

What's new this month

WELCOME

Welcome back to the European Rail Timetable following our temporary absence during the peak of the coronavirus pandemic in Europe. The timetable team are now back at work and we are pleased to belatedly bring you our expanded 2020 Summer edition (which replaces the regular August issue this year).

As the pandemic swept across Europe with its devastating effects on so many individuals and their families, national governments had to prioritise, above all else, the health and well-being of their citizens which resulted in unprecedented restrictions on free movement across the continent. In an effort to contain the spread of the virus, most international borders were closed and domestic travel was severely restricted resulting in a much reduced rail service in most countries. It soon became apparent that ordinary leisure and business travel would not be possible for a considerable period of time so, to protect the long-term future of the European Rail Timetable, we made the difficult decision to temporarily suspend production resulting in the cancellation of the May, June and July editions. We would like to thank our readers for their understanding during this difficult time and we are grateful for the many messages of support received following our announcement. As the peak of the pandemic appears to have passed in Europe we feel now is the right time to resume publication. However, we do appreciate that other regions of the world, including some covered in our Beyond Europe section, are still having to deal with the worst effects of the virus. It certainly acts as a reminder to us all to remain vigilant as we begin to rekindle our passion for travel.

During recent weeks, restrictions have gradually been lifted with rail services across Europe starting to return to normal. Most international services had been restored as we went to press with this edition, albeit at a reduced level on some routes. However, social distancing rules remain in place and the wearing of face coverings on public transport is compulsory in most countries. Although travel restrictions are starting to be eased, those intending to travel over the coming weeks are advised to familiarise themselves with the latest requirements for the countries they intend to visit. Travel restrictions may also apply between certain countries so it is particularly important to consult official government travel advice before planning any journeys.

The timetable team returned to work on July 1, so we have only had a short window of opportunity to make further updates following our temporary closure on April 30. Fortunately we were already at a relatively advanced stage in our preparations for the Summer edition so most tables have been updated with the planned summer schedules. Readers should note that most of our domestic tables reflect the full level of service that was planned before the pandemic struck. However, in our International and Beyond Europe sections we have attempted to indicate which services were actually running as we went to press in mid-July. Although services are now returning to normal levels, it is inevitable that some changes will continue to apply for some time yet, so it is always advisable to thoroughly check any journey plans for the foreseeable future.

As always in our seasonal editions, we have included the latest versions of all eight Beyond Europe sections together with our *Rail Extra* feature with 13 pages of useful transport based information presented on a country by country basis (including details of many popular tourist railways). As in our European pages, tables in the Beyond Europe sections are also subject to change due to the effects of the coronavirus pandemic whilst many tourist railways featured in our *Rail Extra* pages may also have had their planned service disrupted. Regarding the latter point, we have provided updated timings for the featured tourist railways where possible, but some information shown may still reflect the 2019 service (so it can still be used as a guide to plan future trips).

This month we have introduced an occasional feature looking back at some historic timetables from our archive. In this edition, on pages 566 to 569, we have included some tables covering a selection of international services from the Cook's Continental Timetable dated May 22 - June 30, 1966. Note the upside down adverts at the top of each page, placed so they could catch the eye of the customer while a travel agent clerk was preparing their itinerary. Readers familiar with our standard symbols may also notice the use of 'CC' to identify a couchette car, as the standard couchette symbol, which is still used today, was not introduced until later that decade.

Regular readers may notice that most timetable page numbers have changed this month as we have taken the opportunity to redistribute a few spare pages. This has enabled us to improve the presentation of services in certain areas.

In this extended Newsline we will provide a brief overview of how the coronavirus pandemic affected rail services in each European country, together with the latest situation. As mentioned above, readers should bear in mind that changes are still possible at short notice, especially if further local or national lockdown conditions are imposed.

CAR-SLEEPERS

International car-carrying trains between Finland and Russia and between Serbia and Montenegro are currently suspended. *Urlaubs Express* will not operate services between Germany and Italy this year.

Car-carrying trains from Praha to Humenné and Poprad Tatry are suspended until March 2021 owing to engineering work.

INTERNATIONAL

Both Eurostar and Thalys ran drastically reduced schedules during the peak of the pandemic and, for the record, on page 48 we have created tables to show which services ran during this period. On March 23 Eurostar reduced its service to just one train a day from London to both Paris and Brussels. Thalys ran one daily train between Paris and Brussels and another between Brussels and Amsterdam, but there was no connection between the two.

Eurostar is now tentatively reinstating services on its core routes between London and Paris/Brussels (Table 10) and a daily London to Amsterdam through service recommenced from July 9 (Table 18), although return journeys from Amsterdam still require a change of trains at Brussels. However, it has been reported that the Amsterdam to London direct service should commence soon, after the French, Belgium and Dutch Governments signed a treaty allowing UK Border Force staff to be present at both Amsterdam and Rotterdam stations. Ebbsfleet International, Ashford International and Calais Fréthun stations are not currently open for Eurostar passengers, but services were due to start calling again at Lille Europe from July 17. Services to Marne la Vallée-Chessy, the station for Disneyland Paris, will resume on August 2, but the summer service to Marseille will not run this year (Table 17) and we understand that ski services to Bourg St Maurice have been cancelled for the winter 2020/2021 season (Table 9). It has also been reported that the direct service to the south of France may not run in the summer of 2021 either.

Thalys restarted two through services between Paris and Amsterdam on June 9 followed by one daily service between Paris and Dortmund via Köln on June 15 (Table 18). The *Thalys Bordeaux* Brussels – Bordeaux and *Thalys Soleil* Brussels – Marseille will not run in 2020 (Table 11). Services between Amsterdam and Marne la Vallée-Chessy have also been cancelled this year (Table 18).

Czech operator *RegioJet* has introduced an overnight service from Praha to the Croatian port of Rijeka. Initially running three days a week from June 30, demand was so high (the first trains were reported to have completely sold out) that it was soon decided to operate the service on a daily basis for the whole summer period from July 11 to September 1. Conveying a total of twelve cars with space for 560 passengers (including seven four-berth couchette cars), the route taken was such that it was easier and clearer for us to create a new table, numbered 83, in the International section.

ÖBB *nightjet* has indicated that the following overnight services will be reinstated during the summer: *NJ456/457* Wien – Berlin from July 16 (Table 77); *NJ233* Wien – Milano from August 1 and *NJ235* Milano – Wien from August 4 (Table 88); *NJ40235* Milano – München from August 2 and *NJ40295* München – Milano from August 3 (Table 70).

RDC Deutschland GmbH has introduced an innovative new overnight service between Westerland and Salzburg via Hamburg and München. Branded *ALPEN-SYLTY Nachtexpress*, it started running two nights a week in each direction from July 4, initially until September 7, but now extended to run until November 2. Southbound services from Westerland run on Thursdays and Saturdays while the northbound journeys depart Salzburg on Fridays and Sundays. Each six-berth couchette compartment is exclusively occupied by passenger groups travelling together. Timings will be found in a newly created Table 84.

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NEWSLINES (continued from page 5)

INTERNATIONAL (continued)

Thello is not currently running its overnight Paris – Milano – Venezia service (Table 44) or its Marseille – Nice – Milano day train (Table 90). However, two services between Nice – Milano have resumed.

Some advance 2021 timetable news: Hungarian Railways intend to introduce three additional services between Budapest and Wien thereby creating an hourly service between the two cities.

GREAT BRITAIN

In Great Britain, during the height of the pandemic, many services were running at just 40% of their normal frequency. The UK government advice was (and still is as we went to press) that trains should be used for essential journeys only which resulted in passenger numbers dropping to around 5% of normal levels. As more people have returned to work following the easing of lockdown restrictions, train services are being restored to normal frequencies so that key workers, and those with no alternative, can still travel whilst still following social distancing guidelines. Compulsory seat reservation has been temporarily introduced on certain long-distance routes to avoid overcrowding.

Heathrow Airport's Terminal 4 is temporarily closed and so TfL Rail services are not currently serving Terminal 4 station. The RAILAIR bus services from Reading and Woking to Heathrow have been suspended for the time being, but it was unclear at the time of going to press if the inter-airport bus links are currently operating (Table 100).

Services between London and Eastbourne have been recast and now run independently rather than joined with other services between London and Haywards Heath (Table 102).

The Gatwick Airport to Reading service has been recast yet again and all trains now convey first-class seating (Table 114b).

The Sunday service on the Cardiff to Bristol (Table 118) and Bristol to Taunton (Table 115) routes has been recast. The service from Cardiff is increased to half-hourly with the extra trains now running through to Taunton.

The London to Bristol service was due to be augmented to four per hour with the addition of fast trains via Bristol Parkway. However, this has been put on hold for the time being but may be introduced later in the year (Table 132).

London Northwestern Railway's London – Northampton – Birmingham – Crewe – Liverpool service has been adjusted with two trains per hour now operating as through journeys along the entire route (Tables 142 and 144). As a result, the hourly service to Crewe via Stoke-on-Trent now only operates north from Birmingham.

In Tables 145 and 149, the 0645 and 0702 weekday departures from Cardiff have been amended to 0635 and 0645 respectively to cater for additional stops north of Shrewsbury. Additional station calls have also been added to a number of southbound services. On Sundays there is a new 1034 from Cardiff (starting from Swansea at 0935) to Manchester arriving at 1417 which fills a two-hour gap which previously existed.

Grand Central is reinstating its full timetable from August 3 (Tables 182 and 183). Until then it is operating a reduced service on its routes.

The Cambridge to Brighton Thameslink service (Table 185) now runs twice an hour on Saturdays. On Sundays the hourly Cambridge to Gatwick Airport service is extended to run to and from Brighton.

IRELAND

Iarnród Éireann issued a timetable on June 15 with a reduced service but have subsequently reinstated some trains. The current Northern Ireland Railway timetable is valid until August 31.

FRANCE

As a consequence of the French government's strict lockdown regime, only a very limited rail service was operating during the peak of the pandemic. During this period some TGV units were temporarily refitted so that severely ill patients could be transported quickly to areas of France with spare hospital capacity. The return to normal service levels has been a very gradual process as the French lockdown measures were eased in carefully controlled stages. Travel restrictions were still in place during May and, for a period of time in certain regions, there was the unusual requirement of having to obtain a boarding card to access regional services. However, as we went to press a near normal domestic service had returned.

On March 5, a landslip adjacent to the high-speed line north-east of Strasbourg caused TGV 2350, the 0638 from Colmar to Paris, to derail at high speed. The driver was severely injured whilst a number of passengers were also hurt by the impact. However, the superb design of the train ensured that it remained upright throughout the incident thus preventing even more serious consequences. The affected stretch of line is currently undergoing repairs and the eastern section of the high-speed line is expected to remain closed until the end of September with services diverted via alternative routes which means journey times are extended by around 50 minutes. We have produced a special version of Table 390 with amended TGV Est schedules from and to Paris during the closure, which will be found on page 559. Amendments have also been incorporated in other affected tables.

The scenic line between Toulouse and Latour de Carol is closed until August 30 for planned engineering work with all services operated by bus, timings of which are shown in Table 312. The overnight service from and to Paris is temporarily suspended as a result. Another route affected by engineering work is that between Neussargues and Béziers with buses replacing trains until October 2 (Table 332).

Services from and to Marseille via Aix en Provence are affected by engineering work until the mid-December timetable change with the section between Gardanne and Meyrargues completely closed to rail traffic. Buses partially replace trains along various sections of the route and Table 358 has been updated with the amended schedules.

Following a suggestion from a reader, we have added the branch line from Nîmes to Le Grau-du-Roi which also serves the historic walled town of Aigues Mortes (Table 357).

Timings in our French section are generally valid until December 12. However, most schedules in western France vary considerably during the high-summer period so, in this edition, services that radiate from Paris Montparnasse and Austerlitz stations are generally valid until August 30. Our September digital edition will be updated with timings from August 31.

BELGIUM

In Belgium, an emergency timetable was in operation from March 23 to May 3 with the domestic service level reduced by around a quarter and many cross-border services suspended or cut back considerably. Since then, services have gradually been returning to normal.

NETHERLANDS

By the end of March, rail services in the Netherlands were only running to a basic service level with one or two stopping trains per hour on most domestic routes. Intercity services continued only on selected lines but *Intercity direct* services (via the high-speed line) and domestic overnight trains were suspended. Selected services were reinstated at the end of April and a near normal service was operating by early June. A full service was restored on June 29 with the reinstatement of the night network and the last remaining cancelled trains.

SWITZERLAND

With its many international borders and proximity to the initial virus outbreak in northern Italy, Switzerland was quick to act in its efforts to contain the spread of the virus. Transitional timetable schedules were implemented in four stages from mid-March to early-April. During this period most services were reduced by 50% with half-hourly services generally becoming hourly. Some services were withdrawn completely whilst others partially. All passenger traffic over Swiss-Italian borders was suspended. The advice at the time was to avoid all non-essential travel so all tourist trains and leisure ferry services were cancelled.

On April 16 the Federal Government announced an easing of restrictions and rail services were gradually restored over the period April 27 to May 11. By the latter date the majority of regular domestic services had been reinstated, but only limited cross-border services were running and tourist services, including the Bernina Express and Glacier Express, remained suspended. Over the following weeks international services were gradually reinstated with most services up and running by the end of June. Many tourist services were being restored by early June, albeit at a reduced frequency, although MOB have confirmed that it will not be operating its *Train du Chocolat* service this year.

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NEWSLINES (continued from page 562)

ITALY

The first major outbreak of coronavirus in Europe took hold in northern Italy in early March and stringent restrictions were soon being implemented across the country. All *ICN* night trains were suspended from March 14 and, owing to the cancellation of passenger ferries between Villa S. Giovanni and Messina, the *IC* trains between Roma and Palermo/Siracusa were also suspended. By March 23, with all non-essential travel prohibited, high-speed and *IC* train services were drastically reduced in number. In fact, by March 25, open-access operator *Italo* had reduced its level of service from 110 trains per day to just two! The reinstatement of services began on May 4 and, since then, service levels have gradually been restored as demand for travel has increased. However, as we closed for press, not all high-speed and *IC* services had resumed operation.

Until September 9 open-access high-speed operator *Italo* will run two daily return services between Milano Centrale and Reggio di Calabria, some of which extend from/to Torino (Tables **600** and **640**), together with three daily services in each direction between Milano Centrale and Ancona (Tables **600** and **630**).

Owing to time constraints, we have only been able to check and update the long distance and high-speed trains we show in Italy for this edition (trains shown with numbers), therefore readers intending to use local services should confirm timings locally.

SPAIN

During the peak of the pandemic, Spanish Railways was running a much reduced service and loadings were only permitted to reach 30% of normal capacity to allow for social distancing on board. Long-distance services were reduced by approximately 70%, while *MD*, *Avant* and *Regional Exprés* services were reduced by about 30%. Suburban routes were running a near full service on weekdays but only half at weekends. The Madrid to Lisboa overnight service is currently suspended (see Portugal entry below), but a gradual return of high-speed services between Spain and France began from July 1.

Spanish Railways has reduced its number of train categories by abolishing the *Altaría* and *Talgo* brands and renaming them *Intercity*.

After one of only two trains available was damaged in an accident, buses are having to replace trains between Balaguer and La Pobla de Segur until further notice. Buses are also running between Lleida and Balaguer on some journeys. The *Tren dels Llacs*, which was due to start for the summer season on July 4, has been postponed (Table **653**).

A lengthy period of engineering work between Ribes de Freser and Latour de Carol means buses replace trains between these points until February 7, 2021, with journey times extended by one hour (Table **656**).

Euskotren services are now arriving and departing again from the SNCF station in Hendaye after the completion of trackwork (Table **689**).

PORTUGAL

International trains *Sud Expresso*, *Lusitania* and *Celta* were withdrawn from March 17 and, as we went to press with this edition, had not been reinstated. Domestic services were reduced in number whilst government imposed movement restrictions were in place, with services increasing again from May 4 and now apparently back to normal levels (apart from the aforementioned international trains).

DENMARK

International services were severely curtailed by mid-March with only an hourly service operating via the Øresund link to and from Sweden (with border controls instigated at København Lufthavn). Through trains to and from Hamburg were suspended while the remaining services that ran across the German border to and from Flensburg were subject to delays of 30 minutes at Padborg for border checks. Domestic services in Denmark were reduced from March 23 including the cancellation of *InterCityLyn* services between København and Aarhus. Some commuter services around København were suspended and most regional services were reduced to an hourly frequency. However, by mid-April some services were reinstated with a near normal service operating by the end of that month. International services to Germany had been restored by mid-June but, as we went to press, long-distance *Snabbtåg* trains were still not running via the Øresund link to and from Sweden.

SWEDEN

Unlike most other European countries, Sweden did not impose a strict lockdown in response to the global pandemic, although citizens were still expected to observe social distancing guidelines. However, this policy has resulted in continuing cross-border restrictions with many rail services not operating into neighbouring countries, a situation that is expected to continue until August 2 at the earliest. Some domestic services were withdrawn as demand dropped but trains are still running on all routes including those served by overnight trains. Arlanda Express airport services have been running to a reduced schedule but the full service expected to resume from August 9.

Until August 16 engineering work will disrupt services in the Stockholm area, particularly affecting trains to and from the south of the country which will be unable to call at Stockholm Central. Affected trains will instead serve either Stockholm Södra or Flemingsberg and passengers wishing to travel from or to the city centre should use alternative local transport for which additional tickets are required.

NORWAY

During the last two weeks of March the service level on most public transport routes was reduced by around 50% with all overnight services cancelled. Cross-border traffic was also suspended during this period and restrictions on international travel are expected to remain in place until late August.

By mid-May services were starting to return to normal with further enhancements implemented in June and a full service expected during August. Overnight trains Oslo – Trondheim and Trondheim – Bodø, operated by SJ Nord, returned from June 8, whilst the overnight service between Oslo and Bergen recommenced on June 29. The other Norwegian night train between Oslo and Stavanger (operated by GoAhead Nordic) is expected to restart during August.

Many services in the Oslo area are currently disrupted until August 3 due to planned engineering work with trains replaced by bus for part of the journey. This affects services in Tables **775**, **780** and **783**. The Oslo to Halden route (Table **770**) is also affected until August 9 with buses replacing trains between Oslo and Rygge. Timings at Oslo will vary during the work so readers are strongly advised to check timings locally before travelling.

FINLAND

Temporary train cancellations were implemented across the whole country on March 17 including the suspension of rail services to Helsinki Airport and Turku satama. The Helsinki – Kolarí night train service was cancelled from March 29 to May 23. The summer timetable commenced on June 15 by which time 85% of all services were back up and running.

As we went to press, international rail services to Russia and the international bus link between Kemi and Haparanda-Tornio (just across the Swedish border) remain suspended until further notice.

Readers should note that the current summer timetable period ends on August 9 so timings for any journeys after this date should be checked.

GERMANY

Despite a massive drop in passenger numbers, German Railways continued to operate a near normal long-distance service throughout the peak of the pandemic with relatively few cancellations. However, many regional and suburban services did run to a reduced schedule and Flixtrain suspended all of its services from mid-March. Most services have now returned to normal. Open-access operator Flixtrain has announced that its services between Berlin and Köln will restart on July 23 and the latest timings for these will be found on page 366.

The major work to upgrade the Mannheim to Stuttgart high-speed line has been progressing as planned with the line expected to reopen on November 1. Only the amended timings are currently shown in our tables with normal schedules being reinstated in the November edition.

A section of the route between Berlin and Bitterfeld will be temporarily closed from October 5 for planned engineering work. This will cause some significant alteration to both regional and long-distance services with most of the latter diverted via Dessau. Amended schedules during this period will be published in the October and November editions.

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NEWSLINES (continued from page 563)

AUSTRIA

At the beginning of March Austrian Railways (ÖBB) published revised timetables for the entire country detailing the amended service that would run whilst coronavirus restrictions were in place. Many cross border services were suspended or only ran as far as the border. Tourist railways and shipping services were also suspended. As in most countries under lockdown, passenger numbers declined sharply. In an unprecedented move on April 20, the government awarded a joint three month Public Service Obligation contract to ÖBB and private operator Westbahn to ensure the continued operation of an hourly semi-fast service between Wien and Salzburg with each operator running a train every two hours in each direction. As part of the agreement both operators were required to accept each other's tickets.

Local and regional transport returned to normal from May 11, although the resumption of normal long-distance traffic has been a more gradual process, as has the return of many cross-border services. By the end of June the majority of overnight trains had started running again and most cross-border routes had reopened although, in some cases, initially with a reduced level of service.

On April 24, Achenseebahn, the popular narrow gauge steam rack railway which operates services between Jenbach and Achensee, announced that its entire 2020 operation had been cancelled (Table 956). It is hoped that services will return from May next year.

Engineering work taking place from July 18 to September 4 at various locations along the Wien to Salzburg main line will affect services in Table 950. During this period, journey times of long-distance trains may be extended by up to 30 minutes with earlier departures from Wien (international journeys from Budapest will also be subject to earlier departures). In addition, regional and S-Bahn services on the following routes are subject to partial bus replacement and amended timings at certain times: St. Pölten – Pöchlarn, Amstetten – St. Valentin (Table 950), Linz – Garsten – Kleinreifling – Weissenbach (Table 976) and Amstetten – Kleinreifling – Selzthal (Table 977).

POLAND

As in many countries, strict lockdown measures resulted in a massive reduction in passenger numbers and significant cuts to rail services. Domestic services started to return in early May and are now running close to normal levels. Many international services have also recently been reinstated.

All tables in the Polish section have been compiled using the latest Polish Railways timetable data valid until August 29. Readers travelling from August 30 are, therefore, advised to confirm timings locally.

CZECH REPUBLIC

International trains were suspended from midnight on March 14 with domestic service levels being reduced by all operators from March 17. Services were increased from April 26, but as we went to press, not all services had resumed. Most cross-border local services to Poland were due to return by July 1 with the exception of Harrachov – Szklarska Poreba (Table 1141). International trains to Russia remain suspended.

The introduction of the summer timetable on June 14 saw many minor amendments, however, due to the limited time available to us to make updates, we have not been able to include these changes in this edition. Therefore, readers intending to plan journeys using this edition should confirm timings before travelling.

SLOVAKIA

From June 10 all domestic IC trains were running with the exception of IC 520–525 between Košice and Bratislava. A number of local trains around Lipany, Plaveč and Stará Ľubovňa are still suspended but are expected to start running again from September 1. The operation of restaurant cars was gradually restored from June 14. International services to Ukraine remain suspended for the time being.

Seat reservation in first class is now compulsory on all national trains. EN442/443 Slovakia Praha – Humenné is currently running without couchette cars (Tables 1160, 1180 and 1194).

HUNGARY

International services to all countries except Austria were suspended by March 20 with most not returning until early July, many with minor amendments. A number of branch line services are replaced partially or wholly by bus until August 31.

Trains between Budapest and Košice in Table 1260 are operating to revised schedules from July 1 to August 19.

Summer versions of Tables 1205, 1220, 1225 and 1232, valid from June 20 to August 30, can be found on pages 560 and 561.

SLOVENIA

All international and domestic services were suspended from mid-March with a partial return of domestic services from May 15. International services to and from Serbia are either still suspended or terminate at or start from Zagreb.

Readers should note that Slovenian timings in this edition are only valid until August 29. Please confirm timings locally for journeys after this date.

CROATIA

International traffic was suspended from March 14 as was domestic traffic the following day. The domestic service resumed on May 11 with some international services restarting from June 22, although there is currently no cross-border service to Serbia.

BOSNIA-HERZEGOVINA

Federation (ŽFBH) services were suspended from March through to June 1, although only a limited service has returned since then. Serbian (ŽRS) services resumed on June 1 as per the normal timetable.

SERBIA

Domestic passenger services were suspended from March 20 with a gradual return from May 4. Most services are now running normally, although international services remain suspended.

KOSOVO

The Priština/Prištinë - Peć/Pejë service returned on May 18 but all other trains remain suspended.

MONTENEGRO

All services were suspended from March 18 to May 18 but internal services are now running normally again. However, international services to Serbia remain suspended.

NORTH MACEDONIA

A reduced domestic service started operating from April 8 but we understand that most trains are now running normally. However, international services to Greece, Kosovo and Serbia have not yet resumed.

GREECE

Rail schedules were cut from March 18 with certain services reinstated from May 4, although the full service has not yet been restored.

BULGARIA

Some international services were reinstated from June 15 starting with the service between Vidin and Craiova (Table 1520) although, as yet, there are no international services to Greece, Serbia or Turkey. Domestic trains are now all running normally but with a few timing alterations to services from and to Sofia. We always recommend checking timings in Bulgaria as short-term alterations are commonplace.

TURKEY

Turkish Railways started running a much reduced high-speed timetable from June 8 (Table 1570). All other long-distance or regional trains are currently suspended. The Marmaray suburban service in Istanbul is running as per the normal timetable. Ankara's Baskentary suburban service is also running but with early closure at 1945, from both Sincan and Kayas, due to engineering works.

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NEWSLINES (continued from page 564)

ROMANIA

From March many services were cancelled with gradual reinstatement from May 15. Most internal services are now running as per the regular timetable but a few exceptions remain. Some international services to Hungary remain suspended as does the international service to Turkey.

UKRAINE AND MOLDOVA

International services from Ukraine were suspended on March 18 with all domestic trains suspended the following day. Domestic long distance services appear to have been gradually reintroduced during June but some trains may still be suspended.

Moldova declared a state of emergency on March 17 which was expected to remain in place until at least July 15 but may be extended if coronavirus infections continue to rise. Moldova's borders are closed to international travel, and thus international services are suspended.

BALTIC STATES

International services from Lithuania were suspended from March 18 and domestic services are subject to continued alteration.

International trains from Latvia to Estonia were suspended from March 17 to May 16. The Kyiv – Minsk – Riga route is currently suspended (Table 1820). A number of domestic services in Latvia were suspended from March 24 to May 12. There are minor updates to the national timetable from June 14 which have been incorporated in our tables.

The GO Rail service from Tallinn to St Peterburg and Moskva was suspended on March 20 and has yet to resume operation. Domestic services in Estonia were reduced in frequency at the height of the pandemic. Services levels were increased from May 11 with full services from Tallinn to Viikandi (Table 1890) commencing on June 9 and from Tallinn to Tartu (Table 1880) on June 28. There were updates to the national timetable from June 28 and July 13 and the relevant tables have been updated accordingly.

RUSSIA

Starting on March 5, all international services from Russia were gradually cancelled. Trains to Kaliningrad currently run through Belarus and Lithuania without making passenger stops, as do trains to Petropavlovsk that run through Kazakhstan. Domestic service levels have been drastically cut and many short notice timetable changes are being made.

On the Trans-Siberian route, since July 9 former train 99/100 has been renumbered 1/2, has taken over the *Rossiya* name and is comprised of the most modern rolling stock. The train formerly numbered 1/2 is now 61/62 (Table 1990).

AZERBAIJAN

All services currently suspended.

KAZAKHSTAN

Domestic services operate but with frequent short notice changes.

KYRGYZSTAN

Some domestic trains were suspended from March 24, although the current situation is unclear.

UZBEKISTAN

Services were reduced in March and April and, although some services have been restored, the full timetable may not yet be running.

FERRIES

The Stena Line ferry service between Sassnitz and Trelleborg has been withdrawn (Table 2385).

BEYOND EUROPE

Moroccan Railways (ONCF) implemented revised schedules, valid from July 4, for all of its routes (except services to Casablanca Airport).

Tunisian Railways (SNCTF) has issued a new timetable valid until August 31.

Kenya Railways has announced that the *Madaraka Express* will restart on July 13 with a revised schedule (Table 4310).

Rovos Rail, who operate luxury cruise trains in South Africa, cancelled all of its services from March 23, but intend to recommence its programme on October 1.

As we went to press, Indian Railways was only running 134 pairs of trains. We have updated all of our Indian pages with the latest information, shading the columns of services which are not currently running.

Rail services in Malaysia, Thailand and Indonesia were starting to return to normal during July.

In Australia there are no interstate services operating, although NSW Train Link services are expected to restart between Sydney and destinations in Queensland from July 19. Queensland Rail is operating a normal service except that the *Inlander* (Table 6315) and *Westlander* (Table 6335) are only running once a week until September 19.

Journey Beyond, the operator of the famous *Ghan*, *India Pacific* and *Overland* services, has stated that the *Ghan* and *India Pacific* will not start running again until August 30 at the earliest. It has also announced that the Victorian Government has agreed to fund the *Overland*, which will start operating again from September 14, for a further three years.

Greyhound coaches 489 and 849 in Table 6320 have been suspended.

In New Zealand the Interislander ferry was operating with only a slightly reduced schedule from June 9. However, the only rail service currently running is the *Tranzalpine*; at present it is not operating daily, although its days of running are expected to increase from September 4.

In Japan, the majority of regular services we show in our tables are now operating normally but most companies have suspended various other services that we do not show. However, owing to heavy rain and a landslide, all services in Table 8170, including the through trains between Osaka and Takayama shown in Table 8150, are currently suspended and are expected to remain so for several months. The express rail services to Chubu, Kansai and Narita airports (Table 8400) have had about 50% of services cancelled.

VIA Rail of Canada has reinstated a few extra trains along the Quebec – Montréal – Toronto – Windsor corridor (Tables 9010, 9015 and 9020). In Table 9005, trains 600 and 604 are cancelled with 601 and 603 only running on Fridays. The only trains currently running in Table 9030 are 87 and 84. The White River – Sudbury (Table 9035) and Prince Rupert – Jasper (Table 9060) services are now running just once a week in each direction. The Winnipeg – Churchill service (Table 9055) does not convey sleepers at present. The *Ocean* (Table 9000) and *Canadian* (Table 9050) are suspended, but are expected to restart in November.

In the United States, Amtrak are operating services on all routes but, in most cases, at a reduced frequency. Long distance transcontinental services are running normally, although some thruway bus routes are not operating. The Californian services shown in Tables 9350 to 9366 have also been reduced in frequency. Brightline services between Miami and West Palm Beach (Table 9248) have been suspended. Alaska Railroad services (Table 9105) were due to restart on July 1 except for the *Hurricane Turn* (summer) service which will be incorporated into the *Denali Star*.

Owing to the grave coronavirus situation in South America, most long distance services in the region have been cancelled since mid-March. As we went to press, services in Chile had restarted with two daily journeys in each direction between Santiago and Chillán (Table 9965). In Mexico the *El Chepe* is due to restart on July 17 (Table 9900). The *Tunistren* weekend service in Colombia between Bogotá and Zapaquirá is running, together with a new weekday train on the section between Bogotá and Cajicá (Table 9930).

FRONT COVER

In the Winter 2019/2020 seasonal edition we inadvertently omitted details of the cover photograph and so did not credit the photographer, Georg Trüb, for which we offer our apologies. For those wishing to refer back, the picture was of train 859, the 1347 from Bergün/Bravuogn to Preda, passing over the Val Tisch viaduct on January 8, 2016. Details of this edition's front cover photograph will be found on page 3.