

What's new this month

WELCOME

As well as the latest updates to current European rail schedules, this month we have also included advance versions of all our international tables valid from the December timetable change and these will be found in our Winter International Supplement on pages 601 to 641. The supplement will be updated further in the November digital edition as more information becomes available.

On page 562 we have included selected news items from our September digital edition so that our readers who prefer the printed publication can keep up to date with the latest timetable news.

ROUTE OF THE MONTH

Our regular travel correspondents, Nicky Gardner and Susanne Kries, take a step back in time to explore the famous Woodhead route from Manchester to Sheffield. The initial section between Manchester and Hadfield is still a fully operational suburban rail route, but the remainder of the line was closed to passengers in 1970 with full closure following just over a decade later. After the track had been lifted, much of the old line was converted to a series of dedicated cycle routes meaning it is still possible to sample the glorious Pennine scenery once enjoyed by rail passengers, albeit at a much slower pace!

This month's article will be found on page 36 and, for added interest, we have included a legacy timetable for this once-important trans-Pennine railway on facing page 37. We have chosen the weekday schedules from the summer of 1961 as it shows an early example of regular interval timetabling on British Rail. We have also offered a short commentary pointing out some other interesting points from this historic timetable.

SWITZERLAND

This month we have taken the opportunity to restructure services on the highly scenic narrow gauge routes operated by Rhätische Bahn (RhB). These will now be found consolidated into Table 545.

ITALY

For many years travellers wishing to cross between Italy and France using the Maurienne valley route have had little choice but to use the Milano – Torino – Paris TGV trains. However, a few local services between Torino and Bardonecchia have now been extended over the French border to serve Modane. Initially the seven train pairs will operate on Sundays and holidays only but, if this venture proves successful, the service could operate on a daily basis in the future (Table 584).

GERMANY

Since late August, services on the principal rail route between Germany and France/Switzerland (via Karlsruhe) have been severely disrupted because of damaged infrastructure caused by problems encountered during tunnelling work near Rastatt. However, faster than expected progress has been made with the repair work and services are now expected to return to normal on October 2, five days earlier than originally planned. A summary of the temporary arrangements in place until October 1 will be found in the shaded engineering work summary panel on page 369.

AUSTRIA

Engineering work will be taking place on the main route between Wien and Linz from October 2 to November 5. As a result, certain timings east of Linz have been adjusted by up to 25 minutes during this period. Notably, *railjet* departure times from Budapest, Flughafen Wien, Wien and St Pölten may be earlier than shown in our tables.

POLAND

A full update of tables has been completed this month following further schedule changes from September 3, although there will be another revision from October 15.

SERBIA-MONTENEGRO

Engineering work has recommenced on the Beograd – Bar route. Until November 15, passengers using the day train will be transported by bus between Vreoci and Valjevo (approximately 50km), whilst the night train (which runs only until mid-October) will be diverted via Lapovo and Kraljevo (Table 1370).

BOSNIA-HERZEGOVINA

The Sarajevo – Dobož *Talgo* train (714/5) has been extended to and from Banja Luka (Table 1350).

TURKEY

Turkish Railways has issued a revised high-speed timetable, valid from September 11, and Table 1570 has been updated accordingly. The main change is the reinstatement of the Sincan station stops which were temporarily removed a few weeks ago in connection with rail modernisation work in the Ankara area.

ESTONIA

The latest version of the Tallinn to Tartu timetable (Table 1880) is valid from September 29 to October 28 and finally sees the end of bus substitution on certain days of the week. With one extra journey, it also sees a return to nine journeys each way, five of which are *Ekspress* trains with higher fares. Three of these continue beyond Tartu as local trains to and from Valga.

RUSSIA

Russian Railways has introduced a late evening high-speed *Sapsan* train from Moskva at 2100 to St Peterburg (arrive 0042) calling only at Tver. There is an equivalent train in the other direction, departing St Peterburg at 2100 and arriving Moskva at 0058. Details are in Table 1900.

BEYOND EUROPE

In this month's Beyond Europe section we have included the latest available schedules for China, Japan, South America and South Korea.

In China, the maximum permitted speed on the Beijing to Shanghai high-speed line was increased to 350 km/h from September 21 and we have updated Table 7100 with the amended timings. The fastest train is the 1900 from Beijing nan (G7) which completes the 1318 kilometre journey in just 4 hours 24 minutes!

We have been advised that from October 2 the journey time of trains between Buenos Aires and Tucumán (Table 9960G) will be extended by approximately five hours.

CLOCK CHANGE

Daylight Saving Time will end during the early hours of October 29 with clocks moving back one hour in most European countries. The only exceptions are Iceland, Russia, Belarus and Turkey. Please note that changes to timings of cross-border services to and from Russia and Belarus are incorporated in our tables.

WINTER INTERNATIONAL SUPPLEMENT

Tables 10, 12 (Winter): Eurostar timings between London and Paris/Brussels are valid until March 31.

Table 17 (Winter): Eurostar will run from London to Marseille three days a week from May 4 and four days a week during the summer.

Tables 18, 20 (Winter): Timings for Thalys services valid until March 31 have been received and so all relevant Thalys tables show timings up to this date.

Table 24 (Winter): The weekly train 24/23 *TransEuropean Express* Paris – Moskva will run on different days. Train 23/452 will run one day earlier, departing Moskva on Tuesdays and arriving Paris on Thursday mornings. The reverse train (24/453) will also be adjusted with a Thursday evening departure from Paris, arriving Moskva on Saturdays.

Table 25 (Winter): Train 18/17 Nice – Moskva has been considerably retimed. Train 17/409 will depart Moskva 9 hours later on Thursday evenings, arriving Nice early evening on Saturdays. In the reverse direction train 18/408 will depart Nice Sunday mornings with a Moskva arrival midday on Tuesdays.

Table 54 (Winter): The Zürich – Berlin – Hamburg overnight *nightjet* service (470/471) will run as two portions serving Berlin and Hamburg separately. The two parts of the train will split/join during an unadvertised stop at Hildesheim. The main benefit of this change will be a 40 minute earlier arrival in Hamburg (and a 20 minute later departure southbound).

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What's new this month (continued from page 5)

WINTER INTERNATIONAL SUPPLEMENT

Table 56 (Winter): The running days of Talgo train 14/13 Berlin – Moskva will be altered. Train 441/14 will depart Berlin on Mondays and Saturdays instead of the present Mondays and Sundays. The return service 440/13 will depart Moskva on Fridays and Sundays instead of Saturdays and Sundays.

Table 60 (Winter): Train 477/476 *Metropol* Berlin – Praha – Budapest will be withdrawn between Berlin and Praha.

Table 66 (Winter): Most ICE services between Wien and Frankfurt are accelerated by up to 25 minutes.

Tables 73, 82 (Winter): A new EC train, numbered 151, will provide a new through service from Frankfurt to Milano. Departing Frankfurt at 0801, the service will operate via Basel and Lugano, arriving Milano Centrale at 1535. There will also be a new northbound through train but this will be formed by extending the existing train EC52 Milano – Bern – Basel through to Frankfurt.

Table 76 (Winter): The number of services between München and Praha will increase from four to seven each day thus providing a service every two hours throughout the day.

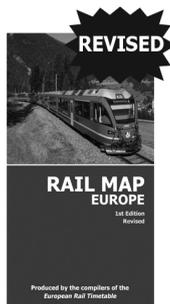
Table 88 (Winter): The existing Wien – Venezia daytime train (EC31/30) is expected to be operated as a *railjet* service, numbered 131/130. A second daily service will be added in each direction: RJ132 will leave Venezia Santa Lucia at 0955 for a late afternoon arrival in Wien, whilst RJ133 will depart Wien Hbf at 1225, arriving Venezia at 2005.

Table 95 (Winter): Weekly train 405/404 *Vitava* Moskva – Praha will depart Moskva on Monday evenings instead of Friday mornings. The return service will depart Praha early Wednesday mornings instead of early Saturday evenings. Moskva – Wien and St Peterburg – Praha/Wien timings are yet to be confirmed.

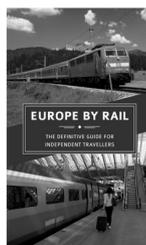
Table 99 (Winter): Train 407/406 Budapest – Warszawa and 403/402 Budapest – Kraków will be combined and routed Budapest – Kraków – Warszawa (Table 99). Please note, this service will no longer call at Katowice. Train 101/100 *Moravia* Wien – Břeclav – Ostrava – Bohumin will be extended to Katowice. Train 115/114 *Cracovia* Praha – Bohumin (which has been extended to Kraków during the summer only) will now run to Kraków all year. Train EC105 *Sobieski* Gdynia – Warszawa – Wien will be retimed to run two hours later, thereby breaking the connection to Budapest. However, a connection to Bratislava will be maintained at Břeclav.

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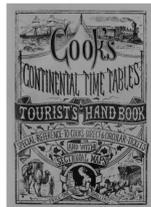
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