

NEWSLINES

This month's edition of the European Rail Timetable includes various updates as the process of rechecking all of our tables continues following the mid-December timetable change. Readers should note that we are generally showing the full planned service in our tables with short-term changes implemented as a result of the coronavirus pandemic not specified. Longer term cancellations continue to be indicated by a note and/or a shaded column. In the current circumstances it is always advisable to confirm your travel plans before embarking on journeys as alterations or cancellations can be implemented at short notice.

We would like to formally welcome Andrea Collins to the editorial team after officially joining us last month. Andrea has actually been involved with the production of the timetable for many years, focusing mainly on graphic design aspects of the publication, but will now be fully involved in compiling the timetable.

INTERNATIONAL

Long-term engineering work now under way on the Budapest – Kelebia route (see Hungarian news item) combined with ongoing route upgrade work between Subotica and Beograd in Serbia is making journeys between Budapest and Beograd rather more fractured. However, a daytime journey is still possible between the two capital cities which involves three changes, two trains and two buses. A connection from and to Wien is also feasible, but this requires a swift transfer between Keleti and Nyugati stations in Budapest. Table 61 has been updated with timings for this journey.

GREAT BRITAIN

Many train operating companies have temporarily reduced their schedules, mainly due to higher than normal levels of staff absence following the recent surge in cases of the Omicron coronavirus variant. Changes are implemented on an ad hoc basis and cancelled services may be restored at short notice. Most national restrictions have now been lifted and so hopefully there will be a gradual return to normal service levels over the coming weeks.

FRANCE

At the request of a correspondent, we have added Chenonceaux to Table 280. Chenonceaux station is situated close to the entrance of the world-famous Château de Chenonceau (which is spelt without an 'x', unlike the town name itself) and so should be a useful addition for readers exploring that area of France.

ITALY

We have been continuing the process of revamping long-distance tables in our Italian section. Table 626, which previously covered trains between Roma and Foggia, has been abolished with the long-distance trains now incorporated in the recently revamped Table 615 (which covers all services along Italy's Adriatic coast). The local trains between Napoli and Cassino, which were also shown in Table 626, have been moved to Table 627. Table 640 has also been adjusted with the addition of Rosarno station, where most long-distance trains call. Station calls at Napoli Afragola are also now shown within the actual table, rather than using footnotes.

SPAIN

We understand that overnight *Trenhotel* services 752/751 *Atlántico* (Madrid – A Coruña – Ferrol) and 852/851 *Rías Gallegas* (Madrid – Vigo – Pontevedra) have been permanently withdrawn and so have been removed from Tables 680, 681 and 682.

A weekly *Intercity* service has been introduced between Madrid and Granada (Tables 660 and 678a).

From February 21, three new low-cost high-speed *avlo* services in each direction will start running between Madrid and València, directly replacing three existing *AVE* services (Table 668).

We understand that a proposal to close the classic line between Madrid and València via Cuenca is being considered with services replaced by additional trains via the high-speed line, operating under the *Avant* brand (Table 669).

GERMANY

A reduced FlixTrain service is operating until April 10, details of which will be found in Table 927.

Table 933 has been expanded to better show the improved service between Ulm and Lindau following the completion of work to electrify the route. To make room for this change, the Stuttgart Flughafen table has been moved and renumbered from 932 to 936a.

CZECH REPUBLIC

Owing to the current high levels of coronavirus infection, various service alterations have been implemented until February 24. Please note that these changes are not shown in our Czech tables.

The railway between Vsetín and Púchov is closed until further notice following a landslide (Table 1160). A rail replacement bus service is being provided whilst the line is repaired.

HUNGARY

Further to our report last month, it transpires that the Dacia / Dacia-Corvin will be diverted via Biharkeresztes and Episcopia Bihor from February 1 to June 16, rather than just for the month of February as we had originally been led to believe. Tables 1275 and 1280 have been updated accordingly.

Rail services in Table 1295 are suspended due to engineering work which will last for up to three years. Replacement bus services are provided Kecskemét – Kiskunhalas – Kelebia (which connect with Budapest Nyugati – Kecskemét – Szeged services in Table 1290). No rail replacement bus service is provided Budapest – Kunszentmiklós – Kiskunhalas, although commercial services are available operated by Volánbuz (rail tickets are not valid).

KOSOVO

In Table 1375 we understand that trains 891/892 between Prishtina / Prishtinë and Skopje are suspended until further notice. However, local trains between Prishtina/Prishtinë and Peć/Pejë have now been reinstated.

TURKEY

The high-speed line extension between Konya and Karaman was inaugurated in January with two existing services in each direction between Ankara and Konya extended to and from Karaman. A single through service in each direction is also available between Istanbul and Karaman. Timings will be found in Table 1570. To enable us to add Karaman to this table, we have moved the panel showing the Istanbul – Adapazarı services to a new dedicated table, numbered 1584.

LITHUANIA, LATVIA and ESTONIA

There are minor updates in all three Baltic states. Please note that Estonian Tables 1870 and 1880 are valid from February 14.

NEXT MONTH

In next month's Spring edition, which will be available in both printed and digital format, we will be including the first version of our Summer International Supplement with advance timings for selected international tables valid from June 12. It will also include the latest versions of all eight Beyond Europe sections, together with our Rail Extra feature which provides useful transport based information on a country-by-country basis.

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