilometres it is considered to be the longest bridge in Europe. Initially there are two trains using the new route, a daily Moskva – Rostov – Simferopol service commencing on December 24, and a St Peterburg – Rostov – Simferopol – Sevastopol train, also daily, starting on December 23. Details are shown in Table 1998.

### BEYOND EUROPE

In this seasonal 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 and Middle East section has been fully updated with the latest available information whilst only limited updates have been made to the other sections (as outlined below) since they last appeared in their respective allocated monthly edition.

In Morocco, Table 4002 has been amended to show changes to services to and from Tanger. Alterations to the Algerian section include the addition of the Alger – Touggourt overnight service (Table 4030). In Kenyan Table 4310 we have added the services to Ngong and Suswa. Thanks to a correspondent we have also been able to fully update Namibian Table 4390. We understand that the only long-distance services currently running in South Africa are Johannesburg – Durban and Johannesburg – Cape Town (Table 4400).

Malayan Railways (KTMB) has reissued the timetable for services shown in Table 6000 which has therefore been fully updated. In Australia, all of our VLine and NSW TrainLink tables have also been revised.

In November Amtrak updated its Northeast Corridor schedules and Table 9215 has been amended accordingly. Other updated tables in our North American section include the *Cascades* services in Table 9315 and *Capital Corridor* services in Table 9325.

In our Japanese section, Tables 8008 and 8010 have warnings about disruption caused by the recent typhoon.

### HAPPY CHRISTMAS 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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