

## What's new this month

### WELCOME

As well as the latest updates to current rail schedules around Europe, this edition of the European Rail Timetable includes the first sixteen pages of our **Summer International Supplement** with advance timings for selected international tables valid from June 12. It will be found at the back of the timetable, on pages 577 to 592, and will be updated and expanded further in our April and May editions.

We are pleased to announce that, in addition to our regular printed timetable, there will soon be a digital version available for you to download onto your smartphone, tablet, eBook or computer. Please keep an eye on our website for further updates regarding this new development ([www.europeanrailtimetable.eu](http://www.europeanrailtimetable.eu)).

### ROUTE OF THE MONTH

Nicky Gardner and Susanne Kries, editors of *hidden europe* magazine, explore the Belgian coastline using the famous Belgian Coastal Tramway, known locally as the *Kusttram*. The route runs the entire length of the Belgian coastline, a distance of about 70 kilometres from De Panne (near the French border) to Knokke (close to the Dutch frontier). The article will be found on page 35 and the latest schedules are shown in Table 406, which was recently expanded to include more detailed timings along the whole route.

### TIP OF THE MONTH

Our regular *Tip of the Month* feature, which will be found on page 36, reviews the latest situation regarding European cross-border rail routes. Please note that the arrangements outlined in this feature were applicable as we went to press in late February. It should be emphasised that the vast majority of border crossings are unaffected but, where temporary ID checks are currently in operation, the arrangements in place are subject to change at any time. Therefore, travellers intending to cross international borders, particularly those highlighted in this feature, are advised to check for the latest advice.

### INTERNATIONAL

Engineering work on the French high-speed line either side of TGV Haute Picardie station has resulted in some retiming of various London to Paris Eurostar services until July 15 (Table 10). During this period all services will depart Paris between 3 and 15 minutes earlier than usual. In addition, on Mondays to Fridays until April 14 and from May 30 to July 15, the 1901 departure from London (train 9050) arrives Paris at 2317, 60 minutes later than usual. This particular train may also depart London at 1925 on certain days. On Mondays to Fridays until July 15, the 2001 departure from London (train 9054) arrives Paris up to 15 minutes later.

### GREAT BRITAIN

Some lines continue to be affected by the bad weather which hit certain parts of the country in December and January. The line between Folkestone and Dover (Tables 101 and 102) remains closed and now the line between Appleby and Carlisle has also been temporarily closed due to a landslide. We have updated Table 173 with revised schedules which are expected to remain in place until March 31. The line from Carlisle to Glasgow via Lockerbie (Table 151) and the route between Llandudno Junction and Blaenau Ffestiniog (Table 160) should both have been reopened by the time this edition is published. From March 20 all lines into Glasgow Queen Street high level station will be closed for 20 weeks owing to the renewal of the tunnel outside the station. The lines are due to reopen on August 8 but until then a revised service will operate to the low level platforms with extended journey times of up to 30 minutes. The service from Edinburgh via Falkirk High (Table 220) will be recast with only two trains per hour, but the service via Bathgate and Airdrie (Table 220) will increase to four trains per hour, each taking about 70 minutes for the journey. Other Edinburgh to Glasgow Central routes will operate as normal. Services from Aberdeen and Inverness (Table 222) will be diverted to Glasgow Central with extended journey times of between 30 and 40 minutes. Services from Fort William and Oban (Table 218) will also be diverted to the low level platforms at Queen Street, taking about 25 minutes longer than usual. Full timings for these revised services will be included in the April edition.

### FRANCE

Please note that many tables in our French section are currently valid until April 2, but we should have timings confirmed beyond this date in time for the April edition.

### ITALY

New schedules valid from March 1 have been received for the *Italo* services of Nuovo Trasporto Viaggiatori (NTV). Two return Verona trains are now extended to serve Brescia (Table 600).

### SPAIN

The reopening of the line between Antequera-Santa Ana and Granada, which was originally due on February 7, has now been delayed until June. Buses will continue to replace trains between Antequera-Santa Ana and Granada (Table 673).

The 0625 Zaragoza – Miranda de Ebro – Burgos (train *RE 18071*) now terminates at Miranda de Ebro owing to engineering works at Burgos station (Table 689).

Jabugo-Galaroza station, located between Huelva and Zafra, has been added to Table 677.

Not previously mentioned is the increase in the number of services between Ourense and Santiago de Compostela, with some journeys extended to A Coruña (Table 680).

The *Reginal Exprés* service from Madrid to Barcelona via Zaragoza is no longer available at weekends, having had its connection broken at Zaragoza. On Mondays to Fridays it now departs Madrid at 0715 and takes 25 minutes longer, arriving Barcelona França 1656. The return journey still runs daily but arrives Madrid at 1807, 30 minutes later than before (Tables 651 and 652).

### DENMARK and SWEDEN

From March 1, the *Snabbtåg* (*Sn*) services of Swedish State Railways are reinstated between Malmö and København. Westbound services will set down at Kastrup as previously, but eastbound services will not stop at the airport station. Passengers travelling from Denmark to Sweden will need to satisfy an identity check at København station prior to boarding their train and are advised to arrive 30 minutes before departure. Three services are retimed to depart København earlier: train 530 now departs at 0815 (was 0824), train 542 at 1356 (was 1424), and train 550 at 1756 (was 1824). Table 730 has been updated.

For passengers travelling by local train, identity checks continue at Kastrup airport if travelling from Denmark to Sweden. Eastbound Øresundståg services start at Kastrup and passengers from København are required to catch other services from the capital to Kastrup. There is no identity check if travelling westbound from Sweden to Denmark and Øresundståg services continue through to København, but there are fewer trains at peak times (Tables 703 and 737).

Identity checks are also likely at the Danish border for those travelling from Germany, and at the Swedish frontier on sailings from Germany and Poland.

It is unclear just how long these procedures will remain in place and, as they may change at any time, readers are advised to check locally or on [www.sj.se](http://www.sj.se) or [www.skanetraffiken.se](http://www.skanetraffiken.se) for the latest information.

Engineering work will result in buses replacing trains on sections of the Nykøbing (Falster) – Rødby – Hamburg axis between March 19 and April 8. Trains from København will depart earlier (Table 720).

Since the demise of bus operator Veljekset Salmela, international rail tickets are no longer valid on the cross-border bus route between Haparanda/Tornio and Kemi (Finland) (Table 768).

### GERMANY

All stops by *IC* trains at Leipzig/Halle Flughafen have been removed until the next major timetable change on December 11 (Table 866). We understand that this temporary change has been implemented to improve punctuality in the area during work in the Halle area. Please note that local S-Bahn services continue to serve the airport station as normal (Table 881).

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

### CZECH REPUBLIC

Due to trackwork in the Bohumin area, Praha to Žilina trains which usually travel via that route are diverted between Ostrava hlavní and Český Těšín via Havířov, not calling at Karviná or Bohumin (Table 1160). Normal schedules apply either side of the diversion, which is expected to be in place until at least the end of May.

### SLOVAKIA

Timetable amendments from February 28 affect a number of tables. The Praha to Žilina trains which take the shorter route via Vsetín and Horní Lideč (Table 1158) now have a 20 minute wait at Púchov and are overtaken there by Bratislava – Žilina – Košice trains. Connections for Košice and other points beyond Žilina should therefore now be made at Púchov rather than Žilina. A similar situation exists in the other direction, where these six trains now run 19 minutes earlier between Žilina and Púchov, where connections are made out of the trains from Košice.

Private operator Leo Express has extended its Praha to Spišská Nová Ves train (which terminated there at 0230) through to Košice via Prešov (Table 1180). In the other direction it forms an early morning train from Košice (departing 0445) and Prešov to Praha as train 1358 (which formerly commenced at Bohumin).

### TURKEY

One return journey between Izmir and Ballıkesir (Table 1571) has been suspended until June 10 and the 6 *Eylül Ekspresi*, between Izmir and Bandırma, has been temporarily retimed.

Some services between Akşehir and Konya in Table 1581 are also currently suspended.

One other suspended service is the *Erciyes Ekspresi* between Kayseri and Adana (Table 1582) due to engineering work and the *Cukurova Mavi Tren*, between Ankara and Adana, is also liable to cancellation at short notice.

### SHIPPING

Shipping operator SNCM has been renamed Maritima Ferries, but routes to Corsica and Sardinia are largely unchanged for the 2016 season (Tables 2565 and 2675).

Also in Corsica, Moby Lines will commence sailing between Nice and Bastia from June (Table 2565).

### BEYOND EUROPE

This month's Beyond Europe section features China with tables numbered 7000 to 7250.

In Table 7140 we have added the recently introduced high-speed service between Chengdu and Chongqing. These trains, prefixed G85XX, follow a more southerly route than the others shown in this table.

Pages 570 and 571 have been revamped to enable us to insert a new Table 7193 showing high-speed services from Beijing and Shanghai to Fuzhou and Xiamen via Shangrao.

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