A message from John Potter, Director & Editor-in-Chief, European Rail Timetable Limited

Welcome to the first edition of the new European Rail Timetable. Like many of you, the editor and compilers of the Thomas Cook European Rail Timetable were dismayed at the decision of Thomas Cook to withdraw from the published timetable and travel guide market in September last year, thus ending a publication that had proved useful to travellers for 140 years.

The final edition of the iconic Thomas Cook European Rail Timetable was published in August 2013, but thankfully Thomas Cook were willing to sell the rights so I decided to set up a new business - European Rail Timetable Limited - with the intention of producing a new version of the timetable. I have been joined in this venture by my former colleagues Chris Woodcock, David Turpie and Reuben Turner. Additionally, Peter Bass (former editor of the Thomas Cook Overseas Timetable) has been persuaded out of retirement to assist, and Peter Weller (a vastly experienced travel expert) who is dealing with subscriptions, make up the team. Between us we have over one hundred years' experience working with timetables from across the globe.

It has proved a lengthy and, at times, difficult process but finally our goal has been achieved with publication of this first edition. Almost all features and content that were present in Thomas Cook days continues to be included, but for a variety of reasons it has proved necessary to omit one or two things, at least initially, but we hope readers will accept that there may be a few rough edges whilst we get up to speed with producing a regular monthly edition. We will also continue to produce seasonal editions of the timetable (from summer 2014) and the European and Great Britain & Ireland rail maps.

I have been humbled by the many offers of help and support received and would like to express my grateful thanks to every one of you; your support has driven us all on to ensure publication of this first edition and to ensure future travellers can continue to enjoy this unique source of information for many years to come.

I would particularly like to thank Robert H. Foster of Skipton, without whom this timetable, and indeed this company, would not be here. Robert has written a special message which will be found on page 562.

Also, a special thank you goes out to two former colleagues at Thomas Cook: Brendan Fox - former editor of the European Rail Timetable - for his generosity in imparting his experience, knowledge and time in assisting greatly with technical matters and much more, and Lisa Bass - former Head of Travel Books - for her invaluable support throughout the transitional process and always being ready and willing to answer my many questions.

Thank you everyone - here's to the next 140 years!

Happy travelling...

Sincerely,
John Potter
Director & Editor-in-chief,
European Rail Timetable Limited.

Please keep checking our information channels for news about products, sales channels and any relevant matters relating to the European Rail Timetable.

Website: www.europeanrailtimetable.eu
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What's new this month

WELCOME

A very warm welcome to this first edition of the *European Rail Timetable* brought to you by the former compilers of the famous *Thomas Cook European Rail Timetable*. Our new version retains the format and many of the features of the timetable produced by Thomas Cook until publication ceased in August 2013. We hope that our timetable will continue to inspire travel around Europe and beyond, as the timetables produced by Thomas Cook did for over 140 years.

Please note that much of the information provided in this edition of *Newslines* has been applicable from the main European timetable change last December.

ROUTE OF THE MONTH

Nicky Gardner and Susanne Kries spend a day on train *EC* **171** *Hungaria*. Entitled *Table 60: Berlin to Budapest*, it will be found on page 35.

CAR-CARRYING TRAINS

A new service from Wien to Verona will be introduced this summer.

INTERNATIONAL

Eurostar timings are valid from February 1 to July 26. From March 4 to April 18 services to London depart Paris up to 15 minutes earlier due to engineering work on the French high-speed line. In the opposite direction services from London arrive Paris up to 12 minutes later March 25 to May 2.

Eurostar are not running a service to Lyon, Avignon TGV and Aix en Provence TGV in 2014, but the direct weekly London to Avignon Centre service will run for two weeks longer in 2014 than it did in 2013.

The United Kingdom Border Agency restrictions, which applied to passengers travelling from Brussels to Lille on certain Eurostar services, have now been lifted with special arrangements put in place.

Morning *TGV* services from Paris to Zürich have been recast, details of which will be found in Table **40**.

Direct *TGV* services have commenced between Barcelona and Paris as have direct *AVE* services between Barcelona and Toulouse, Marseille and Lyon. One *AVE* service runs daily between Madrid and Marseille. From March 31, two additional daily *TGV* services are due to start running between Paris and Barcelona. However, additional *AVE* services which were also due to be introduced on March 31 between Barcelona and Marseille / Toulouse are not now expected to start operating until July 6. Details of the proposed *AVE* service between Barcelona and Genève have not yet materialised.

The *Elipsos Trenhotel* services **477**/**475** *Joán Miró* Paris to Barcelona and **407**/**409** *Francisco de Goya* Paris to Madrid have been withdrawn.

Direct services between Nice and Milano are expected to be reintroduced from June 15 (Table **90**).

The Berlin Night Express continues for another summer season between Berlin and Malmö and is now operated by Snälltåget and GVG GmbH (Table **50**).

CONTINUED ON PAGE 558

What's new this month *(continued from page 3)*

GREAT BRITAIN

All services to / from Devon and Cornwall are severely disrupted due to storm damage and flooding at various locations. Between Exeter St Davids and Newton Abbot all services are currently operated by bus. Table **115** should be disregarded for the time being and intending travellers should consult the revised tables found on pages 560 and 561 which will remain in place until further notice. Cross Country are only operating a limited service between Bristol Temple Meads and Exeter via a diversionary route with extended journey times. Readers planning journeys to / from the affected area are strongly advised to confirm timings before travelling.

The local service between Swindon and Westbury has been enhanced with up to eight return services per day (previously there were only two per day in each direction). Details will be found in a new Table **132a**.

Leighton Buzzard and Bletchley stations have been added to Table **142**. Details of the useful Bletchley to Bedford link have also been included.

Most services between Birmingham and Glasgow / Edinburgh now run as through trains from / to London Euston (Tables **150** and **151**). This has the benefit of providing more through journeys to Scotland from places such as Milton Keynes and Coventry. Most services between London and Liverpool now call additionally at Crewe.

Following completion of the first stage of electrification work between Manchester and Liverpool, First TransPennine Express services from Manchester to Scotland now run via Wigan instead of via Bolton.

Services between London and Nottingham / Sheffield (Table **170**) benefit from a series of line speed improvements, with certain sections now cleared for speeds of 200 km/h. This has allowed journey times to be reduced by up to 9 minutes. On Mondays to Fridays a gap in the service between London and Corby has been plugged by extending the 0859 service from London St Pancras (which previously terminated at Kettering).

The early morning East Coast service from Grantham to London now starts from Newark North Gate, departing at 0535 (Table **180**). Grand Central now operate an additional return service between London and Bradford each day (Table **182**).

FRANCE

The remaining through trains between Paris and Dieppe which ran at weekends have been withdrawn, and a change at Rouen is now required (Tables **270** and **270a**).

Rail services are once again operating between Valence and Grenoble following an extended period of bus substitution in 2013 (Table **364**). Rail services have also recommenced between Montluçon and Gannat (Table **329**).

Until August 30 services between St Étienne and Le Puy are replaced by bus between Firminy and Le Puy. Table **349** has been updated with the modified timings.

The Châlons en Champagne to Verdun route (Table **393**) is now operated as a quality bus service with five journeys in each direction on weekdays (three per day on Saturdays and Sundays).

TGV services using the high-speed line between Dijon and Mulhouse are subject to extended journey times from April 18. For journeys from / to Paris Table **370** shows timings from this date (until April 17 timings may vary considerably and readers are advised to check their reservation to confirm departure / arrival times).

The unprecedented amount of engineering work taking place throughout France means that timetables continue to be very fluid, and passengers are advised to recheck schedules before travelling.

NETHERLANDS

The domestic Amsterdam – Rotterdam – Breda service via the high-speed line, previously known as *FYRA*, has been rebranded *Intercity direct*. A supplement is no longer payable for journeys by *Intercity direct* services between Rotterdam and Breda (local journeys between Amsterdam and Schiphol are also supplement free).

The local cross border service between Hengelo and Bad Bentheim has been withdrawn.

SWITZERLAND

During the winter timetable, the *Glacier Express* departs Zermatt one hour earlier. In a further adjustment, Davos will not be served this summer (Table **575**).

The introduction of new electric multiple units has led to retimings on the Brünig route; fast trains no longer stop at Hergiswil and Alpnach Dorf (Table **561**).

ITALY

The *.italo* trains of Nuovo Trasporto Viaggiatori (NTV) now serve Rimini, Pesaro and Ancona. There are three daily train pairs (one extended from / to Torino. Some *.italo* services now also call at Reggio Emilia Mediopadana (Table **600**).

The route between Pisa Centrale and its airport has closed for conversion to an automated metro route which is due to open in December 2015. In the interim period a shuttle bus service operates every ten minutes between 0600 and 2400 with a journey time of approximately eight minutes (Table **613**).

Services between Siena and Grosseto are currently the subject of bus replacement between Buonconvento and Grosseto (Table **609**).

Services on the route between the Riviera dei Fiori and Cuneo (Table **581**) have been substantially restructured; there are now just two train pairs operating Ventimiglia – Cuneo and v.v. The through trains serving San Remo and Taggia-Arma have been withdrawn.

The through services between Lienz and Innsbruck have been discontinued (Table **596**).

SPAIN

The introduction of the new Barcelona to France cross border services has resulted in a recast of the Madrid – Barcelona – Figueres Vilafant services. There is a new 0610 departure from Madrid on Mondays to Thursdays which runs non-stop to Barcelona (Tables **650**, **657**).

SWEDEN

The overnight service between Göteborg and Storlien (trains **71/72**) will now run only as far as Duved. Trains **91/92/93/94** which serve the far north, no longer split at Boden for Kiruna and Narvik; the full train now travels via Luleå (Tables **765/767**).

The sleeper service between Stockholm and Malmö will run for the final time on March 30 in both directions (Table **730**).

Swedish Railways has re-introduced *Snabbtåg (Sn)* services between Göteborg and Malmö; some will be extended to København from June 29 (Table **735**).

After a lengthy period of bus replacement, services between Emmaboda and Karlskrona are once again operated by train (Table **746**).

NORWAY

The local service between Bergen and Voss (Table **781**) has been recast with some additional trains, including a new late night service in each direction (2239 from Voss / 0009 from Bergen).

FINLAND

One additional through *Pendolino* service has been added in each direction between Vaasa and Helsinki (0550 from Vaasa on Mondays to Fridays / 1830 from Helsinki daily).

Rovaniemi has gained its first Pendolino service with a once a week train running at weekends. Train **45** leaves Helsinki at 0930 on Saturdays and returns as train **60**, departing Rovaniemi at 1510 on Sundays. Train **45** provides the fastest ever journey time between Helsinki and Rovaniemi (8 hours 15 minutes).

The current Finnish timetable is only valid until March 29. Updated timings from March 30 will be shown in the April edition.

CONTINUED ON PAGE 559

What's new this month *(continued from page 558)*

GERMANY

A significant development in Germany has been the long awaited opening of the Leipzig City Tunnel linking new underground platforms at Leipzig Hbf with existing stations at Leipzig Connewitz and Leipzig Stötteritz. The new route includes four new Leipzig stations: Markt, Wilhelm-Leuschner Platz, Bayerischer Bahnhof and MDR. A fifth new station, Leipzig Nord, has also opened to the north of Leipzig Hbf. Five new S-Bahn routes are operating via the new tunnel and a small number of long distance trains also serve the underground platforms at Leipzig Hbf to avoid reversal in the main terminus. Tables **856** and **881** have been modified to show services via this new route.

Most *IC* services on the Köln – Hannover – Leipzig route are extended to run to / from Dresden. Between Leipzig and Dresden these replace services from / to Wiesbaden (via Frankfurt and Erfurt), most of which now terminate at / start from Leipzig.

Engineering work affects services on the Sinsheim to Heilbronn route until the timetable change on December 13 with trains replaced by buses for all or part of the journey (Table **924**).

During the period March 3 to June 6 a number of *ICE* services will not call at Frankfurt (Main) Hbf (but will call additionally at Frankfurt Süd). The main services affected are on the following routes: Essen – Köln – Frankfurt – Nürnberg – München, Hamburg – Frankfurt – Karlsruhe – Basel and Hamburg – Frankfurt – Stuttgart. Other long distance services via Frankfurt may also be affected by re-timings.

All services in the Köln area are subject to alteration from March 7 to April 7 due to work taking place on the *Hohenzollernbrücke* (the bridge linking Köln Hbf and Messe/Deutz stations). During this period timings of many long distance and regional services via Köln Hbf are subject to change, including diversions and earlier departures.

AUSTRIA

IC services operated by Austrian Railways now call at Tullnerfeld in both directions (*Westbahn* services no longer serve this station).

A new early morning *RailJet* service, leaving Wien Westbahnhof at 0530 on Mondays to Saturdays, is provided as an extension of the 0756 Salzburg to Zürich service (*RJ* **364**). In the opposite direction a new early morning Zürich to Wien through service has been introduced (*RJ* **161**), departing Zürich 0640, arriving Wien 1430.

The through Zürich to Graz *EC* service makes a welcome return (trains **163**/**4**) with a convenient *RailJet* connection at Innsbruck for journeys to / from Salzburg and Wien.

Another returning through service is that between Linz and Graz. Two *IC* trains are provided in each direction (Tables **974** and **975**).

The local service between Linz and Passau / Simbach has been completely recast. This has resulted in the withdrawal of the limited through service to / from Mühldorf and München.

CZECH REPUBLIC and SLOVAKIA

On the Czech domestic front, two *SuperCity* trains from Bohumín and Ostrava are extended beyond Praha to Plzeň, Cheb and Františkovy Lázně every day instead of just at weekends (Table **1120**). The recently introduced *D1 Express* trains which ran non-stop between Praha and Brno are withdrawn. Cross-border trains to Slovakia have been increased, with gaps in service plugged to give an hourly service between Praha and Žilina, alternating via Ostrava or Vsetin, with two EC/Ex trains extending to Zvolen instead of one. The sleeper to Zvolen now starts from Praha instead of Cheb and runs in **444/5** *Slovakia* instead of **440/1** *Excelsior*, whilst the Cheb – Plzeň – Košice portion of the latter train is reduced to sleepers only.

Train **404/5** *Vltava* has reverted to having its own dedicated path from Praha, leaving earlier for Moskva and arriving back later, with sleepers only, but is reduced to running two or three days per week. The Cheb – Moskva sleeper runs only once per week but not at all in summer. The Wien – Moskva portion is now conveyed by train **100/1** *Moravia* between Břeclav and Bohumín, which is the old *Ex***530/1** retimed, and gains a Wien – St Peterburg sleeping car. International trains to Poland are once again reduced with the withdrawal of the Praha – Warszawa *EC***110/1** *Praha*.

The private operator *Leo Express*, as well as running between Praha and Ostrava, has introduced a journey between Praha and Staré Město u Uherské Hradiště (Table **1159**).

HUNGARY

International trains between Budapest and the Croatian capital Zagreb have been reorganised. The *Agram* is renumbered *IC* **200**/**1** and the journey from Budapest now departs early morning (Table **1220**), whilst a new train called *Rippl-Rónai* runs via Dombóvár (Table **1240**). The *Citadella* linking Budapest with Slovenia has been reintroduced, but running to Maribor rather than Ljubljana.

SLOVENIA

Welcome news is the reintroduction of a cross-border service to Villa Opicina in Italy. There will be one daily train in each direction with an additional service on Mondays to Fridays. Determined travellers wishing to reach Trieste will be able to use the *Linea Tranviaria* tramway from Villa Opicina, although it is currently subject to bus replacement (Table **1305**).

BOSNIA and CROATIA

The direct train from Sarajevo to the isolated Croatian port of Ploče has been withdrawn and replaced by two domestic train pairs running only to Čapljina, resulting in no cross-border service between Čapljina and Metković (Table **1355**).

BULGARIA

There have been numerous timing changes on all Bulgarian routes, particularly main line services between Sofia and the Black Sea coast. In addition, timings of services operating via Stara Zagora and Yambol are subject to considerable alteration until at least April 30. Readers intending to use Bulgarian rail services are strongly advised to check their travel arrangements beforehand.

Local stopping trains now provide three through services in each direction between Varna and Burgas with a journey time of around 4½ hours (Table **1535**).

Rail services across the recently opened Vidin - Calafat bridge still do not appear to have commenced running.

TURKEY

The initial service through the new Marmaray tunnel has been added to Table **1570**. Eventually services will link Halkalı on the European side of the Bosphorus with Gebze on the Asian side.

RUSSIA

The *Allegro* service between St Peterburg and Helsinki has an amended timetable from March 30 as a result of the clock change and this can be found in a special version of Table **1910** below.

BEYOND EUROPE

This month our Beyond Europe section covers China, with tables numbered from **7000** upwards.

CLOCK CHANGE

Summer time (also known as Daylight Saving Time) will commence in the early hours of Sunday March 30, with clocks going forward by one hour in all European countries, with the exception of Belarus, Russia and Iceland. It is understood that summer time in Turkey will commence 24 hours later. Night train arrivals may be affected on that day.