

## What's new this month

Timetables will change across Europe from December 11, and our **Winter International Supplement**, which shows selected advance timings from this date, has been expanded this month to include Tables 9 to 68. The remaining International tables will be added next month, whilst the December edition will be valid from December 11 and, where possible, will show the new timings for all countries of Europe. The Winter Supplement will be found on pages 571 to 605 this month, and a summary of the principal international changes is included on page 33.

December 11 will also see the opening of the first stage of the **Rhin-Rhône** high-speed line in France, linking Dijon with Mulhouse. We have included advance details of the timings this month on pages 606 and 607, with Table 370 (Winter) showing services from Paris, and Table 379 (Winter) showing inter-regional services from Strasbourg and Metz to Lyon and the south of France. One important effect of the new line will be that TGV trains from Paris to Mulhouse, Basel and Zürich will switch to using the new line instead of travelling via Strasbourg, and will therefore depart from Paris Gare de Lyon instead of Paris Est station.

Our new 12-page **Beyond Europe** section, which commenced with the August edition, this month covers principal rail services in **Japan** (pages 558 to 569). A different area of the world is shown each month, as explained on page 558.

### AIRPORT LINKS

Airports added this month to Table 5 are Brno, Grenoble, Jerez, Simferopol and Skopje. We believe that Simferopol may be the only European airport served by trolleybuses.

### INTERNATIONAL

In early September many through sleeping cars to destinations in the Ukraine were withdrawn at short notice by Ukrainian Railways. In particular, train 444/445 *Kashan* Berlin - Kyiv (Table 56) no longer conveys through cars to Lviv, Odesa, Simferopol or Kharkiv, thus shrinking Table 56 considerably. Furthermore, the daily Praha - Kyiv cars have also been withdrawn, as has the twice weekly Praha - Odesa sleeper and the four times weekly Wien - Kyiv car (Table 96). Connections from Praha and Wien to Kraków have been inserted into the table in their place. Further casualties are the Bratislava - Lviv / Kyiv sleepers (Table 96), although in this case passengers can continue to make the journey in the Bratislava - Lviv - Kyiv - Moskva sleeper operated by Russian Railways. It is not clear at this stage if these withdrawals are permanent.

The decision by Russia and Belarus to stay permanently on daylight saving time (previously reported in these pages) will inevitably have an effect on international train times when other countries put their clocks back in the early hours of October 30. In winter (between the last Sundays of October and March), the time in Russia and Belarus will be one hour later than hitherto, so that new later slots have had to be found for most international trains arriving from the west or departing to the west. As we went to press, revised Moskva times were available for certain trains and these have been added to the tables where known. There have been discussions in the Ukraine about following Russia's example but at present we understand that Ukraine will put its clocks back one hour on October 30 as before.

Further to last month's report regarding the non availability of sleeping cars on train 221/220 *Stendhal* Paris - Milano - Venezia, we understand that sleeping cars are no longer carried by train 227/226 *Palatino* Paris - Roma. Also, the restaurant car has been withdrawn from train 221/220 and replaced by a catering trolley. A new operator will be taking over these services from December 11 (see page 33) so we are hopeful that the situation will soon improve.

A correspondent has reported that train EC249/248 *Wawel* Hamburg - Kraków carries a buffet car only between Węglińiec and Kraków, with no form of catering between Hamburg and Węglińiec. Węglińiec is also the location where the train locomotive changes from diesel to electric, so some interesting shunting must take place in a limited time.

### FRANCE

The new timetable from December 11 will see significant changes, notably in the Dijon area with the opening of the Rhin-Rhône high-speed line linking Dijon with Mulhouse. There will be two new stations on the high-speed line, Besançon Franche-Comté TGV, and Belfort Montbéliard TGV. The former will have a shuttle rail service to the existing Besançon station (Besançon Viotte) taking around 15 minutes. Table 370 will be extended to show the TGV service from Paris Gare

de Lyon via Dijon through to Basel and Zürich, and an advance version of this table valid from December 11 will be found on page 606.

The new line will also revolutionise services on the north-south axis from Strasbourg to Dijon, Lyon and beyond. There will be six daily Strasbourg - Lyon TGV trains, three continuing to Marseille and two to Montpellier. One of the Strasbourg - Marseille trains will start from Frankfurt/Main as shown in Table 47 (Winter). A third Metz - Nancy - Lyon TGV train will also be introduced, continuing to Marseille.

A further innovation from December will be the introduction (by linking existing services) of several through trains from Paris Bercy via Dijon to Lyon, using the classic PLM line. Through journeys by this route will take five hours, as opposed to two hours by TGV. Full details of all the new timings will, of course, be shown in the December edition.

### SPAIN

The Spanish royal site of El Escorial is served by Madrid cercanías (suburban) services, line C8, and brief details have been added to Table 679. The station is located two kilometres away from the Royal Seat of San Lorenzo de El Escorial.

Most Media Distancia trains between Sevilla and Málaga (Table 673) have been slightly retimed. The cercanías service between Málaga and Fuengirola has been increased to every 20 minutes (Table 662).

### PORTUGAL

The Entroncamento to Badajoz cross-border service (Table 691) has been amended. In particular, departure from Badajoz is now at 1811 (Spanish time) instead of 1850.

### SWEDEN

In order to reduce delays, long-distance trains 93/94 have been temporarily amended to run between Stockholm and Luleå (instead of Narvik). Passengers intending to travel to towns further north will be required to change trains at the junction station of Boden (Tables 760 and 761). Through coaches between Stockholm and Narvik are expected to resume from the December timetable change.

### FINLAND

Timings in this edition are valid until October 30, and the new timetables valid from October 31 will be shown next month.

### POLAND

Engineering work is ongoing on the line between Wolsztyn and Poznań (Table 1099) with the steam trains operating between Wolsztyn and Leszno. The section from Poznań to Steszew has now reopened and buses are now operating between Steszew and Wolsztyn, with the total journey time being under two hours.

The cross-border service linking Lubawka with Trutnov in the Czech Republic now runs at weekends throughout the year (Table 1079), though the link between Lubawka and the rest of the Polish rail network at Sędziszów remains summer only.

### CZECH REPUBLIC

Student Agency has announced that its *RegioJet* trains will finally commence operating between Prague and Havírov via Ostrava from September 26 (Table 1160). Initially there are three journeys each way. The full two-hourly service is expected to be introduced by the Spring once enough rolling stock is available.

### HUNGARY

GySEV has introduced a new timetable valid from August 29 between Szentgotthárd and Szombathely (Table 986), with journey times reduced from approximately 70 minutes to under 50 minutes. Table 1227 Sopron - Szombathely also has some revisions as many of these trains continue to or from Szentgotthárd.

### TURKEY

The new high-speed line between Ankara and Konya has now opened. Initially there are four return pairs of high-speed services, taking just 97 minutes for a journey that previously took nearly ten hours. The opening of the line has necessitated a recast of the Ankara - Eskişehir service which now has slightly fewer trains but has resulted in the introduction of a much later Istanbul - Ankara connection, departing at 1730 rather than 1330.

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## What's new this month - continued from page 3

### ROMANIA

Tables have been updated following the end of the summer season. This particularly affects services between Constanța and Mangalia (Table 1680).

### UKRAINE, BELARUS, RUSSIA

As mentioned under the International heading, most international trains to or from the west (including the Baltic States) will be retimed by up to one hour later in Belarus and Russia from October 30 until March 24. This is as a result of these countries remaining permanently on daylight saving time (GMT + 3 for Belarus and GMT + 4 for Mosva time), whilst countries to the west will be putting their clocks back as usual.

Unless Ukraine also adopts permanent daylight saving time, trains between Russia and the Ukraine will be similarly affected. Further details will be shown in next month's edition.

### BEYOND EUROPE

Regular readers will now be aware that each edition of this timetable now includes a section covering a different area of the world outside Europe each month, rotating around six different areas. This month we are including tables for Japan on pages 558 to 569.

From time to time we will be including major news items affecting the Beyond Europe sections of recent editions:

In **New Zealand**, the *Overlander* service between Wellington and Auckland (Table 6400 in the August edition) will be cancelled from December 26 to January 8.

All services in **China** (shown last month) should be considered subject to confirmation after the railway authorities decided to implement lower speed limits as a result of the recent fatal accident involving two high-speed trains.

### CLOCK CHANGE

Daylight saving time (summer time) will finish as usual on the last weekend in October, with clocks going back one hour during the early morning of October 30. This applies to all European countries except Iceland, but (as mentioned above) no longer applies to Russia and Belarus. Rail and ferry services are not normally affected, other than the possible early arrival of overnight services on October 30.

### RAIL PASSES

From January 2012 Slovakia will be added to the 22 countries covered by the global Eurail pass, available to residents of countries outside Europe. Further details of the Europe-wide InterRail and Eurail pass schemes will be found on page 35.

### NEXT MONTH

The November edition will contain further changes to the Winter International Supplement, which will be expanded to include all our international tables. It will also contain our annual **Night Trains** feature, which will include descriptions and diagrams of the common types of sleeping and couchette accommodation. The **Beyond Europe** section will cover principal rail services in North America.

All of our timetables, maps and guidebooks can be ordered online at [www.thomascookpublishing.com](http://www.thomascookpublishing.com). There is a 10% discount for online purchases of the monthly European Rail Timetable. Our sales staff in Peterborough will also be happy to take your order by telephone on +44 (0)1733 416477 during office hours, which are 9am to 5pm Monday to Friday.

## INTERNATIONAL SERVICES FROM DECEMBER 11

A brief summary of the principal changes contained within the Winter International Supplement (pages 571 to 605) appears below:

Table 10 - Eurostar tables have been updated since last month.

Table 10a - P & O Ferries will alter the schedules of their ships four times during the winter timetable period and this will affect the rail-sea-rail timings between London and Paris.

Table 11 - This table is significantly recast with many changes. Amongst the highlights are 5104/5187 Lille - Toulouse terminating at Montpellier, and 9286/9864 Brussels/Lille - Nice calling at Lyon St Exupéry with the northbound service running 60 minutes later. Train 5100 Lille - Lyon extends to Marseille, runs an hour earlier, and has a portion for Montpellier.

Table 17 - Train 9074/9057 London to Marne la Vallée (for Disneyland Paris) will continue to run on five days a week and daily during the school holidays. The outbound service will run 30 minutes later, the additional outbound on Saturdays will run 30 minutes earlier and the inbound 90 minutes earlier.

Table 18 - One pair of Thalys trains on the Paris - Brussels route will be extended to and from Brussels National/Zaventem airport daily.

Table 20 - Two additional Thalys services between Paris and Köln will be extended to Essen.

Table 24 - The *Moskva Express*, running between Berlin and Moskva three times a week, will be extended to start from Paris and will be renamed the *Transeuropean Express*. This will replace the existing twice weekly Paris - Moskva service, with its long layover in Berlin. Connections from and to London will be available at Frankfurt, although passengers will have to make their way between the Hauptbahnhof and Frankfurt Süd, as the Moskva train will only call at the latter station.

Table 40 - With the opening of the Rhin-Rhône high-speed line, the Paris - Basel - Zurich TGV services will cease to run from Paris Est via Strasbourg, but will now run from Paris Gare de Lyon via Dijon, Besançon and the new line. Services will increase from five a day to six. Trains 91/90, 97/96 and 295/296 on the Brussels - Strasbourg - Basel corridor have been moved out of Table 40 and into a revamped Table 43, in order to accommodate the Paris - Zürich services. Connections London - Lille - Strasbourg - Basel will be recast.

Table 43 - This table has been altered to show two alternative routes between Brussels and Milano via Köln or Strasbourg. EC 295/296 Brussels - Luxembourg - Strasbourg - Basel will run only between Luxembourg and Strasbourg and details will be shown in Table 383.

Table 44 - From the timetable change there will be a different operator running the Paris to Roma, Milano and Venezia international services. A joint venture between Trenitalia and Veolia, as yet unnamed, will take over from Artesia, itself a joint venture between Trenitalia and SNCF. One of the first changes will be that trains 227/226 *Palatino* Paris - Roma and 221/220 *Stendhal* Paris - Venezia will depart from Paris Gare de Lyon after over ten years of using the nearby Paris Bercy station.

Table 46 - TGV 8505 Paris to Irún will terminate at Hendaye, thereby severing the onward connection into train 413 to Valladolid and Salamanca. The two following southbound TGV services will be retimed earlier, increasing the connection time into the *renfe* services at Irún. Northbound connection time will increase but this is of course based on existing *renfe* timings. The Paris - Irún overnight service (train 4053/4052) will be cut back from running daily to three times a week and diverted via Toulouse, increasing the journey time by three hours and severing the onward *renfe* connections to Madrid and A Coruña.

Table 47 - With the opening of the Rhin-Rhône high-speed line, there will be a new daily TGV 9580/9582 from Marseille to Frankfurt (Main) via Lyon and Strasbourg with connections at Frankfurt to and from a number of German destinations. The Luxembourg and Strasbourg to Nice and Portbou overnight services have been removed from this table, as they are shown in full in the French section.

Table 60 - *Avala* 345/344 Praha - Beograd will be renumbered 271/270. A Praha - Bratislava service will be extended to Budapest making a total of five direct daytime services.

Table 62 - EC 110/111 München - Klagenfurt will no longer convey a portion to Beograd, though we are awaiting confirmation that a connection, EC 211/210, will be available at Villach for Ljubljana, Zagreb and Beograd.