

NEWSLINES

Tables in this Summer seasonal edition are generally valid from June 12 to December 11 although, as is usual in our first summer edition, we have only been able to make limited updates in our Italian section. The latest versions of all eight Beyond Europe sections are included this month together with an expanded rail passes section which, in addition to pricing for the popular Interrail and Eurail passes, contains details of many domestic rail passes that are currently available. A fully updated *Rail Extra* feature will be found on pages 653 to 665 which is packed full of useful transport-based information presented on a country by country basis (including details of many popular tourist railways).

Selected news items that appeared in the April and May digital editions have been reproduced on pages 564 and 565.

CAR CARRYING TRAINS

Optima Tours has resumed its car-carrying service between Villach (Austria) and Edirne (Turkey).

INTERNATIONAL

Summer Eurostar Table 10 has been split into four date periods spread over three pages with timings now confirmed until December 10. Each subsequent date period sees additional services being reinstated. Please note that international tables that include Eurostar connections have not been updated as yet, but include warnings to advise readers to cross-check with the relevant version of Table 10.

Thalys will run its Amsterdam – Brussels – Marseille *Thalys Soleil* on nine summer Saturdays this year (Tables 11 and 18). This service last ran in the summer of 2019. All tables that feature Thalys services have been updated with schedules valid until December 10.

The high-speed, low-cost service between Paris and Brussels, branded *izy*, will cease running from July 10 (Table 18a).

Swedish Railways (SJ) will introduce a new overnight service between Stockholm and Hamburg from September 1 which will convey sleeping cars, couchettes and seated accommodation (Table 50).

A daytime journey is now possible from Sofia to Beograd but the segment between Dimitrovgrad (Serbia) and Niš is by bus (Table 61). Unfortunately, a similar journey is not possible in the opposite direction.

Recent media reports indicate that the Brussels – Amsterdam – Berlin – Praha overnight service proposed by *European Sleeper* will not now commence running until this Autumn (Table 78).

Schedules obtained from early versions of the 2023 timetable indicate that the four hour gap in the Zürich to München timetable will be filled, with seven daily services in each direction departing every two hours. In addition, the first services of the day from both cities will be an hour earlier (Table 75).

GREAT BRITAIN

Great Western is running its usual summer Saturday through trains between London and Newquay, but Cross Country is not running services to the Cornish resort this year (Tables 110 and 112). Note that the Saturday service in Table 110 is only valid until September 10. Services between Exeter and Okehampton now run on an hourly basis (Table 113). Great Western has withdrawn all of its remaining services between Fareham and Brighton (Table 140).

Cross Country has reinstated three further services between Bristol and Manchester and several of its Newcastle services are extended to run to and from Edinburgh (Tables 116 and 124). An hourly service continues to run between Birmingham and Cambridge, but now only extends to serve Stansted Airport every other hour on Mondays to Saturdays (Table 208). Note that Greater Anglia continue to operate hourly services between Cambridge and Stansted Airport.

Transport for Wales has increased the number of trains between Swansea and Fishguard to six daily and extended most Pembroke – Carmarthen services through to Swansea (Table 136). Four additional trains have been added in each direction between Shrewsbury and Aberystwyth on Mondays to Saturdays (Table 147). The next phase of work to upgrade the historic Barmouth Bridge will see the Machynlleth to Pwllheli route temporarily closed from September 11 with all services operated by bus (timings for which have been included in Table 148). Most Manchester Airport to Chester trains have been extended along the North Wales coast to Llandudno (Table 160).

Northern Trains has removed a number of services from its schedules resulting in some long service gaps on some routes. The Saturdays only service between Sheffield and Cleethorpes has been discontinued for the time being. In Table 211 the early morning Whitby to Middlesbrough service is withdrawn, as is the last train in the opposite direction (although the evening service does have a bus replacement).

Hull Trains has added an additional Sunday service in each direction between London and Hull (Table 181). Grand Central is running an extra daily service in each direction between London and Sunderland (Table 182a). Lumo's full service of five trains a day in each direction between London and Edinburgh is now operating (Table 183).

TransPennine Express will implement some major changes from September 10 so we are currently only showing its service until September 9 (Table 188). Note that, due to engineering work affecting current weekend schedules, we have had to show the Saturday service in a separate location, on page 571.

Greater Anglia has reinstated most of its services between London and Norwich, although the two faster 90 minute journeys in each direction continue to be omitted from the schedules (Table 200).

In Scotland, all through trains between Edinburgh and Inverness now operate via Stirling (Table 223). From May 24 ScotRail introduced a temporary reduced timetable on all of its routes on Mondays to Fridays owing to driver shortages. However, it is hoped that this will only be a short-term measure. Our tables show the full planned service so it is advisable to check any journey plans when travelling around Scotland.

FRANCE

Tables in our French section are mostly valid until December 11. However, high-summer schedules in western France always vary considerably to schedules during the rest of the year, so most of our tables radiating from Paris Montparnasse and Austerlitz stations are only valid from July 2 to August 28 (the service from August 29 will be included in the Autumn seasonal edition). Regional trains in northern France are also only valid during the the summer period.

Due to the large number of variations to trains in Table 250 we have had to include two versions of the table. Services until July 17 will be found on pages 163 and 166, whilst the service from July 18 to August 28 can be found on pages 559 and 560.

TER Normandie services shown in Tables 270, 275 and 276 are only valid from July 11 to August 12. Outside of this period the number of variations has made it impossible to compile coherent long-term tables and so will be updated on a short-term basis.

Trains in Table 290 are affected by engineering work during the summer. *Intercités* services will run via Les Aubrais-Orléans rather than Chenonceaux adding approximately 80 minutes to the journey (trains leave Nantes earlier and arrive later). The single daily TER service between Tours and Lyon starts from /terminates at Vierzon. Various rail replacement bus services are provided to and from Vierzon.

The overnight train to Lourdes is extended to Pau, Bayonne, Biarritz and Hendaye during July and August (Table 319).

Readers should note the timetables in France are often extremely complex and timings of both long-distance and regional trains may vary by a few minutes compared to what is shown in our tables. It is simply not possible for us to show all minor variations so it is always advisable to check timings before travelling.

ITALY

Owing to the late availability of summer schedules, we have only been able to check timings for selected long-distance services in Italy (mainly high-speed services operated by Trenitalia). Other services, including all regional timings, have not been checked and are valid until June 11. However, major alterations are not expected from June 12. We will endeavour to check the Italian section in time for the July digital edition.

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SPAIN

A new early morning *Media Distancia* service in each direction between Jaén and Córdoba has been introduced (Table 661).

All *Avant* services between Madrid and Toledo have been reinstated (Table 679). A number of *Avant* services have also returned on the Madrid – Ciudad Real – Puertollano route (Table 660). An additional AVE service was introduced between Madrid and Sevilla from June 1 with a further addition planned from July 15. An extra AVE between Madrid and Málaga will also be provided from July 15 (Table 660).

During the summer period a pair of InterCity services will run between Madrid and Huelva (Table 671).

Certain services on the Bilbao – Santander, Santander – Oviedo and Oviedo – Ferrol routes have been retimed (Table 687).

We understand the high-speed line between Plasencia and Mérida could open this month (Table 677) and the high-speed line between Venta de Baños and Burgos (Table 689) could open in July. However, we also understand that the Aranjuez to Cuenca section of the Aranjuez to València line could formally close this month (Table 669).

PORTUGAL

On the *Linha do Douro* an additional pair of Porto São Bento – Pocinho IR trains will operate this summer (Table 694). We have also been able to include operating dates for the *Comboio Histórico* steam-hauled tourist train.

GERMANY

Timings in our German section are currently valid until September 22 as engineering work on various routes has resulted in some significant alterations (see further details below). Updated timings valid from September 23 will be shown in the Autumn seasonal edition.

Over the past few years Deutsche Bahn has been gradually upgrading sections of its high-speed network which has resulted in temporary changes to long-distance services whilst the work is undertaken. The latest section of line to be affected is that between Würzburg and Fulda which will be closed to rail traffic from June 11 to December 10 (although a 25 kilometre section at the southern end of the line will reopen from October 17). Until October 16 all services between Würzburg and Frankfurt (Table 920)/Fulda (Table 900) are diverted via the sinuous classic route through Gemünden resulting in considerably extended journey times. Fewer trains will be able to run meaning a number of services are suspended. From October 17 journey times between Würzburg and Frankfurt will return to normal as these trains will once again be able to utilise the high-speed infrastructure.

Further north, the main line between Hannover and Hamburg will also see various alterations until September 22 with some services diverted whilst others are retimed with extra stops being made (Table 900). During this period services on the Karlsruhe – Frankfurt – Gießen – Hannover – Hamburg – Stralsund route are rerouted north of Hannover to run to and from Bremen while certain services between München and Hamburg are extended to run to and from Stralsund. Combined with the diversion between Würzburg and Fulda, a typical journey time between München and Hamburg via Hannover has temporarily increased from around 5½ hours to over seven hours. The fastest journeys between München and Hamburg during this period will actually be via Erfurt and Berlin (Table 850).

From June 25 to August 4 part of the line between Osnabrück and Rheine will be closed to rail traffic meaning InterCity services on the Berlin – Amsterdam route will be diverted via Münster resulting in extended journey times. A special table with amended timings of these services will be found on page 566.

The important international corridor between München and Salzburg will see a much reduced long-distance service until August 1 (see also the Austrian news item below). Services at the München end of the route are affected by further amendments until July 13 with many services not running between München Hbf and Ost stations. A special version of Table 890 will be found on page 567 with full details of amended timings during this period.

The *Eifelstrecke* between Köln and Trier via Gerolstein was severely damaged by extreme weather conditions in July 2021 meaning that rail replacement bus services have been operating along most of the route while work to repair the line continues. However, from June 12 two further sections of the line will reopen to rail traffic: Euskirchen to Kall at the northern end of the route and Kyllburg to Auw an der Kyll further south. Table 915a has been updated with the latest schedules.

Independent operator FlixBus continues to expand its network with new routes added during May and June. Since May 19 a service between Hamburg and Stuttgart has been operating five times a week and a thrice weekly service started running between Berlin and Wiesbaden from June 2. From June 23 a direct service, running five times a week in each direction, will be introduced between Berlin and Basel Badischer Bahnhof. The Hamburg – Köln – Frankfurt – München service now runs daily with a second service running on the Köln – Frankfurt section four days a week. Full details of the latest FlixBus timings will be found in Table 927.

AUSTRIA

Certain domestic services operating via the Salzburg – Kufstein route (operating non-stop through Germany) are affected by engineering work taking place in Germany until August 1. Most international services to and from München are also affected and further information will be found in special versions of Tables 951 and 970 on pages 561 and 562 (also German Table 890 on page 567).

POLAND

Train 141/142 *Balti* is expected to commence running from July 1 between Suwałki and Kaunas. An extension of the service to and from Białystok may also be implemented (Table 1042).

CZECH REPUBLIC

News reports suggest that Regiojet will extend some of its Wien services to and from Wien Flughafen from June, however details were not available as we closed for press.

Leo Express has decided to restrict its domestic operations to the Praha to Bohumín route with the withdrawal of its services between Praha and Staré Město u Uherské Hradiště. Its thrice-weekly service from Praha to Kraków still runs but is retimed in the Kraków direction (Tables 1160 and 1162).

SLOVAKIA

Until October 10 the line between Šurany and Levice is closed for engineering work. Replacement bus services will operate between Šal'a and Nová Baňa resulting in significantly extended journey times (Table 1170).

HUNGARY

As is usual at this time of year there is a significant uplift of services serving the lake Balaton area. Special versions of Tables 1220 and 1225, valid June 18 - August 28, will be found on pages 569 and 570.

Long term engineering work continues to result in changes to long-distance trains between Hungary and Romania shown in Table 1275. From June 18 to November 6 the line between Püspökladány and Biharkeresztes will be closed with trains replaced by buses and long-distance trains diverted. Train 367/366 *Hargita* is replaced between Budapest and Oradea by a domestic IC train/bus connection. Trains 143/146 *Transilvania* and 407/406 *Corona* are diverted via Debrecen, Nyírábrány and Valea lui Mihai. Train 347/346 *Dacia* returns to its previous route via Békéscsaba, Lökösháza and Curtici (Table 1280). Local trains 364, 365, 368 and 369 are suspended. The diversion of trains via Debrecen, Nyírábrány and Valea lui Mihai impacts on services in Table 1277 where trains 6812/6811 are cut back to run within Hungary only.

FERRIES

A new ferry service between Greece and Cyprus, operated by Scandio Holding Ltd, commences on June 19 for the summer period until September 16. It sails twice a week in each direction, from Pireas on Tuesdays and Fridays, returning from Lemesos on Sundays and Wednesdays (Table 2846).

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NEWSLINES (continued from page 36)

BEYOND EUROPE

TANZANIA

In the Spring edition we reported that the new standard gauge railway between Dar es Salaam and Morogoro was due to open in April. However, due to delays to the completion of a hydro-electric scheme that will provide power for the new railway, this opening date was not met. Conflicting news reports suggest it could now be between three months and two years before the railway can open!

Other news reports suggest that services on the *Tazara* route between Dar es Salaam and Kapiri Mposhi (Zambia) could resume in July.

ISRAEL

Israel Railways has opened a new section of railway that has allowed the introduction of direct trains between Jerusalem and Modi'in. Timings will be found in new Table 4515. We have also checked and updated the other tables for Israel as necessary.

INDIA

In April the railway from Jaynagar to Kurtha (Nepal) reopened after several years, during which the track was converted to Indian broad gauge (1.676m). We have added a new Table 5325 to show this service and connections from Delhi and Kolkata.

As is usual at this time of year the monsoon season will affect services in Table 5220 – a different timetable to the one we show will operate so please check locally for changes.

All other tables in India have been checked and updated which has resulted in a number of table number changes.

NEW ZEALAND

Kiwirail has announced that the Auckland – Wellington *Northern Explorer* and Picton – Christchurch *Coastal Pacific* trains will return to service at the end of September.

CHINA

We had hoped to be able to update the China section for this edition but, owing to the continued lockdown of major cities, information has become very difficult to obtain, so we have not been able to do so.

CANADA

Via Rail increased the frequency of the *Canadian* (Table 9050) to twice-weekly from April 29 and of the *Ocean* (Table 9000) to thrice-weekly from June 3. Other routes that will see an increase in frequencies during June are the Québec City – Windsor corridor (Tables 9010, 9015 and 9020), Jasper – Prince Rupert (Table 9060), Sudbury – White River (Table 9035) and Montréal – Jonquière/Senneterre (Table 9005). The additional frequencies for the *Canadian* and *Ocean* are included in this edition; the other routes will be updated in time for our Autumn edition. We have updated all other tables in Canada with the latest available information.

UNITED STATES

We have updated most of our tables for the United States of America. Please be aware that most of them show the service level in mid-April. As Covid restrictions ease more trains are reintroduced so there may be more trains running than are shown.

The New York – Philadelphia – Harrisburg *Keystone* service, formerly shown in Table 9230, has been moved to the foot of Table 9215.

Table 9235 has been split with Washington – Cleveland – Chicago trains shown in a new Table 9230 while Boston/New York – Albany – Chicago trains remain in Table 9235.

Trains between Chicago and St Louis, shown in Table 9260, have been accelerated by up to 15 minutes due to the completion of infrastructure upgrades. However, one return pair of St Louis – Kansas City *River Runner* trains has been suspended indefinitely due to the withdrawal of state funding.

LONDON - LILLE - PARIS and BRUSSELS by Eurostar

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TABLE TEMPORARILY LOCATED FROM PAGE 48

Minimum check-in time is 30 minutes, but passengers are advised to allow longer due to immigration procedures. Not available for London - Ebbsfleet - Ashford or v.v. Special fares payable that include three classes of service: business premier, standard premier and standard. All times shown are local times (France and Belgium are one hour ahead of Great Britain).

All Eurostar services are non-smoking and convey in Business Premier and Standard Premier, in Standard.

Service November 5 - December 10. For service June 12 - November 4 see pages 47-48.

km	km	train number notes	9004 -	9008 -	9114	9116	9014	9018	9126	9024	9132	9028 	
0	0	London St Pancras.....d.	K	A					A				
35	35	Ebbsfleet International.....d.	0701	0801	0816	0901	0931	1022	1104	1231	1301	1331	
90	90	Ashford International.....d.											
166	166	Calais Fréthun.....a.											
267	267	Lille Europe.....a.				1127			1326		1526		
	373	Brussels Midi/Zuid.....a.			1112	1205			1405		1606		
492		Paris Nord.....a.	1017	1117			1247	1347		1547		1647	
		train number notes	9032	9142	9036	9040	9046	9152 	9050	9054 -			
		London St Pancras.....d.	1431	1504	1531	1631	1801	1804	1901	2001			
		Ebbsfleet International.....d.											
		Ashford International.....d.											
		Calais Fréthun.....a.											
		Lille Europe.....a.		1726			2026						
		Brussels Midi/Zuid.....a.		1805			2105						
		Paris Nord.....a.	1747		1847	1947	2117		2217	2317			
		train number notes	9007 -	9009 -	9117	9015	9023	9135	9031	9035 	9039	9145	9043
		Paris Nord.....d.	0713	0743		0913	1113		1313	1413	1513		1613
		Brussels Midi/Zuid.....d.			0852			1256				1552	
		Lille Europe.....d.			0930			1335				1635	
		Calais Fréthun.....d.											
		Ashford International.....a.											
		Ebbsfleet International.....a.											
		London St Pancras.....a.	0832	0900	0957	1030	1230	1400	1430	1530	1637	1700	1739
		train number notes	9047	9153	9051 	9157	9055	9059	9167 	9063 			
		Paris Nord.....d.	1713		1813	A	1913	2013	A	2113			
		Brussels Midi/Zuid.....d.		1756		1856	1913	2013					
		Lille Europe.....d.		1835		1935		2056	2135				
		Calais Fréthun.....d.											
		Ashford International.....a.											
		Ebbsfleet International.....a.											
		London St Pancras.....a.	1840	1900	1930	1957	2030	2130	2157	2230			

A – To/from Amsterdam, see Table 18.

K – Not Nov. 11.