

## What's new this month

### TOURIST RAILWAYS FEATURE

Our annual feature on tourist and heritage railways describing some of Europe's most popular and interesting lines once again makes an appearance and will be found on pages 33 to 38. As well as brief descriptions, you will find contact details, dates of operation, and also timetables where space permits. One addition this year is S.T.A.R., the Netherlands' longest museum railway, which runs 26 km from Veendam (now rail connected) to Stadskanaal on a former NS line, though currently the service is running on a shorter section due to a technical problem.

### INTERNATIONAL

Plans to curtail the *Vauban* and *Iris* to run between Brussels and Basel only (Table 43) from the June timetable change were amended at a late stage. Both southbound trains (*EC 91* and *97*) now terminate at Basel but in the northbound direction both *EC 90* and *96* still serve Zürich, with the *Iris* (*EC 96*) starting back at Chur.

Connections from Stockholm into the Malmö - Berlin night train (Table 50) have been revised due to extensive engineering work between Stockholm and Malmö. Passengers are advised to travel on train *539* (1514 from Stockholm; not Saturdays) or daily train *537* at 1414 from Stockholm.

A new international service between Villach and Udine has commenced. Partly funded by the EU, the two train pairs are shown in Table 88.

### IRELAND

Bus Éireann have issued a new timetable between Dublin and Londonderry (Table 234) with minor changes.

### FRANCE

In northern France the number of trains running during the high summer period in July and August has been reduced, and latest details of the cancellations are now shown in our tables.

Major retimings of services in the Bordeaux area will take place from July 23. In most cases we have been able to show both the old and new timings in this edition, but where this has not been possible further details will be shown next month.

Major engineering work is taking place on a large number of lines throughout France, with extended journey times and bus replacement in many cases. Where possible details are shown in our tables but further changes are likely.

### BELGIUM

Summer timetable amendments have been incorporated into our tables.

The new line between Brussels Airport and Mechelen is now open and a new hourly direct service between the airport and Antwerpen has commenced, taking 34 minutes. This means that passengers will no longer have to travel via Brussels if heading to towns in northern Belgium. Although added to Table 5, for space reasons we have been unable to show full details in the Belgian section this month but will include it in the August edition.

### SWITZERLAND

A landslide on the Gotthard route between Erstfeld and Göschenen has temporarily closed the line. A bus replacement service is operating between Flüelen and Göschenen with journey times extended by 60 to 90 minutes. This situation is likely to prevail until mid July. Until the line reopens there is also a temporary through train from Zürich to Milano via the Lötschberg base tunnel. This leaves Zürich at 0841 arriving at Milano at 1318, whilst the northbound train leaves Milano at 1605, arriving Zürich at 2115 (2034 on Sundays).

### ITALY

The new Trenitalia summer schedules bring changes to *Alta Velocità* services, including retimings, particularly to trains originating at Venezia. The refurbishment of AV trains continues apace; there are now eighteen trains in each direction between Milano and Roma formed of these sets, which offer four classes of accommodation, seven of which are extended to serve Napoli. Non-stop Milano - Roma trains now complete the journey four minutes faster with a journey time of 2h 55.

*Alta Velocità* operation to Malpensa Airport has ceased; trains *9502/28/33/59* now originate or terminate at Milano Centrale (Table 600).

Overnight trains have again been reorganised. Salerno benefits with services from Bolzano, Torino and Milano, being extensions of services that previously originated / terminated at Napoli (*ICN* trains *761/2*, *796/9* and *1910/1* respectively). Similarly, one of the Bologna - Lecce trains now starts back at Milano (train *750/7*). Some sleeper services appear to have been withdrawn, but confirmation is awaited.

Elsewhere, there are changes to Adriatic coast traffic with many trains retimed (Tables 630/1).

Meanwhile, private operator NTV has announced that its *Italo* trains will

serve Salerno from August 26, and Venezia from October 27. Unfortunately, the new timetable valid from June 30 was not available as we closed for press but schedules are expected to be similar to those shown in Table 600.

### SPAIN

A new timetable was introduced on June 17 with extensive changes, highlights of which are shown below. The anticipated direct *AVE* service from València to Sevilla has commenced and completes the journey in under four hours, using the curve south of Madrid which links the València - Madrid and Madrid - Sevilla high-speed lines (Tables 668 and 660).

The *Diurno* train category has ceased in Spain with the withdrawal of *Diurno 413/410* Salamanca - Hendaye/Bilbao (Table 689). The *Media Distancia* service between Salamanca and Valladolid has been retimed to provide certain connections to Hendaye and from Irún at Valladolid.

*Media Distancia* train *18030* Madrid to Jaén (Table 661) gains a connection at Linares - Baeza to Granada, by altering the time of *MD 13090* to depart Linares - Baeza almost four and a half hours earlier. Similarly in the reverse direction, *MD 13091* departs Granada 10 minutes earlier to form a more sensible connection at Linares - Baeza into *MD 18035* Jaén to Madrid.

There are now five *Avant* services between Barcelona and Lleida, down from six (Table 650), whilst the three times weekly *Alvia* service between Barcelona and Pamplona / Irún now runs on seven days a week but not at the same time every day (Table 650). The *Media Distancia* service between Salamanca and Zaragoza via Valladolid (Tables 653, 689) has been extended to Barcelona but with a change of trains at Valladolid.

The new timetable features a through regional train between Madrid and Barcelona, created by joining a Madrid - Zaragoza train with a Zaragoza - Barcelona service (Tables 651 and 652). This enables a through journey without paying a supplement, although it does take around nine hours, compared to two and a half hours by *AVE* train!

*Talgo 152/151* A Coruña and Pontevedra to Madrid (Table 680) has been replaced by *Alvia 4155/4154* (Table 680), whilst an additional *Alvia* service from Madrid to A Coruña runs on Fridays returning on Sundays.

*Talgo 85/74* which ran from A Coruña to Alicante on Saturdays, returning the following day, has been replaced by *Alvia 4084/4155* (Tables 680, 668). The new service runs on the recently opened high-speed line between Santiago de Compostela and Ourense, as well as the Medina del Campo to Madrid and Madrid to Albacete high-speed lines.

The daily *Alvia 622/621* Barcelona - Vigo (Table 680) now runs three days a week, but runs to and from A Coruña via Santiago de Compostela on the remaining four days, with connections (in the same timings) at Ourense to and from Vigo and A Coruña on the days of indirect services.

*Arco 280/283 Camino de Santiago* Irún/Hendaye - A Coruña and Bilbao - Vigo (Tables 680/681/682) has had two extra portions added to it, namely Irún/Hendaye - Vigo and Bilbao - A Coruña.

Two regional train pairs on the Barcelona - València route (Table 672) have been amended to form connections at L'Aldea - Amposta to enable journeys on regional services between Barcelona and València. Finally, the *TRD* services between Madrid and Badajoz (Table 677) are now *MD* trains.

### PORTUGAL

The service between Tua and Mirandela has been withdrawn and removed from Table 694, as the Tua - Cachião taxi connection which made this journey possible has been axed by Portuguese Railways as part of ongoing cost cutting measures.

### DENMARK

The usual spate of summer engineering work will affect several routes. In addition to that detailed in last month's *Newslines* affecting Aalborg - Frederikshavn (Table 701), and Langå - Struer (Table 712), the Kalundborg line will see bus replacements between Lejre and Holbæk from July 1 to September 2 (Table 704).

### SWEDEN

New schedules valid from July 1 are shown in this edition. Without doubt, the most important event is the opening of the Botniabanan on July 4 when trains *91/92*, Göteborg to Luleå and return, are diverted via the new route.

The inauguration of the Botniabanan has presented us with the opportunity to reorganise our tables for northern Sweden, although further alterations may be necessary. Amongst the changes is a new long-distance overnight trains table (numbered 767), and amalgamation of bus services into a new expanded Table 768, in the hope of providing clearer information for readers; particularly for the latter where each of the four operators shown runs to a different date period. Additionally, Tables 757 and 765 have been renumbered 732 and 758 respectively.

CONTINUED ON PAGE 349

2nd class only

## BRANCH LINES in Denmark

728

## ÅRHUS - GRENAÅ:

69 km

Århus.....d.	①-⑥ ①-⑥	and	0714 hourly 2214	...	2314	...	...	...	...
Grenaa.....a.	0626 0726	...	0826 until 2326	...	0026	...	...	...	...
Grenaa.....d.	①-⑤ ①-⑤ ①-⑥ ①-⑥	and	0833 hourly 2233	...	2333	...	...	...	...
Århus.....a.	0613 0643 0743 0843	0943 until 2343	...	0043	...	...	...	...	...

## ODENSE - SVENDBORG:

49 km

Odense.....d.	①-⑥ ①-⑥	①-⑥ and ①-⑥	and ⑥⑦	...	1723 hourly 2323 0023	...
Svendborg..a.	0604 0704	0804 0835 until 1704 1735	...	1804 until 0004 0104	...	...
Svendborg..d.	①-⑤ ①-⑥	①-⑥ and ①-⑥	and ⑥⑦	...	1812 hourly 2312 0112	...
Odense.....a.	0555 0655 0755	0855 0921 until 1755 1821	...	1855 until 2355 0145	...	...

## HJØRRING - HIRTSHALS:

Nordjyske Jernbaner A/S

18 km

Journey 22 minutes

From Hjørring:

①-⑤: 0450, 0543, 0610, 0636, 0709, 0740, 0811, 0910, 1005, 1105, 1205, 1305, 1336, 1405, 1435, 1505, 1541, 1605, 1640, 1705, 1740, 1806, 1905, 2105, 2305.  
 ⑥: 0706, 0806, 0910, 1006 and hourly until 1406, then 1506 z, 1606, 1706, 1806 x, 1906 x, 2106 x, 2306 x.  
 ⑦: 0806, 0910, 1106, 1206, 1306, 1406, 1606, 1706, 1806, 1906, 2106, 2306.

From Hirtshals / Color Line:

①-⑤: 0515, 0609, 0639, 0705, 0743, 0810, 0836, 0936, 1036, 1136, 1236, 1339, 1408, 1438, 1508, 1544, 1608, 1643, 1708, 1743, 1809, 1836, 2010, 2136, 2332.  
 ⑥: 0734, 0836 and hourly until 1436, then 1536 z, 1636, 1736, 1836 x, 2010 x, 2136 x, 2332 x.  
 ⑦: 0836, 0936, 1136, 1236, 1336, 1436, 1636, 1736, 1836, 2010, 2136, 2332.

x – Not Dec. 24, 31.

z – Dec. 27-30 only.

Dec. 27-30 service will operate as ⑥ timetable.

## ICELAND

There are no railways in Iceland but bus services serve all major settlements (some are only served in summer, particularly in the eastern part of the country). Principal bus services enabling a circuit around the country are shown below - see the right hand column for operating dates of each journey. See [www.bsi.is](http://www.bsi.is) for further information.

## PRINCIPAL BUS SERVICES

729

Clockwise direction	depart/arrive	Anti-clockwise direction	depart/arrive	Days of operation (applies to both directions)
Reykjavik - Akureyri:	d. 0830 a. 1430 d. 1500 a. 2100 d. 1700 a. 2255	Akureyri - Reykjavik:	d. 0830 a. 1430 d. 1500 a. 2100 d. 1700 a. 2255	①-⑥ Oct. 1 - Apr. 30; daily May 1 - Sept. 30. ⑦ Oct. 1 - Apr. 30. ⑧ Oct. 1 - Apr. 30; ⑨⑩ May 1 - June 19; daily June 20 - Aug. 31; ⑪⑫ Sept. 1 - 30.
Akureyri - Egilsstadir:	d. 0800 a. 1155	Egilsstadir - Akureyri:	d. 1300 a. 1655*	Daily June 1 - Sept. 15, 2012. Limited winter service ☉.
Egilsstadir - Hofn:	d. 1330 a. 1700	Hofn - Egilsstadir:	d. 0830 a. 1210	Daily May 15 - Sept. 15, 2012. No winter service.
Hofn - Reykjavik:	d. 1000 a. 1900	Reykjavik - Hofn:	d. 0830 a. 1730	Daily May 15 - Sept. 15, 2012. No winter service.

Blue Lagoon: departures several times per day from Reykjavik, also infrequent departures from Keflavik Airport to Blue Lagoon.

Egilsstadir - Seydisfjörður (for Smyril ferry, Table 2285): limited service, contact Ferdathonusta Austurlands or east@east.is

Thingvellir, Geysir and Gullfoss - May 15 - Sept. 15: departures from Reykjavik at 0800 or 0830 with sightseeing stops, arriving back at Reykjavik at 1645 or 1945.

☉ - Winter service: from Akureyri 0830 ①③, 1130 ②, 1315 ⑤; from Egilsstadir 1330 ①③, 1615 ⑦, 1800 ⑧.

\* - Connects with 1700 departure to Reykjavik.

## NEWSLINES - CONTINUED FROM PAGE 3

## POLAND

All our tables are now valid from July 1, and we are not expecting further major changes until September, with most tables valid until at least August 28. The Warszawa - Łódź service has been recast once again, with some additional services between the two cities (Table 1090).

On TLK (Tanie Linie Kolejowe) trains, reservation is compulsory in first class, and this requirement has now been extended to second class on certain TLK trains only.

## HUNGARY

Amendments this month include some changes to Table 1220 for the high-summer period, June 16 to August 26. Sadly, restaurant cars on domestic IC trains were due to be withdrawn in mid June.

## SERBIA &amp; MONTENEGRO

At short notice the daily Beograd - Bucureşti train has been withdrawn. Passengers are now conveyed by bus from Beograd to Vršac for a connecting local train to Timişoara, where a further change must now be made for anyone wishing to travel to Bucureşti. Readers may recall that the Beograd to Vršac section had, in fact, been operated by bus for some months previously (Table 1365).

## ALBANIA

A new timetable was issued from April 25. Trains no longer serve Pogradec, on the shore of Lake Ohrid, but instead terminate at Librazhd some 55 km short of Pogradec.

## TURKEY

Until August 15 all trains to and from Ankara on Table 1570 are terminating at Sincan. It is unclear if any connections to and from Ankara are provided.

Many express and local trains have been retimed, in some cases due to a cascade of higher quality rolling stock from services no longer running between Ankara and Istanbul.

## ESTONIA

The line from Tartu to Koidula has been extended to Piusa (Table 1880).

## LATVIA

Table 1800 has been restructured to show the bus services radiating out of Riga to Tallinn, St Peterburg, Vilnius and Kaliningrad.

## RUSSIA

Train 48/47 St Peterburg - Minsk - Lviv (Tables 1720, 1920) and train 142/141 Moskva - Kyiv - Lviv - Chernivtsi (Tables 1720, 1740) have been withdrawn.

Principal domestic services in Uzbekistan have been squeezed into Table 1975, including the new Toshkent - Samarkand Afrosiyob high-speed service using Spanish-built Talgo trains.

Weekly train 1248/9 from Berlin to Saratov and Novosibirsk (Table 1980) has lost the through carriage which used to continue beyond Saratov to Ufa via Samara. A further loss this summer is the seasonal portion from Berlin to Adler via Rostov na Donu and Sochi.

## BEYOND EUROPE

This month's Beyond Europe section covers India (from Table 5000). Timing changes are minimal since this section last appeared, but an additional table has been added to show trains from Delhi to Bilaspur (Table 5205).

In New Zealand (which next appears in our August edition), Kiwirail has changed the name of the *Overlander* to the *Northern Explorer* (Table 6400).

## NEXT MONTH

The August edition will include the first of our Winter International Supplements, with advance versions of selected international tables valid from December 9. This will be expanded and updated in the following editions, and the December edition will show (where available) the new timetables from December 9 throughout Europe.