

What's new this month

WELCOME

Welcome to this month's digital edition of the European Rail Timetable which includes various updates to rail schedules around Europe. In particular, our pages covering western France have been fully updated with autumn schedules and are now valid through to the mid-December timetable change.

We have also included advance versions of several international tables, valid from the December timetable change, in the first version of our Winter International Supplement which will be found on pages 585 to 600. The supplement will be updated and expanded in both the October and November editions as more information becomes available.

Eagle-eyed readers will notice that all of our page numbers have changed this month. Previously our covers have not been included in the page numbering system, but this effects our digital version which has always shown the front cover as page 1 meaning the digital page numbers were out of sync with the actual page numbers! We recognise that this can be an irritation when navigating around our digital product, so we have taken the decision to repaginate the timetable to solve this issue.

ROUTE OF THE MONTH

Our regular travel correspondents, Nicky Gardner and Susanne Kries, take a trip on a *Rhein-Ijssel Express* service from Arnhem to Düsseldorf. This useful cross-border regional service was introduced earlier this year and operates hourly throughout the day linking communities either side of the frontier which previously had no direct rail connection. The journey is described on page 36 and current timings will be found in Table 802.

INTERNATIONAL

French Railways has provided a bus connection between *TGV 8541* Paris – Hendaye and *TrenHotel 313 Surex/Sud Expresso* Irún – Lisboa (Table 45). Following arrival of train 8541 at 1734, the bus connection departs Hendaye at 1749, arriving Irún at 1759. This leaves plenty of time to join train 313 which departs Irún at 1850.

Owing to engineering work in France, overnight Thello train 221 departs Paris Gare de Lyon over three hours earlier, at 1603, on various dates in September as shown in Table 44.

The four international tables that include services to and from Russia have been updated with the timings that apply after the October 29 clock change (Tables 24, 25, 56 and 95).

FRANCE

From September 1 there will be no rail service between Étapes Le Touquet and St Pol sur Ternoise due to reconstruction of the line, which is scheduled to be completed in 2020. In the meantime the service is provided by bus, as shown in Table 263.

NETHERLANDS

Dutch Railways will start operating a trial service between Amsterdam Centraal and Eindhoven (Table 470) on Wednesdays only from September 6 to December 6. On these days two additional trains per hour will be added to the schedules until early evening thus providing a service every 10 minutes between Amsterdam Centraal and Eindhoven (two of which require a change of trains at Utrecht). Please note that existing services between Amsterdam and Maastricht will be retimed by up to five minutes on Wednesdays to accommodate this. If the trial is successful this enhanced service may be introduced daily from mid-December. Note that the normal service operates on all other days of the week.

SPAIN / PORTUGAL

A new cross-border service of one train each way between Entroncamento and Badajoz started running on August 29 restoring a passenger service to this line after a gap of several years. Timings are included in Spanish Table 677 which now shows the possibility of a daytime journey from Madrid to Lisboa by rail, albeit with three changes en route. For convenience, we have also included details in Portuguese Table 691.

GERMANY

The principal rail route between Germany and France/Switzerland via Karlsruhe has been temporarily cut following a problem with tunnelling work north of Baden Baden. As a result of this, there will be no trains running between Rastatt and Baden Baden until October 7, affecting all services which normally run over this section of the route. The main European Rail Timetable tables affected are 30, 32, 54, 73, 390, 912 and 916. A frequent bus service is operating around the damaged section of line but this will result in extended journey times of approximately one hour, so please allow extra time for your journey if travelling on routes south of Karlsruhe. Please note that overnight trains 470 and 471 Zürich – Berlin – Hamburg are suspended until the line reopens. TGV and ICE services between France and Germany which normally operate via Strasbourg are being diverted via Saarbrücken (and so are unable to call at Karlsruhe or Strasbourg). Further details will be found in the engineering work summary panel on page 369. Alternative routes to Switzerland are available via Stuttgart/Singen (Table 940, although engineering work affects this route until September 10) and also via Lindau/St Margrethen (Tables 75, 933, 935 and 952). For journeys between France and Germany it is possible to travel via Saarbrücken (Tables 390, 394 and 919) or by using regional services via Wissembourg (Tables 396 and 918).

Private operator Hamburg-Köln-Express has announced that all of its services between Hamburg and Köln will be suspended for a period of two months from October 4 to the mid-December timetable change (Table 800).

There will be various alterations to timings in the Berlin area on the route towards Stralsund via Angermünde from October 1. Therefore we have included an additional version of Table 845 on page 567 with details of the amended service from October 1.

Services of the crowdfunded private operator Locomore, which filed for insolvency in May, restarted on August 24th under new ownership. The company is now run as a joint venture between Czech operator Leo Express and German long-distance bus operator Flixbus, with tickets sold through the Flixbus website. The service will continue under the Locomore brand for the time being and runs in the same timings as before between Stuttgart and Berlin, running four times a week in each direction. Timings will be found in Tables 902 and 912.

CZECH REPUBLIC

In connection with the reconstruction of Praha Masarykovo station, the semi-fast trains (numbered 6xx) between Praha and Děčín via Ústí nad Labem (Table 1100) will depart from and arrive at Praha hlavní station instead of Masarykovo from September 4. This means they will also call at Praha Holešovice station.

HUNGARY

From August 28 trains 201/4 *Rippl Ronai* Budapest – Zagreb and 246/7 *Citadella* Budapest – Ljubljana no longer convey a buffet car. Services between Hungary and Romania are also affected, with trains 362/3 *Ady Endre* Budapest – Cluj Napoca and 406/7 *Corona* Budapest – Braşov losing their first class seats as well as the catering car. The latter train (currently diverted under the number 1406/7) will also cease to convey a sleeping car from early September, leaving just a couchette car and second class seats. Last departure of the sleeping car will be on September 8 from Budapest and September 10 from Braşov.

Following a break for the peak summer season, reconstruction work on the Budapest – Siófok – Fonyód – Nagykanizsa line (Table 1220), along the southern shore of Lake Balaton, is due to recommence on September 11. In this phase there will be bus substitution between Balatonszemes and Nagykanizsa until October 5, as shown in a separate version of Table 1220 on page 569. From October 6 rail service will be restored to the Balatonszentgyörgy – Nagykanizsa section. A large number of other lines are also affected by engineering work, and whilst we try to show principal changes it is not always possible to show full details in our tables.

CONTINUED ON PAGE 38

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

UKRAINE

Following the introduction of visa-free travel for Ukrainian citizens to most EU countries, a second IC train has been introduced from August 24 linking Kyiv and Lviv with the Polish border town of Przemyśl (Table 1732). Numbered IC715/6, the new train replaces IC747/8 on the Kyiv – Vinnytsya – Lviv section (Table 1700), whilst the existing train to Przemyśl, which runs via Korosten, has been retimed as a result.

A further change from September 1 is that train IC743/4 now runs only between Kyiv and Lviv (Table 1700), losing its late evening/early morning extension to and from Truskavets.

BEYOND EUROPE

This month's Beyond Europe section covers China and will be found on pages 570 to 583. All services have been checked against the latest available information and we have found only minor changes since this section was last published.

Lanzhou has been added to Table 7040 so that high-speed services between Xi'an and Lanzhou can be clearly shown.

WINTER INTERNATIONAL SUPPLEMENT

Eurostar timings between London and Paris/Brussels valid until March 31, 2018 have been received and Tables 10 and 12 have been updated accordingly.

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

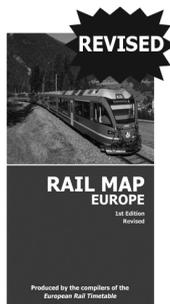
The number of services between München and Praha will increase from four to seven each day thus providing a service every two hours throughout the day (Table 76).

Train 477/476 *Metropol* Berlin – Praha – Budapest (Table 60) will be withdrawn between Berlin and Praha. Another overnight service change involves trains 407/406 Budapest – Warszawa and 403/402 Budapest – Kraków which will be combined and routed Budapest – Kraków – Warszawa (Table 99). Confirmation is awaited regarding the Katowice stop.

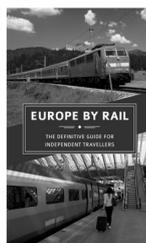
A new EC train, numbered 151, will provide a new through service from Frankfurt to Milano. Departing Frankfurt at 0801, the service will operate via Basel and Lugano, arriving Milano Centrale at 1535. There will also be a new northbound through train but this will be formed by extending the existing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

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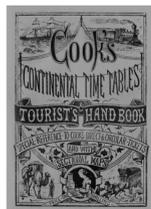
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