

NEWSLINES

The pan-European timetable change takes place on December 12 and we are pleased to bring you details of the new schedules that will be operating from this date. We have been able to fully update most country sections, although only partial updates were possible for selected countries owing to the late availability of timetable data, most notably Italy, Sweden and Poland. Please refer to individual country headings for further information regarding the validity of timings shown. Unfortunately, information regarding the timetable change from the South-eastern Europe region has been hard to come by this year so we have not been able to update domestic timings in Croatia, Bosnia-Herzegovina, Serbia, Montenegro, North Macedonia, Kosovo, Bulgaria and Romania. We hope to be able to update these sections in time for the January digital edition. Readers are asked to bear in mind that many tables in this edition have been compiled using advance data which may be subject to subsequent modification. We therefore advise readers to confirm timings before travelling when planning journeys from this edition. Of course, all of our tables will be rechecked and updated over the coming weeks as final schedules are confirmed.

As well as the regular European timetables, this Winter edition 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). Our seven-page *Rail Passes* feature will be found at the back of this edition with details of various international and domestic rail passes.

It has undoubtedly been a very challenging year for the travel industry owing to the effects of the ongoing coronavirus pandemic. Although some uncertainties remain, it has been promising to see rail schedules across Europe return to near normal levels with passenger numbers also on an upward trajectory. There are still a few services that remain suspended and we continue to indicate these by either a note and/or a shaded column. Although international travel restrictions have eased somewhat in recent months, entry requirements for individual countries can change at short notice so readers are still advised to consult official government advice before making international journeys.

The European Rail Timetable has not been exempt from the effects of the pandemic with considerably reduced sales revenue putting a strain on the company's finances. Determined to preserve the future of the timetable we have had to adapt and implement various changes over the past few months to offset the lower income. Regular readers will be aware that we suspended production completely during the early period of the pandemic and, more recently, have reduced the number of printed editions to lower overall production costs (which are much higher for printed editions). We realise that it could take time to fully recover from the effects of the pandemic and so have undertaken a review on how best to move the company forward. As a result, we will be implementing a number of production changes from this edition. Most significantly, we will publish four printed seasonal editions per year, each of which will include all eight *Beyond Europe* sections, the *Rail Extra* feature and European rail pass information. The printed editions will be published at the following times:

- Winter in December
- Spring in March
- Summer in June
- Autumn in September

Digital editions will continue to be produced monthly with the December, March, June and September editions mirroring the printed versions. The other eight digital editions will include the latest European content, but will no longer include any *Beyond Europe* pages.

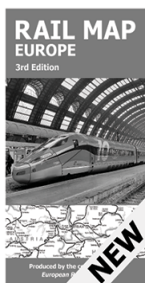
Together with a few internal changes, we are confident that this revised production format will enable us to continue timetable production for years to come.

RAIL MAP EUROPE

The third edition of our Rail Map Europe should have arrived from the printers by mid-December. This latest update of our popular fold out map will be available to purchase on our website or by ordering through good bookshops. A list of retailers can be found on page 29.

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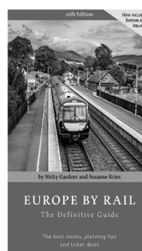
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INTERNATIONAL

Table 9: In an exclusive arrangement with Eurostar, ski holiday specialist Travelski will be running its own dedicated train this winter between London St Pancras and Bourg St Maurice. Branded *Travelski Express*, it will only be available to passengers who purchase a Travelski holiday package which includes rail travel, resort transfers, accommodation and a seven-day ski pass. A Eurostar train has been hired and will run from London overnight on Fridays and return daytime on Saturdays in roughly the same timings and dates as Eurostar's own service operated in previous years.

Table 10: Eurostar has published a cautious timetable but may add further trains depending on how the travel market develops. From December 12 to January 8 Eurostar is operating two or three services per day on the London to Paris route. Between London and Amsterdam it is operating a daily service with an additional train to Brussels on certain dates. From January 9 to February 5 it plans to operate two daily services to Paris and one to Amsterdam. From February 6 to April 2 the planned service is nine trains each way Mondays to Fridays (eight on Saturdays and Sundays) on the Paris route, together with four services to and from Brussels, two of which will extend to and from Amsterdam. Eurostar will not serve Ebbsfleet or Ashford stations until 2023.

Table 13: French Railways will run one daily TGV service between Paris and Barcelona, with a second journey added during the peak summer period.

Tables 18, 20 and 21: Thalys has reinstated more services between Paris and Amsterdam/Köln meaning the overall service is now close to pre-pandemic levels.

Table 32: Austrian Railways has introduced a new *Nightjet* service between Paris and Wien, running three nights a week.

Table 44: The Italian Railways new *Frecciarossa* ETR1000 high-speed service between Paris and Milano is expected to commence by the end of the year, possibly before Christmas.

Table 60: *EC 173/172 Hungaria* Hamburg – Berlin – Praha – Budapest will be split until August 31, running Hamburg to Praha and Praha to Budapest, with no connection between the two. Overnight *NJ 457/456* Berlin – Wien will be extended to Graz from June 12.

Table 61: *EN 347/346 Dacia* Wien – Budapest – Braşov - Bucureşti conveys additional Bucureşti cars (*349/50347*) that run via Timişoara and Craiova. *EN 343/342 Ivo Andric* Budapest – Kelebia – Subotica has been withdrawn, replaced by a domestic service Budapest – Kelebia and a connecting Kelebia – Subotica train running in the same timings. It has been reported that the long-term engineering work between Novi Sad and Beograd is due to end in March 2022 when rail services will resume.

Table 73: Austrian Railways has introduced a new *Nightjet* service between Amsterdam and Zürich via Frankfurt(Main).

Table 75: Most EC trains between München and Zürich have been accelerated in both directions by about 30 minutes with revised timings in Austria and Switzerland. A seventh daily service along the route has not yet materialised to plug the four hour gap in an otherwise two-hourly service. Until April 10, two services in each direction do not run between St Margrethen and Zürich.

Table 77: *EC 57/56 Wawel* Berlin – Wrocław – Krakow is extended to Przemyśl. However, the through Berlin – Przemyśl cars conveyed in train *NJ 457/456* are withdrawn. Train *476/477* Budapest – Berlin/Praha/Warszawa will serve Budapest Nyugati station instead of Keleti.

Table 82: The three Zürich – Milano services which extend to Venezia, Bologna and Genova have been switched around.

Table 91 (Winter): A new *InterCity* service, numbered 311/310, has been introduced between Budapest and Ljubljana via Graz. It is, in fact, an extension of the existing *IC 926/915* service between Budapest and Szombathely. Initially we had a problem adding this new service in international Table 91 but, by juggling a couple of stations around in the station bank, we have been able to fit it in.

Table 99: Overnight *NJ 40456/407* Warszawa – Wien will be extended to Graz from June 12.

GREAT BRITAIN

Rail services on the Isle of Wight have now resumed but only with an hourly frequency. The plan is to commence a regular half-hourly service at some point during the current timetable period (Table 107).

Great Western Railway (GWR) has reinstated most of its services between London Paddington and Cardiff on Mondays to Fridays to restore the half-hourly frequency (Table 133). An hourly service has also returned between London and Cheltenham Spa on Mondays to Fridays (Table 130). GWR has joined up many of its regional services operating between Penzance and Exeter with those between Taunton and Cardiff to provide up to nine through services between Cardiff and south-west England on Mondays to Fridays, eight on Saturdays and six on Sundays (Tables 110, 112, 115 and 118). One further improvement sees the Bristol to Worcester service running to a regular two-hourly frequency on Saturdays (Table 138).

Transport for Wales has introduced further loco-hauled services between Cardiff and Holyhead on Mondays to Fridays. These convey both first and standard class seating and are shown in Tables 145, 149 and 160. The service along the mid-Wales coast between Machynlleth and Pwllheli was due to resume from December 12 but, owing to unforeseen additional works, this has been put back to December 29 (Table 148).

Avanti Trains has restored the third service per hour between London and Manchester seven days a week (Table 152).

TransPennine Express (TPE) has enhanced its service between Manchester Airport and Scotland with trains now running hourly; this gives Lockerbie a much improved service (Table 154). On the other side of the country TPE has introduced five services (four on Sundays) between Newcastle and Edinburgh calling at most intermediate stations. Unfortunately we do not have room to show the full service, but the Newcastle and Edinburgh timings can be found in Table 188. On its trans-Pennine route, the shuttle service between Scarborough and York has been extended to and from Manchester Victoria during most of the day on weekdays (Table 188).

Northern Trains now run a half-hourly service along the whole route between Leeds and York via Harrogate. This is achieved by extending the service that used to only run between Leeds and Knaresborough through to York (Table 175). A normal service has been restored between Sheffield and Leeds via Barnsley (Table 171) and between Sheffield and Lincoln (Table 178).

London North Eastern Railway has introduced a single through service in each direction between Middlesbrough and London on Mondays to Fridays. The southbound service departs Middlesbrough at 0708, with the return train departing London King's Cross at 1525 (Table 180).

Hull Trains has introduced an additional return service each day between Hull and London meaning it now runs seven trains each way Mondays to Fridays, six on Saturdays and five on Sundays (Table 181).

Grand Central is running additional trains between Sunderland and London bringing its total number of services on the route to five each way Mondays to Saturdays, with four on Sundays (Table 182a).

The new low-cost LUMO service between London King's Cross to Edinburgh continue to operate with two services a day in each direction (one on Saturdays). However, this is expected to rise to five each way early in the new year (Table 183).

In East Anglia, a near normal service is now operating with only a small number of trains still suspended on the London – Norwich route (Table 200). The timetable change also sees the opening of a new station at Soham, located between Bury St Edmunds and Ely (Table 204).

In Scotland the service between Glasgow and Aberdeen now operates hourly during most of the day on weekdays (Table 222).

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FRANCE

Rail services between St Pol sur Ternoise and Béthune have been reinstated after a two year period of bus substitution. With some trains now running through to Lille, we have expanded Table 266 to show services between St Pol and Lille via Béthune.

As part of the continued expansion of overnight services in France, a new train between Paris and Lourdes has been introduced. Details can be found in new Table 319 which also shows the overnight train portions between Paris and Latour de Carol, Rodez and Cerdère. The portion between Paris and Toulouse continues to be shown in Table 310.

Following the reopening of the Valence to Veynes route after a nine month engineering work blockade, the direct overnight service between Paris and Briançon is now running as normal (Table 358). During the blockade the service was diverted to Modane with a bus connection to Briançon.

Work to upgrade two tunnels between Nice and Villefranche will affect services between Nice and Ventimiglia until April 2. During this period only a single track will be in operation between Nice and Eze meaning fewer trains are running. Table 361 is currently showing the amended schedules valid until April 2.

The scenic *ligne des Horlogers* (watchmaker's line) between Besançon and Le Locle reopens fully from December 24 following completion of route upgrade work (Table 376a). The section between Besançon and Morteau was reopened on November 1 but the fully revised timetable from December 24 will see journey times between Besançon and La Chaux de Fonds reduced by up to 15 minutes.

Rail services are restored between St Dié and Épinal after a gap of three years. A completely revised and improved service now operates between Strasbourg and Épinal via St Dié (Table 382).

A new category of train is expected to be introduced in Spring 2022 with the launch of *Ouigo Vitesse Classique*. The loco-hauled trains will use refurbished *Corail* rolling stock and, as with their *Ouigo Grande Vitesse* (TGV) relatives, they will be 'no frills' and will only be bookable on the Ouigo website. The initial routes planned are Paris Austerlitz – Chartres – Le Mans – Nantes (Table 278), Paris Austerlitz – Les Aubrais – Saint Pierre des Corps – Nantes (Table 296) and Paris Bercy – Dijon – Lyon (Table 377). Timings were not available as we closed for press.

SWITZERLAND

InterCity services on the Genève – Biel/Bienne – Zürich – St Gallen route are extended to and from Rorschach (Table 530).

Services between Montbovon and Bulle are replaced by bus from January 31 to June 25 (Table 568).

ITALY

As is usual in the Winter edition, we have only been able to update timings of long-distance trains in Italy. All regional trains (those without numbers) should therefore be considered as subject to confirmation. We hope to have all Italian tables fully checked and updated in time for the January digital edition.

SPAIN

As reported last month, Spanish Railways has announced that the new 143 kilometre high-speed line between Sanabria and Ourense will open on December 21 which will produce some significant journey time reductions (Table 680). Two new Madrid – Ourense AVE services, calling only at Zamora, will take just 2 hours 15 minutes (the fastest *Alvia* service currently takes 3 hours 39 minutes). One extra *Alvia* service will be introduced operating Madrid – Ferrol, Madrid – Vigo Urzáiz and Madrid – A Coruña. Many services beyond Ourense will be retimed to maintain connections, although the Madrid – Zamora *InterCity* service will be withdrawn. Services shown in Table 680 are valid from December 21; readers requiring services until December 20 will need to refer to previous editions.

A number of *Avant* services between Madrid and Valladolid have been retimed (Table 679a).

Burgos Rosa de Lima has been renamed Burgos Rosa Manzano after the late Rosa de Lima Manzano, utilising her surname rather than first name (Tables 681 and 689).

The journey time for all services using the high-speed line between Puertollano and Córdoba has been extended by two minutes which affects timings of services from Madrid to Sevilla, Málaga, Granada, Cádiz and Huelva (Table 660).

Many *Alvia* services between Cádiz and Madrid have been retimed (Table 671).

SWEDEN

Owing to the late availability of timetable information we have only been able to partially update the Swedish section. Most long-distance trains (those shown with a train number) have been checked and updated, together with selected regional services. Those tables that have not been updated have been clearly indicated at the top of relevant pages.

A new direct fast service has been introduced between Borås and Stockholm, running six days a week in each direction. The through service between Stockholm and Uddevalla, which previously ran via Vänersborg, has been rerouted via Göteborg and Trollhättan. Also running six days a week in each direction, the rerouted service operates as an extension of existing trains between Stockholm and Göteborg. See Table 740 for detailed timings of these trains.

NORWAY

Two additional daytime services have been added in each direction between Oslo and Bergen as part of a revamp of services along this route (Table 780). An improved regional service on the Myrdal – Voss – Bergen section has also been introduced (Table 781).

The Oslo – Trondheim route also benefits from two additional daytime services in each direction. We have had to adjust Table 785 to fit in these new trains. As a result, the bus connections to Molde, Ålesund and Kristiansund have been moved to a new table, numbered 785a.

GERMANY

The headline change to services in Germany is the introduction of a number of additional limited stop *ICE Sprinter* services. Three such trains in each direction operate between Berlin and Bonn, scheduled to run non-stop between Berlin Spandau and Köln Hbf in under four hours (Tables 800 and 810). The early morning service from Berlin and the evening return train also make a rare call, for long-distance services, at Berlin Zoologischer Garten. A second new *ICE Sprinter* route offered is between München and Düsseldorf, with services calling only at Nürnberg, Frankfurt Flughafen and Köln Messe/Deutz en route (Tables 910 and 920). The journey time between München and Köln is around four hours with two services each way Mondays and Fridays and one on Sundays. The established *ICE Sprinter* route with four hour timings between Berlin and München is enhanced to provide six journeys in each direction including a pair of new late evening services. These new services mean many more of Germany's major cities are now linked by rail services taking four hours or less.

A brand new *InterCity* route has been created between Münster/Dortmund and Frankfurt via Siegen, the first time long-distance services have operated this way for many years. A dedicated panel has been added to Table 808 to show these new services in full. One train in each direction extends from and to Norddeich Mole on a daily basis.

Engineering work will affect S-Bahn services to and from Hannover Flughafen from April 2 to June 11. A special version of Table 809 will be found on page 567 with details of the amended service during this period.

Bremerhaven has rejoined the *InterCity* network with one daily through service available to and from Köln (Table 815).

The Hamburg – Berlin route benefits from an improved service with two *ICE* services an hour provided during certain periods (Table 840).

Electrification of the *Außerfernbahn* between Garmisch-Partenkirchen and Pfaffen-Steinach via Reutte in Tirol is now complete and revised timings will be found in Table 888.

CONTINUED ON PAGE 564

GERMANY (continued)

Engineering work will have a major impact on services that use the important München – Salzburg route from May 21 to August 1. During this period a much reduced service will operate and we have included on page 568 a special version of Table 890 with the revised schedules.

Following the major flood damage to the Köln – Gerolstein – Trier route earlier this year, replacement bus services will continue south of Euskirchen until further notice, although the service has been revised somewhat (Table 915a).

FlixTrain is continuing to expand its network with further routes expected to be added over the coming months. We have decided to give FlixTrain services a dedicated table, numbered 927 (and we have left plenty of space for possible expansion of its services).

The *Alpen-Syllt nachtexpress*, which operates a seasonal overnight service between Westerland and Salzburg, has previously been shown in our international section (Table 78) but, as this train operates wholly within Germany (apart from the last few kilometres from the Austrian border to Salzburg) we have decided to move it to the German section in a new Table 927a. In 2022 the Westerland – Konstanz portion is withdrawn, replaced with a portion to Basel Badischer Bahnhof instead. The service will recommence from May 6 operating once a week in each direction.

Services between München and Lindau via Memmingen are completely revamped and are shown in a new Table 934. Go-Ahead Bayern have taken over operation of regional services on this route and have introduced more frequent trains, including through services between München and Lindau every two hours. Table 935 continues to show services via Kempten.

The long-standing Table 911, Koblenz – Frankfurt/Mannheim, involved much duplication and so has been removed with timings incorporated in other tables. Schedules between Koblenz and Frankfurt are now part of Table 800, ICE services between Wiesbaden and Frankfurt have moved to Table 850 and the Wiesbaden – Mainz – Mannheim section has been merged in to Table 912. The vacant table number 911 has now been allocated to local cross-border services between Offenburg and Strasbourg which has provided additional space in Table 912 to show long-distance services more clearly.

Readers planning journeys on ICE services via Mannheim should be aware that there will be a series of minor, but complex, timing variations in the Mannheim area from February 12 to May 4 (Table 912). It is not possible for us to show all of these variations so it is advisable to check timings during this period, particularly if you are planning to make connections at Mannheim Hbf.

AUSTRIA

Timings shown in our Austrian section are currently valid until May 20. As mentioned in the earlier German news item, the line between Salzburg and München will be affected by planned engineering work from May 21 to August 1 which, as well as affecting international services between Austria and Germany, will also impact Austrian domestic services between Salzburg and Innsbruck. The Austrian section will be updated with revised timings later in the year once schedules are confirmed.

Most services on the Linz – Kirchdorf – Selzthal route have been retimed, including the two through IC services in each direction between Linz and Graz (Table 974). The IC services now operate exactly ten hours apart with departures from Linz at 0757 and 1757, and from Graz at 0656 and 1656.

POLAND

Timings for the new Polish Railways timetable were unfortunately received too late for inclusion in this edition and so all Polish domestic timings should be treated as subject to confirmation. However, timings of all international services to and from Poland have been checked and updated.

Three *InterCity* services between Warszawa and Terespol are extended to and from Brest (Table 1050).

CZECH REPUBLIC

Engineering work continues to affect trains in Tables 1150 and 1151. Most long distance trains are still diverted and do not call at Pardubice or Česká Třebová, whilst semi-fast trains from Praha terminate at Blansko from where we believe there are bus connections to Brno, although operation of such connections had not been confirmed as we closed for press. Some important international connections are also affected including the *Hungaria*, which is split in to two separate trains. The *Regiojet* service to Rijeka and Split will run again during the summer but will not serve Budapest. Please refer to international Table 83 on page 562 for further details.

SLOVAKIA

New schedules in Table 1170 sees all trains running through to Banská Bystrica rather than alternating their destination between there and Košice. As a result of this change the service in Table 1190 has also been recast with additional trains but only running between Zvolen and Košice.

The service from Bratislava to Komárno has been moved from Table 1170 to 1176.

Tables 1172 and 1177 have been recast to respectively show the services from Nové Zámky and Bratislava to Prievidza in their entirety. Also in Table 1177, the number of services to Nitra has increased significantly, with all trains having good connections with services from and to Bratislava.

HUNGARY

We have revamped Table 1270 to improve the way we show the local trains between Budapest and Nyíregyháza. As a result the local cross-border service between Záhony and Mukachevo in Ukraine has been moved to Table 1271.

The service in Table 1280 has been recast with trains now running every two hours for most of the day between Budapest and Arad.

In Table 1295, international train 349/348 *Ivo Andrić* has been withdrawn, replaced by a domestic train running between Budapest and Kelebia in the same path. We are not sure at this stage if this is a permanent change.

UKRAINE and MOLDOVA

The new timetable features an increase in the number of long-distance trains serving most key cities but unfortunately, owing to a lack of space currently available in the Ukrainian section, we are not able to show all the new trains. Of note is the reinstatement of the train from Odesa to Przemyśl (Tables 1705 and 1732).

In Table 1720 a Iasi – Chisinau train has been reinstated, running three times per week. The Odesa – Chisinau train, which previously ran daily, now also runs three times per week.

RUSSIA

Allegro services between St Peterburg and Helsinki will resume with the start of the new timetable, but they will only be available to Finnish and Russian citizens until further notice (Table 1910). As we closed for press, it was unclear if the overnight service between Moskva and Helsinki will also be running.

We have recast many of our Russian tables and removed the suspended (mostly international) trains in an attempt to make this section more user friendly and to more accurately reflect the current situation. The suspended trains will of course be returned to the tables if and when they are reintroduced.

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NEWSLINES (continued from page 564)

BEYOND EUROPE

AFRICA

Morocco Railways reinstated all remaining Al Boraq high-speed services from November 12 meaning the service is now back to pre-pandemic levels (Table 4001). Algerian Railways restarted some of its overnight services at the end of November, including a thrice weekly Alger to Tebessa train that we have not previously shown (Table 4040). Tunisian Railways has published a timetable valid up to the end of June 2022, but still has around 50% of the full pre-pandemic service omitted. Information in sub-Saharan Africa is harder to come by, but in Kenyan Table 4310 we have added the metre gauge line from Nakuru to Kisumu which is due to start carrying passengers shortly, after a gap of 15 years. Tazara services, between Tanzania and Zambia continue to only operate up to each border and currently suspended between Kapiri Mposhi and Kasama due to work on the Chambeshi rail bridge (Table 4330).

INDIA

Indian Railways reverted back to its pre-pandemic train numbering system on November 21. At the same time they have reinstated many of the suspended services, several of which have been retimed.

SOUTH EAST ASIA, AUSTRALIA and NEW ZEALAND

The Covid pandemic continues to affect services throughout this region particularly in the South East Asia region. Australia and New Zealand are almost back to normal, but both countries do act very swiftly if there are any changes in coronavirus infection rates.

There have been reports that Hua Lamphong station in Bangkok was to close and all services would start and end at Bang Sue Central. The State Railway of Thailand has stated that this is not the case, but that Bang Sue Central will become the main hub of the Bangkok transportation system. We have been advised by its public relations department to check again from December 24 for the latest schedules. The 1022 kilometre railway connecting Kunming in China with Vientiane, the capital of Laos, opened on December 3. Construction of the railway started in December 2015. Confirmed timings were not available as we closed for press.

JAPAN

Although there are no actual timetable changes in Japan at this time of year, a number of services suspended during the coronavirus pandemic have been restored, whilst a few others will be temporarily reinstated during the period from December 25 to January 5.

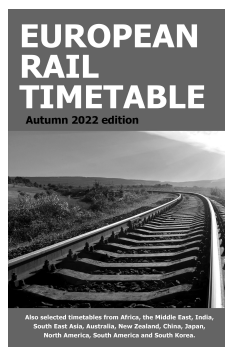
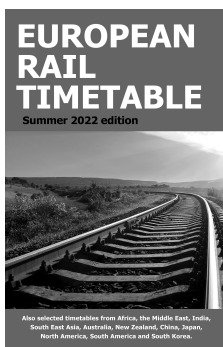
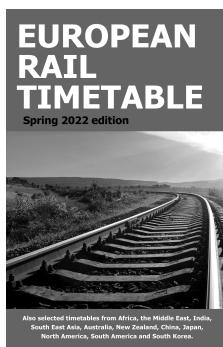
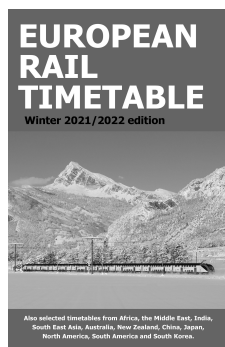
NORTH AMERICA

In Canada, VIA Rail's *Ocean* service between Montréal and Halifax has had a second weekly journey restored in each direction (Table 9000). In April, the service along the Quebec – Windsor corridor is expected to return to 85% of pre pandemic levels, with a full service reinstated by June (Tables 9010 and 9015). The full trans-continental *Canadian* schedule is planned to return in May (Table 9050).

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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