

NEWSLINES

Regular readers will notice a number of changes this month including a revamp of our international section and various table number changes within some of our individual country sections. Most page numbers have also been altered. In addition, our Beyond Europe pages are now only published in digital format, available as a free download using the access code that appears on page 3. The decision to cease printing our Beyond Europe section was not an easy one to make, but the reality is our small team of compilers have been finding it increasingly difficult keeping both our European and Beyond Europe pages fully up to date. Although we are now prioritising our European content, we will continue to update our Beyond Europe pages as and when our workload permits. This does mean that, when consulting our Beyond Europe pages, readers should bear in mind that timings may not be the latest available. The other main reason behind this change is that it has provided us with some additional pages which we have utilised to improve the presentation of many European country sections. It will also make it easier for us to include any new (or more frequent) services that are introduced in the future. Details of the main changes in each section are outlined below.

The expanded seven-page Rail Passes feature will now appear in every edition of the timetable while the *Rail Extra* feature will continue to be included in the four seasonal editions. *Rail Extra* will be found on pages 589 to 601 and includes useful transport based information presented on a country by country basis featuring schedules for selected tourist railways which do not appear in our regular country sections.

The first appearance of this year's Winter International Supplement will be found on pages 606 to 608 with advance versions of a small selection of tables valid from the December timetable change. The supplement will be expanded and updated further in the October and November digital editions as more information becomes available. A summary of expected changes will be found at the end of *NewsLines* on page 610.

INTERNATIONAL

We have reduced the size of the international section by seven pages by streamlining and reformatting a number of tables. This does mean that, in some cases, it may be necessary to consult domestic tables to find local connections.

Tables **24** (Paris – Moskva) and **25** (Nice – Moskva) have both now been permanently deleted.

Table **31** (London – Paris – Genève) has been expanded to also show services between Paris and Lausanne (which were previously shown separately in Table **42**).

Table **47** (Paris – Hendaye / Irún – Madrid) has been renumbered **14** so that it can be positioned directly below Table **13** (London – Paris – Barcelona – Madrid).

Table **55** (Frankfurt – Leipzig – Dresden – Praha) has been deleted as journeys along this route can already be found in Table **30**.

The Warszawa – Kiev service, previously shown in Table **56**, now has its own dedicated table, numbered **59b**.

Table **70** has been streamlined to show only through daytime EC services between München and Venezia / Bologna via Innsbruck. A new Table **71** has been created which focuses on overnight services between Germany / Austria and Italy which were previously shown in Tables **70** and **88**.

Table **87** (Ljubljana – Trieste - Udine / Venezia) has been deleted.

Daytime trains in former Table **88** (Wien – Klagenfurt – Venezia, Milano and Roma) have been moved to a new Table **83**, while the overnight services have been moved to new Table **71** (see above).

Former Tables **89** and **91** have been combined in a reformatted version of Table **89** (Wien and Budapest – Ljubljana and Zagreb).

The table showing timings between Warszawa and Vilnius via Mockava has been renumbered **59a** (previously **93**).

All tables that feature Thalys services have been fully updated with timings now valid until December 9.

GREAT BRITAIN

Several table number changes have been implemented this month, the most notable of which involve the expansion of several long-distance tables so that readers will often only need to consult a single table when planning longer journeys, rather than a combination of two or more.

Former Tables **110** and **112** have been combined to form an expanded Table **110** which now provides a full set of timings from London and Bristol to Penzance for both Great Western and Cross Country services. Tables covering local services in the West Country have also been revised, some of which now show increased detail rather than a simple list of departure times. Former Table **111** (showing local trains between Exeter and Paignton) has taken the vacant table number **112** and is expanded to include the stretch of line between Exmouth and Exeter (as most trains operate as through services along this route).

Table **119** is an amalgam of former Tables **116**, **119** and **124** showing the full Cross Country service to and from Bristol via Birmingham.

Avanti West Coast services on the London – Manchester and London – Liverpool routes now appear together in an expanded Table **152** (as these services share various intermediate calling points). Table **158** is a combination of former Tables **153** and **157**, showing the full service from Manchester to both Barrow in Furness and Windermere.

Regional services from Hull to Scarborough, York and Sheffield are now grouped together in a revised and expanded Table **177**.

A new Table **214** has been created to show a summary of services between Newcastle and Edinburgh (which has enabled us to show station calls at both Morpeth and Dunbar).

FRANCE

Services in former Table **320** (Bordeaux – Toulouse – Narbonne) have been moved to other tables. Long-distance services will now be found in an expanded Table **355** whilst TER services are now shown in a new table, numbered **355a**.

Local services between Belfort and Mulhouse have been moved from Table **378a** to a panel within Table **380**. Services between Nancy and Dijon, previously shown in a panel below Table **379**, have been moved to a new Table **379a** (which also provides space to show additional local journeys between Nancy and Neufchâteau).

Table **381**, which shows regional trains heading east from Paris, has been expanded to include services between Reims and Chaumont which were previously shown separately in Table **381a**. This new format better shows the various connecting opportunities that exist along the route.

Trains between Limoges and Saillat Chassenon are replaced by buses from September 11 until at least the December timetable change. Table **309** has been updated with the amended schedules.

Owing to a large number of variations to *Intercités* services in Table **310**, and thus a requirement for more footnotes than usual, we have had to temporarily move timings of TER services between Brive and Toulouse to the bottom of page 174.

SWITZERLAND

A freight train derailment in the Gotthard Base Tunnel on August 10 has severely damaged the infrastructure in one of the two running tunnels. There is currently no indication of when the tunnel will fully reopen, but repair work is expected to take a number of months. As a result, all passenger trains will be diverted via the classic route until further notice with journey times extended by one to two hours. Some freight services will continue to operate via the other running tunnel, but passenger services are not permitted to run when only one line is open as a safe evacuation cannot be guaranteed in the event of an emergency. Note that we have not been able to update any of the affected tables in this edition, so readers intending to travel on this route are strongly advised to check amended schedules locally.

ITALY

Long-distance trains in the Italian section (those shown in our tables with train numbers) are valid from September 18. Please consult previous editions for confirmed timings until September 17.

Overnight train *ICN 1963 / 1962* Milano – Siracusa now operates in both directions via Bologna rather than Genova (Table **620**).

SPAIN

Two small tables, previously shown as panels below Table **660**, now have their own dedicated table numbers. *Avant* high-speed services between Málaga and Sevilla are now shown in Table **663a** while high-speed shuttle services between Madrid and Puertollano are allocated Table **663b**.

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NORWAY

The line between Lillehammer and Dombås has been severely damaged following recent extreme weather conditions in the area. Therefore, this section of line will remain closed until further notice affecting all journeys north of Lillehammer in Table 785. A limited rail replacement bus service is operating between Lillehammer and Trondheim. It is also possible to travel by rail between Hamar and Trondheim via Røros although the number of services is very limited (Table 784). We hope to have a further update next month.

GERMANY

Timings in the German section are valid from September 12 to December 9. The main line between Nürnberg and Würzburg reopens from September 12, but the high-speed section between Fulda and Kassel remains closed until December 9 with trains continuing to take diversionary routes.

We have reorganised a number of German tables. Services in former Table 910 (Köln – Frankfurt via the high-speed line) have been merged in to an expanded Table 800. This means all long-distance services between Köln and Frankfurt can be found in a single table. A brand new Table 910 has been created which includes all services previously shown in Table 912 combined with long-distance trains from Table 930. Regional services between Karlsruhe and Basel, which used to be shown in a small panel within former Table 912, are now much more visible in a dedicated table, numbered 910a. Former Table 911a, which shows regional services heading south from Mainz, now takes the vacant table number 912.

The München – Donauwörth – Aalen panel, previously part of Table 926, has been moved to a panel within Table 905 (so that the services that run combined for part of the journey are shown in the same table). Regional services between Stuttgart and Ulm via Göppingen have been moved from Table 930 to an expanded Table 933 (showing full timings of through services between Stuttgart and Friedrichshafen) while timings of the recently introduced *IRE200* regional service between Wendlingen and Ulm via the high-speed line are now shown in full as a panel within Table 936.

Table 940 (Stuttgart – Singen – Zürich and Konstanz) has been expanded to include services between Stuttgart and Freudenstadt that were previously shown in Table 942.

Engineering work between Magdeburg and Halle until October 8 means all long-distance services are temporarily diverted via Dessau. A special version of Table 866 will be found on pages 579 and 580 with the amended schedules.

Engineering work in the Chemnitz area from September 5 to November 26 will see rail services replaced by bus for eight kilometres between Chemnitz Hbf and Chemnitz Siegmars. A special version of Table 880 will be found on page 580 with the amended timings during this period.

The final phase of work affecting services between Stuttgart and Singen will take place from September 9 to October 26 with rail replacement bus services operating between Horb and Singen. Amended timings will be found in a special version of Table 940 on page 580.

AUSTRIA

Table 950 has been reorganised to show all services operated by *WESTbahn* in the main table (rather than in a separate panel). As many of these trains now extend beyond Salzburg, we hope this improves the presentation of the overall service on offer.

Services between München and Innsbruck via Kufstein, previously shown in Table 953, have been moved to an expanded Table 951.

POLAND

Services from Katowice to Bielsko Biala, Rybnik and Gliwice, previously included as part of Table 1060, now have a dedicated table, numbered 1059.

SLOVENIA

Timings in our Slovenian section are currently only valid until September 3. Schedules beyond this date had not been confirmed as we closed for press so readers are advised to confirm timings locally for journeys from September 4.

BULGARIA

We have added timings for two branch lines centred on Levski. The first heads north to the town of Svishtov, situated on the river Danube. The second runs south to the town of Trojan via Lovech. Schedules for both routes will be found in Table 1545.

TURKEY

Timings for services in European Turkey have been moved from Bulgarian Table 1550 to a new table in the Turkish section, numbered 1573.

UKRAINE

A new daytime train will be introduced in each direction between Kyiv and Chelm (in Poland) from September 3. Train 119 departs Kyiv at 0628, arriving Chelm 1727. In the opposite direction, train 120 departs Chelm at 1023, arriving in the Ukrainian capital at 2245. Connections are available at Chelm for journeys to or from Warszawa (Table 1730).

LATVIA

Latvian schedules are revised from August 1. In Table 1834, the 1825 from Riga to Liepaja now runs daily rather than Fridays only. In the opposite direction a daily service departs Liepaja at 0500.

WINTER INTERNATIONAL SUPPLEMENT

Tables 73 and 82 (Winter): Train *EC52* Milano – Frankfurt will be diverted to run via the Gotthard Base Tunnel, instead of using the Lötschberg route via Brig (although following the temporary closure of the Gotthard Base Tunnel to passenger services, this change may be postponed to a later date). Note that the equivalent southbound service, *EC151* Frankfurt – Milano, already operates via the Gotthard route and will remain unchanged.

Table 61 (Winter): A new daytime *EuroCity* service (*EC121/120*) is proposed between Wien and Timișoara.

Table 65 (Winter): *EN347/346 Dacia* Wien – Budapest – București will be retimed between Wien and Budapest enabling a new *EuroCity* service to run in the vacated train path.

Table 66 (Winter): Austrian Railways has proposed a new *EuroCity* return service between Budapest and Nürnberg via Wien and Passau.

Table 70 (Winter): Two additional *ICE* services will run in each direction between München and Innsbruck.

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