

NEWSLINES

This edition of the European Rail Timetable includes updated schedules for most European countries valid from December 10. As is usual in the Winter edition, we have only been able to update long-distance trains in the Italian section so, if using this edition to plan journeys on regional trains in Italy, please confirm timings before travelling. Unfortunately, timings for Bulgaria, Bosnia Herzegovina, Kosovo, Montenegro, North Macedonia and Serbia were received too late for inclusion this month. Readers should note that many tables were compiled using advance data and so timings and running dates may be subject to change, so it is advisable to check any travel plans made using this edition. The editorial team will be rechecking all of our tables over the coming weeks to ensure our content is as accurate as possible.

This seasonal edition includes our *Rail Extra* feature which contains useful transport based information on a country by country basis including details of many popular tourist railways that do not appear in our regular timetable pages. Note that most timings for the railways featured are based on the 2023 season, but should still prove useful to plan future trips. We will update the content in time for subsequent seasonal editions.

Econex verkehrsconsult gmbh, who advertise on the inside front cover of our publication, celebrates its 25th anniversary in February and we would like to congratulate the company on reaching this milestone.

INTERNATIONAL

From October 15 all Thalys services were rebranded Eurostar and so all relevant tables have been updated accordingly. We understand Eurostar will eventually align the three classes of service on offer which currently differ between London services and those on routes which were previously branded Thalys.

Table 9: *Travelski Express* is once again running its weekly ski train from London St Pancras to Bourg St Maurice, although a change of trains at Lille Europe will be necessary. With the rebranding from Thalys to Eurostar (see above), the ski service from Amsterdam to Bourg St Maurice has been rebranded *Eurostar Snow* (previously *Thalys Neige*) while the summer service from Amsterdam to Marseille is named *Eurostar Sun* (previously *Thalys Soleil*).

Table 10: Through Eurostar journeys from Amsterdam to London will be temporarily withdrawn from June 2024 to January 2025 as the dedicated border facilities at Amsterdam Centraal will be unavailable during station renovation work. During this period passengers travelling from Amsterdam to London will first travel on a service to Brussels, where border formalities will take place, before continuing their journey on another train to London. Through services from London to Amsterdam will continue to operate as normal.

Table 13: The two daily TGV services from Barcelona to Paris have been retimed to run one hour earlier.

Table 22: The *InterCity* service between Amsterdam and Berlin has been completely recast with overall journey times reduced by around 30 minutes. This is achieved by a much shorter stop at the border station of Bad Bentheim (as a locomotive change will no longer take place) combined with fewer calling points in Germany.

Table 28: *ICE* service **125/124**, which previously ran between Amsterdam and Frankfurt via Köln, now only operates between Amsterdam and Düsseldorf. Alternative connecting services are available for journeys to and from Köln and Frankfurt.

International *ICE* services between Amsterdam and Germany will run in amended timings during the periods January 6–19 and from May 14 to June 14 with all trains diverted via 's-Hertogenbosch. A summary of the amended service will be found in panels located on German pages 375 and 378 (Table 800).

Table 53: *NightJet 425* from Brussels to Wien now operates from Brussels on Tuesdays, Thursdays and Saturdays (instead of Mondays, Wednesdays and Fridays). In the reverse direction, *NightJet 50490* departs Wien on Mondays, Wednesdays and Fridays (previously Tuesdays, Thursdays and Sundays).

NightJet 491/490 Hamburg – Wien and **40491/40420** Hamburg – Innsbruck is now formed of Austrian Railways' new generation of overnight rolling stock. Among the new features is a single occupancy *Mini Cabin* offering lone travellers a budget sleeping option, but with the benefit of total privacy. Austrian Railways' plan to introduce more of these new coaches by the summer on its domestic overnight service between Wien and Bregenz.

Table 55: Two new *NightJet* sleeper services have commenced between Brussels and Berlin via Köln and Frankfurt (*NJ 425/424*) and between Paris and Berlin via Strasbourg (*NJ 40469/40424*). These services are initially running three days a week but are expected to run daily from October 1.

Table 58: The *Kulturzug/Pociąg do Kultury* between Berlin and Wrocław is initially running until January 1 but has been threatened with withdrawal thereafter. However, newspaper reports suggest it may continue and there is even a proposal to serve Warszawa in the future.

Table 60: *NightJet 457/456* Berlin – Graz (including *NightJet 40457/40476* through cars Berlin – Budapest) is diverted via Dresden and Praha instead of via Wrocław and Bohumin.

Table 64: An additional *ICE* train pair (*ICE 95/94*) now runs between Wien and Hamburg via Passau, Nürnberg and Berlin.

Table 70: A regular Berlin – Frankfurt – Stuttgart – München *ICE* service in each direction has been extended to serve Innsbruck via Kufstein on a daily basis. Train **1211** leaves München at 2134 and arrives Innsbruck at 2318. In the opposite direction train **1218** departs Innsbruck 0840 and arrives München 1029 before continuing its journey in Germany.

From April 8, three pairs of *EuroCity* trains between Germany and Italy (**87/86**, **89/88** and **287/286**) are planned to become *Railjet* services with the remaining four pairs similarly reclassified from October 1.

Table 75: An additional through service in each direction between München and Zürich (*EC 195/194*) has started running. Further to last month's newlines we understand that this service is running daily.

Table 77: A new *InterCity* service between Berlin and Kraków has been introduced, numbered **55/54**.

Table 78: The thrice weekly *ES 453/452 European Sleeper* service between Brussels and Berlin Hbf now also serves Berlin Ostbahnhof. The service frequency will reduce to twice weekly from January 8 to March 24 before resuming its regular three times a week schedule when the service will also extend to Praha.

Table 82: Following the derailment of a freight train on August 10 in the west bore of the Gotthard Base Tunnel, passenger services have not been able to run through the tunnel and so have been diverted via the classic route (passenger trains have been unable to use the east bore of the tunnel for safety reasons). However, Swiss Railways have issued a new temporary timetable for the Gotthard route valid from December 10 to April 14 with selected passenger trains now using the fully open east bore of the tunnel on Fridays, Saturdays and Sundays. On Friday afternoons, seven southbound services operate via the base tunnel as do ten southbound services on Saturdays. In the northbound direction, fourteen services operate via the base tunnel on Sunday afternoons. Full details are shown in Table 82 and also in a special version of Swiss Table 550 (which will be found on pages 606 and 607). Note that train *ECE 151/150* Frankfurt – Zürich – Milano – Milano will only run between Frankfurt and Zürich during this period. Normal services are expected to resume from April 15.

Owing to engineering work taking place between Domodossola and Milano, *EC 53/52* Basel – Milano and *EC 37/38* Genève – Milano will not run on Mondays to Fridays until June 8.

Table 99: A new *EuroCity* service, **103/102 Danubius**, has been introduced between Kraków and Wien which also conveys through cars (numbered **203/202**) between Wrocław and Wien.

A new overnight train *EuroNight 407/406* München – Wien – Kraków – Warszawa has commenced running. However, through cars between Graz and Warszawa have been withdrawn.

Leo Express train **413/412** Praha – Kraków now calls at Oświęcim instead of Katowice.

Train *EC 131/130 Balthor/Batory* Terespol – Warszawa – Budapest no longer serves Terespol.

GREAT BRITAIN

Greater Anglia has increased the frequency of its Stansted Express service to every 15 minutes throughout every day (Table 100).

Great Western has enhanced the service between Reading and Gatwick Airport with trains now running every 30 minutes on weekdays (Table 108).

CONTINUED ON PAGE 602

NEWSLINES (continued from page 5)

GREAT BRITAIN (continued)

Cross Country has restored a half-hourly service between Birmingham and Nottingham on weekdays (Table 120).

A full rail service on the Marston Vale line between Bedford and Bletchley is expected to resume at some point during January or early February. Our Table 142a shows the service that is expected to run when the line fully reopens.

Table 144 has been expanded to show London Northwestern Railway's revised timetable between Birmingham and Liverpool which features additional services at peak times on Mondays to Fridays and all day on Saturdays.

Transport for Wales has doubled the frequency of its Liverpool – Runcorn – Chester service with trains now running hourly (Table 163). From March 25, its Cardiff to Cheltenham Spa route will also see an enhanced hourly service for most of the day (Table 117).

Hull Trains has recast its Sunday service with earlier departures from both Hull and London Kings Cross (Table 181).

LNER has introduced additional services on Sundays between London Kings Cross and Leeds (one northbound and two southbound).

TransPennine Express has recast its timetable in an attempt to improve service reliability (Table 188). As a result, there is now only one train per hour from Newcastle (which operates through to Liverpool). The hourly service which previously operated between Hull and Liverpool, now only runs as far as Manchester and makes additional station calls between Leeds and Huddersfield, thus extending the journey time. Most Scarborough services operate as a shuttle to and from York with only occasional trains extending further west. Three services in each direction on weekdays are rerouted between York and Huddersfield via Wakefield Kirkgate, avoiding Leeds altogether. There is also an early morning service from Wakefield to Manchester, together with a corresponding late evening return journey.

IRELAND

An additional service from Dublin to Cork has been introduced departing the Irish capital at 0600. The service has a connection at Limerick Junction for Limerick Colbert (Table 245).

FRANCE

A new overnight service between Paris and Aurillac has been introduced (Table 319). The overnight service between Paris and Cerbère has been rerouted to run via Montpellier and outline timings will now be found in Table 355. This provides a new overnight travel option between Paris and stations in the Occitanie region between Nîmes and Béziers. Readers should note that schedules of all overnight services in France do vary on a frequent basis and so we are only able to show sample timings in the space we have available. Readers are, therefore, advised to check their reservation for confirmed timings.

Services on the Dijon to Nevers route continue to be operated by bus as major route upgrade work continues. The line is expected to reopen to rail traffic from February 17 with the service from this date shown in Table 373 (on page 217). A separate version of the table, outlining the rail replacement bus schedules, will be found on page 230.

The line between St Michel-Valloire and Modane remains closed until further notice following extensive storm damage in August 2023. Rail services continue to run between Chambéry and St Michel-Valloire including winter weekend through services from and to Lyon and Paris (Table 367). Rail replacement bus services continue to operate between St Michel-Valloire and Modane.

NETHERLANDS

There are revised services on many lines as frequencies are increased to near pre-Covid levels, and major cities are generally linked at least four times per hour. However, there are fewer trains running on Fridays in some areas, due partly to lower demand with four-day-week working being commonplace, and partly due to a shortage of railway staff. The Intercity Direct service between Amsterdam Centraal and Breda via the high-speed line (Table 451) is restored, with three trains per hour (including the Brussels service), and a further two per hour between Amsterdam and Rotterdam. A notable change to the pattern of operation affects the Intercity service linking Maastricht and Heerlen in the south with Enkhuizen and Alkmaar in the north via Amsterdam Centraal (Table 470); on Mondays to Thursdays there are two Maastricht – Alkmaar trains and two Heerlen – Enkhuizen trains per hour, but on Fridays to Sundays the through service reduces to two Maastricht – Enkhuizen trains per hour.

ITALY

As is usual for the December edition, we have only been able to update timings for Trenitalia operated long-distance trains (those with numbers shown). We hope to be able to update all other services in time for the January digital edition.

Some EC trains in Table 595 will be classified *Railjet* (RJ) from April 8 (see also the international news item for Table 70). Train ICN 764 now arrives Bolzano at 0628 thus providing a useful connection with train RJX 184 to Innsbruck and Wien.

A number of long-distance services shown in Table 615, which previously used the classic line between Milano and Bologna, now utilise the parallel high-speed infrastructure and have had their journey times cut by approximately 30 minutes as a result.

SPAIN

Engineering work taking place between Sant Andreu Arenal and Vic will affect services until February 2024. During the work, Granollers-Canolles station is served by bus (Table 656).

AVE services between Madrid and Murcia have been recast and one daily low-cost Avlo service in each direction has also been introduced on this route (Table 668).

Ouigo has introduced two additional high-speed daily return services between Madrid and Valencia together with one daily return journey between Madrid and Alicante (Table 668).

The 24-kilometre long Pajares Base Tunnel, located between León and Gijón, opened on November 30 meaning journey times between Madrid and Gijón have been reduced by up to 70 minutes (Table 685).

NORWAY

A section of the *Dovrebanen* rail route near Ringebu (between Lillehammer and Dombås) was severely damaged by storms in August 2023 meaning rail services have had to be partially replaced by bus ever since. The damaged bridge has now been fully assessed and the good news is that repairs are now expected to be completed quicker than originally expected. A precise date has not yet been determined, but it is hoped the line will fully reopen by spring/summer 2024. Until then, a small station named Fåvang has been temporarily reopened so that the section of journey operated by bus can be kept to a minimum. Rail services now run Oslo – Fåvang and Ringebu – Trondheim with a 15 minute bus connection in between. Table 785 has been updated with the latest schedules. A reduced rail service is also currently operating on the line via Røros as important freight services have temporarily been given priority on this route. Table 784 has been updated with the latest schedules via Røros, including a number of rail replacement bus services.

GERMANY

Engineering work will result in significant service alterations at various times and locations over the coming months. However, we are only able to show details of changes which occur over extended periods of time.

The section of high-speed line between Kassel and Göttingen is temporarily closed from December 10 to February 29. During this period a number of services are cancelled with other trains diverted via alternative routes resulting in some significantly extended journey times. Full details of the amended timetable will be found in special versions of Tables 806, 900 and 902 on pages 578 to 580. Note that ICE services that normally operate via Hildesheim and Braunschweig are also being diverted until March 21.

Many services to and from southern Germany (via Frankfurt and Mannheim) will see significant alterations from January 2 to 21, while both long-distance and regional trains travelling via the Rhein-Ruhr region will be subject to change from March 23 to April 7. Unfortunately, we are not able to show these changes and so readers are advised to confirm their travel plans during these periods if visiting or passing through the affected areas.

Regional services between Hagen and Warburg no longer extend to Kassel (Table 804). All regional journeys between Warburg and Kassel are now operated as part of the Düsseldorf – Paderborn – Kassel route operated by National Express (Table 805).

CONTINUED ON PAGE 603

NEWSLINES (continued from page 602)

GERMANY (continued)

A number of *ICE* journeys on the Berlin – Rhein-Ruhr route, which previously ran combined between Berlin and Hamm before splitting to serve Düsseldorf (via Dortmund) and Köln (via Wuppertal), will now run as separate services. This has resulted in some slightly shorter journey times between Berlin and Köln owing to the Hamm station stop being omitted (Tables **800** and **810**).

The pedestrian access across the Schlei Bridge (located between Eckernförde and Süderbrarup) was expected to be restored from the timetable change. Rail services will once again run to and from the temporary stations either side of the bridge (with a 350 metre walk between them). The new timings will be found in Table **824**.

A new direct *IC* service has been introduced between Magdeburg and Hamburg via Stendal and Wittenberge. The morning service, which runs Mondays to Saturdays, departs Magdeburg at 0727 and arrives Hamburg 0947. The return journey, running daily except Saturdays, departs Hamburg 1708, arriving Magdeburg at 1926. Full timings will be found in Tables **840** and **841**.

The regional service between Magdeburg and Uelzen via Stendal has been enhanced to run on an hourly basis (Table **841**).

The daytime *IC* service between Leipzig and Nürnberg via Jena has increased from a single journey to five daily trains in each direction (Table **849a**). All are extensions of Nürnberg – Stuttgart – Karlsruhe services. Note that the overnight *IC* train continues to operate as before. However, through regional journeys between Leipzig and Nürnberg are no longer available with a change of trains at Saalfeld now required (Tables **849** and **875**).

The *ICE* service between Berlin and München has been improved with the addition of more limited stop services (Table **850**). Trains with a journey time of around four hours now operate every two hours. In addition, three journeys in each direction now run non-stop between Berlin Südkreuz and Nürnberg Hbf reducing the journey time further. The fastest journey between München Hbf and Berlin Hbf is now just 3 hours and 46 minutes, achieved by the three northbound services.

A second through *IC* service in each direction between Leipzig and Rostock via Magdeburg and Schwerin has been introduced. To make it easier to consult the timings of these services, they are now shown in their entirety in a panel below Table **866** rather than in four separate tables.

Through services between München and Hof via Regensburg are now operated by DB Regio and have been completely retimed. Services between München and Praha now run independently, no longer being attached to Hof services between München and Schwandorf. Revised timings of services to and from Hof will be found in Tables **878** and **879**.

Many regional services in northern Bavaria have been modified, particularly those heading north from Nürnberg in Tables **875** and **880** together with related services between Bamberg and Hof/Bayreuth in Table **876**.

POLAND

Due to the late availability of confirmed timings, only international services have been updated in the Polish section for this edition. We hope to fully update the Polish section in time for the January edition.

Koleje Dolnośląskie has introduced a cross border service to Germany, running every three hours between Wrocław and Cottbus (Table **1086**).

CZECH REPUBLIC

Services between Praha and Cheb have been moved from Table **1100** to an expanded Table **1110**.

In Table **1105**, Praha – Rakovník trains now serve Praha Dejvice rather than Praha Masarykovo. In the same table, Jirkov services have been amended to operate from and to Rakovník rather than Lužná u Rakovníka.

The service from Rybníště to Varnsdorf has been reduced considerably. There are now three return journeys on Mondays to Fridays, with additional trains running on Saturdays and Sundays from March 29 to November 3 (Table **1117**).

Praha – Plzeň – München express services have been renamed *Bavorský Expres*, *Bavorský* being the Czech translation for Bavaria (Table **1120**).

Regiojet will extend one of its Praha – Košice services to /from Chop from a date in January to be confirmed (Tables **1160** and **1195**).

An additional service between Wien and Kraków has been introduced, named *Danubius* (Table **1162**). This service also conveys through cars between Wien and Wrocław. In order to reduce duplication, former Table **1164** has been merged in to Table **1162**.

Regiojet has announced plans to introduce new services to Germany, including Przemysł – Hannover and Praha – Berlin. The start date of the Hannover service has not yet been confirmed, but the Berlin service is expected to commence from March 20. Timings were not available as we closed for press.

SLOVAKIA

Services between Bratislava and Komárno are now operated by LEO Express. A revised timetable has been introduced with more regular departures (Table **1176**).

Train *IC 45/44* Wien – Košice will serve Bratislava's Nové Mesto station rather than hlavná stanica (Table **1180**).

TURKEY

A new high-speed timetable has come into operation this month (Table **1570**). There have been numerous other updates in Turkey, including new timings for the Turist Doğu Express between Ankara and Kars (Table **1575**).

ROMANIA

The line between Cluj Napoca, Huedin and Oradea will be closed until further notice for route upgrading and eventual electrification. Trains will be diverted over other routes, as indicated in our fully updated Romanian section.

LITHUANIA and LATVIA

Following an agreement between the transport ministers and prime ministers of the three Baltic States, a through Vilnius to Riga train is expected to start running from December 27. The train will be routed Vilnius – Kaišiadorys – Šiauliai – Joniškis – Jelgava – Riga (Table **1805**) but timings were not available as we closed for press.

LATEST BEYOND EUROPE NEWS

Readers who have purchased the latest seasonal edition of the European Rail Timetable are able to download our Beyond Europe pages free of charge from our website (www.europeanrailtimetable.eu) by using the latest discount code at the checkout. The correct code will be found on page 3, under the BEYOND EUROPE heading (BEWIN23 this month). The Beyond Europe section can also be purchased at any time for £4.99.

INDIA

All our Indian tables have been checked and updated with the latest schedules. We have added the international service from Kolkata to Khulna (in Bangladesh) to Table **5065**.

INDONESIA

Services on the new high-speed railway between Jakarta and Bandung started on October 1. The new service is branded *Whoosh*, which is an acronym that translates to time-saving and reliable. The new service has been added to Table **620**. All other tables for Indonesia have been updated with the latest information.

JAPAN

A new station called Osaka Underground opened in March 2023. This has been added to Tables **8160** and **8400**.

UNITED STATES

Two additional *Cascades* services will run in each direction between Seattle and Portland from December 11 (Table **9315**).

The *Brightline* service in Florida has been extended to Orlando International Airport. Updated timings can be found in Table **9380**.

MEXICO

Services on the *Tren Maya* network are believed to be starting in December. We have not yet been able to obtain any schedules, but we have added the route to Table **9900**.