

## NEWSLINES

Following the introduction of the new pan-European timetable on December 12, we have been able to finalise most tables for those countries that we could only partially update in time for the December edition (most notably Italy, Sweden and most countries in South East Europe). We have also started the general process of rechecking our tables, many of which were originally compiled using advance data.

The latest surge in coronavirus cases across Europe has seen the implementation of further public health restrictions in many countries. The resultant uncertainty can cause difficulties for both railway operators and travellers alike. However, the overall travel situation appears to be much more promising than during earlier waves of the pandemic with near normal domestic rail services continuing to run in most countries. International services are more likely to be affected by short notice alterations so continue to check for the latest travel advice before undertaking international journeys.

Readers should note that we are generally showing the full planned service in our tables with known service suspensions marked with a note and/or a shaded column. Although we do our best to keep our tables up to date, 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.

### GREAT BRITAIN

A number of services have been temporarily suspended across the network as rail companies struggle to cope with the increased level of staff absence following the latest surge in coronavirus cases. For example, ScotRail has recently announced that a reduced timetable will be operating on some urban routes until at least January 28. The affected trains that appear in our tables have been indicated.

Transport for Wales has reinstated catering on various long-distance services. The complimentary first-class offer on its Cardiff to Holyhead route has been revised to include drinks and light refreshments; the full restaurant car service will also be reinstated at some point soon, but an additional supplement will be payable to enjoy the meals on offer.

Lumo has added an additional service in each direction between London and Edinburgh on Tuesdays to Saturdays (Table 183).

### INTERNATIONAL

*European Sleeper* plans to introduce a new overnight service this summer, running three days a week between Brussels and Praha via Amsterdam and Berlin. Proposed timings are shown in a new Table 78.

The additional summer TGV services between Paris and Barcelona (train 9715 from Paris and 9704 from Barcelona) will start running two weeks earlier than originally planned (Table 13).

### FRANCE

Table 273 has been updated with confirmed timings. Unfortunately some of the services shown in last month's Winter edition have turned out to be bus services which operate on demand so we have removed these from the table. We have, however, added timings of the useful bus connection between Villedieu les Poêles and Mont St Michel. We have also been able to add details of the bus service between Rennes and Mont St Michel which is operating once again (Table 274).

### ITALY

We have managed to fully complete updates in our Italian section.

Trains in Table 584 no longer cross the French border to serve Modane. We do not yet know if this is a permanent change or simply a temporary one owing to the current coronavirus situation.

As part of an ongoing project to make our Italian tables more user friendly, we have made a number of alterations to the Italian section. Table 600 has been expanded to fully show high-speed trains to Bolzano, Brescia and Venezia (which were previously shown in part on Tables 595, 605 and 616 respectively). We also now show the *.italo* services in the main body of the table rather than on a separate page.

A number of Genova – Firenze – Roma *FA* trains have been reinstated to Table 610 after being suspended for most of the past two years. We have added Firenze Campo di Marte to the station banks of this table to make it easier to identify those services which operate that way (rather than via Livorno). The table also now features the Torino and Genova to Bologna sub-table which was previously part of Table 615.

We have added local trains between Prato and Bologna to Table 614 in order to show how it is possible to travel from Firenze to Bologna without using high-speed or long-distance trains (for which supplements are usually payable).

Tables 615, 630 and 631 have been amalgamated to form an enlarged Table 615 which we think improves the presentation of long-distance trains from Milano and Bologna to Rimini, Bari, Taranto and Lecce. Local services along the route are also shown within the same table, albeit in a sequence of separate panels. *IC* trains Milano – Bologna – Roma and Trieste – Venezia – Roma will now be found in an expanded Table 620, along with local trains between Venezia and Bologna that were previously shown in Table 616.

A single daily Palermo – Catania – Messina *Frecciabianca* train pair has been introduced, details of which will be found in Table 645.

### SPAIN

Two more *AVE* services in each direction between Madrid and València will be reinstated from January 17.

### GERMANY

It has been confirmed that the low-cost regional service between Berlin and Hamburg via Salzwedel has been permanently withdrawn. The service was introduced in April 2014 and offered one or two journeys a day in each direction as a cheaper alternative to fast *ICE* and *EC* trains. The service was suspended during the pandemic and more recent plans to reinstate the trains were hampered by the diversion of fast services via Salzwedel for a period of three months towards the end of last year. As DB Regio has now made the decision to discontinue the service, we have removed the dedicated panel in Table 841. Frequent *ICE* and *EC* services between Berlin and Hamburg are shown in Table 840 and there are also a small number of low-cost FlixTrain options between the cities which will be found in Table 927.

### POLAND

The expected extension of certain services between Warszawa and Terespol across the Belarusian border to Brest from January 1, did not materialise (Table 1050).

### CZECH REPUBLIC

We have been able to add details of connecting buses between Brno and Blansko to Table 1151. Please note that most buses stop outside the Hotel Grand on Benešova tř. (Benešova Street) rather than the station forecourt.

### HUNGARY

A revised version of the Hungarian final was received just before we went to press with the December edition. This has resulted in a number of minor alterations across the Hungarian section which have been included in this edition.

Owing to engineering work taking place from February 1 to 28, trains 347/346 *Dacia-Corvin* are diverted and will be attached to trains 405/404 *Corvin*, running via Püspökladány, Biharkeresztes and Oradea to an amended schedule. A connecting train will run between Szolnok and Békéscsaba but there will be no replacement service to and from Lőkösháza. It also appears that the portion via Timișoara will not run during this period.

### TURKEY

A new high-speed timetable commenced on December 12 which includes the addition of another train pair between Ankara and Konya since the previous update on October 16. Table 1570 has been fully updated with the revised schedules.

Due to ongoing engineering works, *Ada Ekspresi* services are currently only running between Gebze and Adapazarı (Table 1570).

It would appear that Sivas station has finally reopened after four years of diversions between Hanlı and Bostankaya (Table 1575).

The *Turistik Doğu Ekspresi* (Tourist Eastern Express) between Ankara and Kars (trains 22016/42015) has been reinstated, once again providing an alternative to the classic *Doğu Ekspresi* (Table 1575).

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## NEWSLINES (continued from page 5)

### ROMANIA

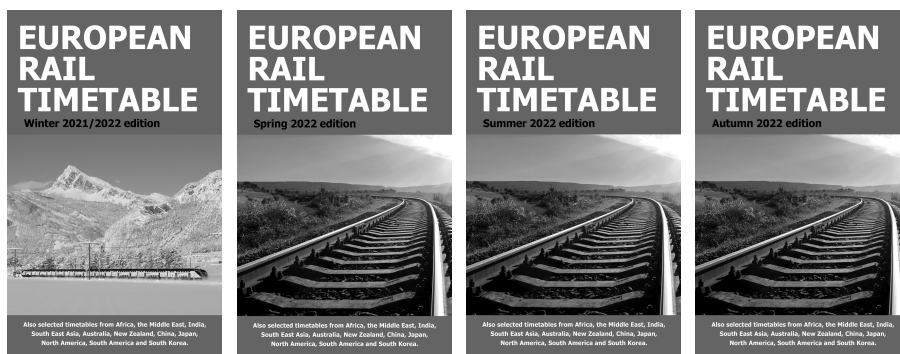
Train pair **687/686** Szamos from Satu Mare to Püspökladány (with through cars to Budapest and Wien) is extended to run from and to the larger city of Baia Mare. Train **687** departs Baia Mare at 0800 with train **686** ending its journey at 2208 (Table **1625**).

Long distance train pair **1692/1693** Timișoara – București Nord (via Craiova) have been replaced by international trains **348/349** in amended timings and thus provide a new through service from and to Arad. Train **348** departs Arad at 0500, Timișoara at 0605 and arrives București Nord at 1600. Return train **349** leaves București Nord two hours earlier than before, at 1345, arriving Timișoara 2351 and Arad 0048 (Table **1630**).

### RUSSIA

Last month we reported on the resumption of *Allegro* services between St Peterburg and Helsinki, albeit only available to Russian and Finnish citizens. We have now been informed that only two train pairs will operate initially, rather than the full service, and so Table **1910** has been updated accordingly.

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