

What's new this month

WELCOME

Welcome to the Winter 2018/2019 edition of the European Rail Timetable which contains new schedules for most European countries valid from December 9. Only partial information was available for certain countries and readers are advised to check individual country headings to confirm the validity of timings shown. In particular, only long-distance services have been updated in the Italian and Swedish sections and we regret it has not been possible for us to update timings in the Danish section for which we offer our apologies. Therefore, please take extra care when planning journeys in Denmark using this edition. Please also bear in mind that many tables have been compiled using advance data which is sometimes liable to change and so readers are advised to confirm timings before travelling. Of course, all of our tables will be rechecked and updated over the coming weeks as schedules are confirmed.

This expanded edition also includes the latest versions of all eight *Beyond Europe* sections together with our special *Rail Extra* feature, which contains useful transport information on a country by country basis including details of many popular tourist railways that do not appear in our regular timetable pages.

RAIL ROUTE FOCUS

Authors of our former *Route of the Month* series, Nicky Gardner and Susanne Kries, return for this edition with a special two-page feature retracing the historic rail route from St Petersburg to Warsaw, one of the great railways of the Russian Empire. Services along parts of the route can still be found in this timetable whilst on other sections passenger services have long since been withdrawn. This intriguing and informative article will be found on pages 36 and 37.

AIRPORT LINKS

A new rail link has opened at Kyiv Boryspil airport. Trains take just 40 minutes to reach central Kyiv, a significant improvement on the previous one hour bus journey.

INTERNATIONAL

Table 18 – The remaining Amsterdam – Lille Thalys services have been withdrawn being replaced by additional services between Paris and Amsterdam. New departures from Paris are available at 1125 (Mondays to Thursdays) and 2025 (daily except Saturdays) whilst southbound departures from Amsterdam are also available at 1515 (Mondays to Thursdays) and 1615 (on Sundays). Thalys will also introduce two daily Amsterdam – Paris Charles de Gaulle – Marne la Vallée services from March 31.

Tables 20 and 21 – Thalys service **9403** (previously **9401**) Paris – Brussels – Köln – Essen is retimed to depart Paris 12 minutes later (at 0613) and runs combined with the retimed Thalys service **9303** Paris – Brussels – Amsterdam between Paris and Brussels. Train **9403**, which previously ran to Essen as **9401**, now terminates at Köln.

ICE 211/210 Brussels – Köln – Frankfurt, which currently runs Fridays and Sundays only, will operate daily from April 7.

ICE 1119 will provide an extra late evening service between Brussels and Köln on Sundays from April 7. Departing Brussels at 2025, discussions are ongoing as to whether it will form an official connection with Eurostar **9150** which arrives Brussels at 2012 (the current minimum connection time at Brussels is set at 17 minutes). In the opposite direction, train **ICE 1118** will form an additional Sunday service from April 7 running from Frankfurt (departing 2016) to Brussels (arriving 2335).

Table 24 – Train **453/452** *Trans-European Express* Paris – Moskva no longer calls at Erfurt, but calls additionally at Halle (Saale).

Tables 25 and 95 – Trains **409/408** Moskva – Nice and **405/404** *Vltava* Moskva – Praha no longer call at Katowice.

Table 32 – The Paris Gare de Lyon to Freiburg (Breisgau) TGV service **9589/9588** (previously shown in French Table **370**) is diverted to run from and to Paris Est via Strasbourg and Offenbourg. The new daily service is numbered **9591/9590**.

Table 44 – Thello **220** Venezia – Milano – Paris departs Venezia Santa Lucia almost one hour earlier, arriving Paris Gare de Lyon 18 minutes earlier, leaving enough time to connect with an earlier Eurostar service from Paris Nord to London.

Table 56 – Services between Berlin and Warszawa continue to be diverted via Inowrocław until June 9.

Train **67/68** *Kyiv Ekspres* Warszawa – Kyiv is rerouted between Warszawa and Lublin via Łuków.

Tables 60 and 99 – Austrian Railways has introduced a new *nightjet* service **457/456** *Metropol* between Berlin and Wien/Budapest operating via Frankfurt an der Oder, Wrocław, Chalupki and Bohumin. The service also conveys through seating cars Berlin – Wrocław – Przemyśl. German Railways withdrew the original *Metropol* service, which was routed via Praha, in December 2017. A new Table **71** has been created to show detailed timings of the three separate portions. Readers interested in unusual train routings may like to know that, after being detached at Racibórz, the Berlin – Przemyśl through car retraces its inbound journey for a few kilometres before traversing the south to east avoiding curve at Kedzierzyn-Koźle enabling it to continue its journey east. This new service also provides a useful day trip option from Wrocław to Berlin.

EC 270 Budapest – Bratislava – Brno has been extended to Praha.

EN 477/40406 Praha – Wien has been withdrawn.

Table 61 – Train **72/3** *Traianus* Budapest – Arad – Timisoara has been extended to Bucuresti via Craiova whilst the former *Transsylvania* Budapest – Sibiu – Brasov has been renamed *Fogaras*.

Table 64 – A new direct daytime service between Berlin and Wien has been introduced. **ICE 93/92** Berlin – Nürnberg – Wien runs daily and utilises the high-speed infrastructure between Halle and Nürnberg. This means that German and Austrian capitals are linked by brand new day and overnight services!

Table 65 – New **EC 143/4** *Transylvania* runs from Wien to Cluj Napoca taking over the path of the former *Ady Endre* between Budapest and Cluj via Oradea.

Table 75 – **EC 193/192** München – Zürich – Basel has been withdrawn leaving three daily return journeys along the route.

Table 86 – **RJX 167** Zürich – Wien has been extended to Bratislava, whilst in the opposite direction **RJX 160** starts from the Slovak capital.

Table 96 – **IC 34/33** *Latorca* Budapest – Chop no longer has a through sleeper for Lviv.

Table 99 – **IC 115/114** *Cracovia* Praha – Bohumin – Kraków has been retimed so that a connection can be made at Bohumin with train **EC 131/130** Budapest – Warszawa.

From April 13 **EC 105/104** *Sobieski* Wien – Warszawa – Gdynia will convey a portion with second class seats to and from Kraków.

GREAT BRITAIN

Cross Country has introduced a new early morning service from Leeds to Glasgow. Its first northbound service previously started from York, but this train will now commence its journey at Leeds, departing 0531. In the southbound direction the former 0616 Mondays to Fridays departure from Leeds to Southampton now starts from York at 0620 and runs via Doncaster instead of Leeds (Table **124**).

LNER has reinstated the services that were temporarily withdrawn in August to improve reliability. This includes the through service between Stirling and London (Table **180**).

On Mondays to Saturdays most Leeds to Preston services via Bradford and Blackburn have been extended to run from and to York (Table **191**).

Electrification of the key Edinburgh to Glasgow route via Falkirk was completed earlier in 2018 and certain journeys are now up to nine minutes faster as a result (Table **220**).

The hourly Edinburgh to Dundee service has been extended to Arbroath meaning Carnoustie will now benefit from a regular hourly service. However, most trains between Glasgow and Aberdeen that previously called at Carnoustie no longer do so (Table **222**).

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

GREAT BRITAIN

Rail services via Ayr remain disrupted until further notice owing to the former Station Hotel building being deemed unsafe earlier this year. Whilst the necessary safety measures are implemented a reduced service will be in operation with certain services on the Glasgow – Ayr route only running as far as Prestwick Town (Table 216). Services running south of Ayr were originally suspended but the reinstatement of all Stranraer services is welcome news, although local trains between Ayr and Girvan continue to be replaced by bus (Table 215).

IRELAND

A new earlier service from Dublin to Sligo has been introduced on Mondays to Fridays departing the Irish capital at 0655, whilst the 0800 departure on Mondays to Saturdays has been retimed to depart one hour later. In the return direction the evening service on Mondays to Saturdays is amended with a new 1655 (1700 on Saturdays) departure from Sligo having been introduced and the final departure of the day is now at 1900, one hour later than before (Table 236).

There have also been changes on the Dublin – Wexford – Rosslare route (Table 237). On Saturdays the 0940 service from Dublin now departs at 0805. On Mondays to Fridays the 1738 departure from Dublin to Wexford now extends to Rosslare whilst the following 1838 service, which previously ran to Rosslare, now terminates at Wexford.

FRANCE

Granville is now served by direct trains throughout the year on the Caen – Rennes route with services diverting via this coastal town thanks to the opening of a short new link allowing trains from the north to serve Granville without reversing at Folligny. Although the end to end journey time is extended, the new timetable also includes some faster through buses between Caen and Rennes which avoid Granville (Table 272).

The service between Toulouse and Latour de Carol has been recast thus improving connections with services on the Latour de Carol – Barcelona route (Tables 312 and 656).

The line from Libourne to Sarlat will be closed to rail traffic for nine months from January 2 to allow route upgrade work to take place. During this period buses will replace trains between Libourne and Sarlat with rail connections provided between Bordeaux and Libourne. A special version of Table 318 will be found on page 210 with the modified timings from January 2.

Work to redevelop Lyon Part-Dieu station, which will include a new platform and improved passenger access, starts in earnest from the December timetable change and various services that normally serve Part-Dieu station are affected as a result. Many trains, including some long-distance TGVs, are diverted to serve Lyon Perrache instead and most services between Lyon and Chambéry now operate via Ambérieu instead of the usual route via Bourgoin-Jallieu (Table 344). The work is expected to last for up to four years.

The low-cost TGV product Ouigo has been revamped with most Paris services now using the main terminal stations rather than Marne la Vallée-Chessy. The new services often replace regular TGVs and so have been integrated into our normal tables. As a result, our Ouigo summary table (350a) has now been deleted. From Paris Est two trains a day in each direction serve each of Nancy, Metz and Strasbourg with one of the Strasbourg services extended to Colmar (Table 390). From Paris Gare de Lyon three trains a day serve Marseille, whilst Nice is served by Ouigo for the first time with two journeys in each direction (Table 350). Nantes and Rennes both have two daily services to and from Paris Montparnasse (Table 280) as does Bordeaux (Table 300). Various TGV services from Lille to destinations in southern and western France also now operate under the Ouigo brand and will be found in Table 11. Readers should note that Ouigo journeys can only be booked online.

As a result of the Ouigo changes outlined above, the regular TGV service between Paris and southern France has been modified somewhat. For example, a number of services between Paris and Nice now call at Marseille St Charles resulting in extended journey times owing to the train having to reverse direction (Table 350).

The Dijon – Nevers route benefits from three additional fast services in each direction Mondays to Fridays (Table 373). These trains make fewer stops than the regular service and so complete the journey approximately ten minutes quicker.

The number of TGV services between eastern and southern France has been reduced from eight train pairs to six (Table 379). Five of these continue to operate via Mulhouse and the Rhin-Rhône high-speed line whilst the other forms a new link between Nancy and Lyon via Marne la Vallée-Chessy. The TGV services which previously ran via Neufchâteau have been withdrawn, although they have been replaced by two fast regional trains in each direction between Nancy and Dijon, timings of which have been included in Table 379.

A useful new regional service has been introduced between Paris and Strasbourg, running twice a day in each direction on Mondays to Fridays along the classic route (in the westbound direction the morning service actually starts from Sarrebourg meaning there is only one through service from Strasbourg to Paris). Table 381 has been amended to clearly show the through services (which also appear in Tables 382 and 383). This is a useful option for travellers wishing to avoid TGV services, such as holders of Interrail or Eurail passes, as well as for those making journeys to and from intermediate stations.

The Strasbourg – St Dié route has an improved service on Mondays to Fridays with six through journeys in each direction. However, the line from St Dié to Épinal will be closed from December 22 to allow track upgrade work to take place. During the work a replacement bus service will be provided (Table 388).

There have been numerous changes to timings of TGV services between Paris and Luxembourg although the overall service level remains similar to before (Table 390).

The project to reopen the line linking the small town of Delle, located close to the Swiss border, with Belfort via Belfort-Montbéliard TGV station is now complete with regular services now operating. A number of the hourly services between Biel/Bienne and Delle, operated by Swiss Railways, are extended as far as Belfort-Montbéliard TGV and Table 515 has been adapted to show these. Other services operating wholly within France (from and to Belfort Ville) are shown in a new table, numbered 370b. Note that at Belfort-Montbéliard TGV station, regional trains call at a new high-level platform.

BELGIUM

Through cross-border trains between Antwerpen and Roosendaal have been restored, removing the need to change at Essen (Table 419). New cross-border trains to France have been introduced, with two trains each way linking Namur and Charleroi with Maubeuge, and one train each way connecting Mons with Aulnoye-Aymeries. New Table 428 shows the timings, whilst connections to and from Paris will be found in Table 255.

NETHERLANDS and GERMANY

Following electrification of the cross-border section of line between Heerlen and Herzogenrath, the former local shuttle service between these points has been extended at each end and now provides a new direct hourly service between Maastricht and Aachen (Table 473).

ITALY

Only partial information for the new timetable was available as we went to press, although timings of most long-distance trains (those shown with a train number in our tables) have been checked. However, details of local services remain subject to confirmation and travellers are advised to check schedules locally.

One improvement worthy of note is a significantly faster daytime option between Torino and Lecce (Tables 600, 630 and 631). The previous *Frecciabianca* service was routed between Torino and Bologna along the classic line via Alessandria and Piacenza, but now sports an upgraded *Frecciarossa* classification and makes full use of high-speed infrastructure between Torino and Bologna. As a result, the service can now also serve Milano Porta Garibaldi and Reggio Emilia AV. The southbound train has been retimed to depart Torino Porta Nuova at 0920 (previously 0830) and arrives Lecce 1852, roughly the same time as before. The northbound service is over one hour faster, leaving Lecce at 1206 but with the same Torino arrival time of 2140.

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What's new this month (continued from page 560)

SPAIN

Route upgrade work between Antequera and Granada continues at a slow pace and is not now expected to be completed until the summer of 2019. Therefore, Spanish Railways has introduced a temporary direct *Talgo* service between Granada and Madrid via Moreda and Linares-Baeza, timings of which will be found in Table 661.

Many lines in the Bobadilla area were damaged in recent storms and rail replacement bus services are currently running on part or all of the following routes in Table 673: Antequera-Santa Ana – Algeciras, Sevilla – Antequera-Santa Ana – Málaga and Málaga – Ronda. This disruption is expected to continue until February.

Engineering work is currently taking place in a tunnel near Los Corrales between Astorga and Ponferrada (Table 682). The daily *Regional Exprés* from León to Ponferrada, which normally departs León at 1159, has been retimed to depart considerably earlier, at 0625 on Mondays to Fridays and Sundays and at 0705 on Saturdays. The return 1755 departure from Ponferrada is retimed on Sundays to depart at 1715. On certain days buses will replace the train service between Brañuelas and Ponferrada. These arrangements are expected to remain in place until April.

On the island of Mallorca, electrification of the line between Enllaç and sa Pobla has been completed meaning direct services between Palma and sa Pobla are now operating (Table 674). Work to electrify the remaining diesel section, between Enllaç and Manacor, is expected to be completed by the end of the year.

PORTUGAL

The *Linha do Douro* (Table 694) is currently being electrified and there is bus substitution between Caide and Marco de Canaveses. A special timetable is in operation expected to last approximately until the end of February, with six Porto – Régua journeys, two of which extend to and from Pocinho - details are shown on page 562. Since our last edition the *Linha do Oeste* (Table 693) has revised times between Lisboa and Caldas da Rainha, whilst through trains have been restored between Caldas da Rainha and Coimbra in the form of three *IR* trains each way.

SWEDEN

All long-distance trains (those shown with a train number in our tables) have been checked and updated. However, details of most local services remain subject to confirmation and travellers are advised to check schedules locally.

GERMANY

Work to completely rebuild Berlin Ostkreuz station is now complete with more regional services now calling at this important transport interchange and it now appears in the following tables: 58 (Berlin – Wrocław), 832 (Berlin – Kostrzyn), 837 (Wismar – Berlin – Cottbus), 839 (Magdeburg – Berlin – Frankfurt (Oder) – Cottbus) and 847 (Berlin Schönefeld – Berlin – Dessau).

Most services on the long-distance Karlsruhe – Frankfurt – Gießen – Kassel – Hamburg – Stralsund route are now operated by *ICE* trains (Tables 806, 830, 900 and 912).

The city of Gera has joined the InterCity network with three daily services (two at weekends) to Kassel, Düsseldorf or Köln via Weimar (Table 849a). The line between Gera and Weimar is not electrified and so a locomotive change has to be made, although the switch in traction actually takes place at Gotha during a 15 minute stop.

When the high-speed line between Erfurt and Bamberg opened this time last year, *ICE* services between Leipzig and Nürnberg were transferred from the scenic *Saalbahn* to the high-speed route meaning many longer distance journeys via Jena required a change of trains resulting in slower journeys. However, this is no longer the case with a new two-hourly regional service running the complete length of the route. This forms part of a revamp of regional services running north of Nürnberg via Bamberg (Table 875).

A new chord of track has opened between Freising and München Flughafen Terminal enabling a new direct hourly service to be introduced between Regensburg and the airport. All trains also serve Landshut and Freising and timings will be found in Table 892.

Engineering work will once again affect services at various locations around the country during the coming year and we have included a summary of the most significant alterations in a panel on page 369. During lengthy periods of altered timings we do endeavour to include more detail, often with special versions of our tables. In this edition we have provided special versions of Tables 810 and 902 during work on the high-speed line between Berlin and Wolfsburg from January 13 to May 17 (pages 566 to 568). Services running north of Augsburg via Donauwörth will be amended from March 1 to June 23 and we have included a special version of Table 905 on page 569. Readers should look out for other general engineering work warnings in the German section and check their journey plans accordingly as it is not always possible to include full details of timing changes.

AUSTRIA

Austrian Railways has introduced a new *RJX* train category which is allocated to faster *railjet* services.

POLAND

Most of our Polish tables were compiled from an early proof but having started checking the final timetable we have noticed that numerous changes have been made. Unfortunately we have not had time to check all services and so readers are strongly advised to check timings when planning journeys in Poland.

Services in Table 1086 has been recast and now includes two through services between Forst and Wrocław on Saturdays and Sundays, up from just one previously.

CZECH REPUBLIC

The Praha – Plzeň line (Table 1120) now has a new alignment east of Plzeň which is 6 km shorter and saves 11 minutes, benefiting Praha – München trains as well as domestic services. The tunnel section of the new alignment is now the Czech Republic's longest railway tunnel at 4174 metres.

There are major changes in Brno, where trains on the main Praha – Brno – Wien / Bratislava corridor (Table 1150) will once again serve the temporary Brno dolní nádraží (lower station) instead of the hlavní nádraží, which is partially closed and is to be completely redeveloped. Buses will link the two stations, whilst these trains will also call at Brno Židenice, which has tram connections. Trains from Praha via Havlíčkův Brod (Table 1152) will terminate at Královo Pole to the north of Brno, whilst those to Olomouc via Vyškov na Moravě (Table 1156) will serve Královo Pole and Židenice. Trains to Olomouc via Břeclav (Table 1162) will start from the dolní nádraží. Unlike summer 2017 these changes are long term and a new city plan of Brno will be found on page 31 showing the location of the various stations.

The Ústí nad Labem – Děčín – Liberec service has been improved with new early morning and late evening journeys (Table 1115). The addition of an extra page to the Czech section has allowed improvements to be made, although this has required some tables to be renumbered, notably 1155 to 1164 and 1159 to 1162.

SLOVAKIA

Night train 800/1 *Polana* Bratislava – Zvolen – Košice – Prešov (Table 1170) has been diverted to serve Nové Zámky en route. Nové Zámky is also the destination of a new evening through portion from Praha in *EC283*, returning early in the morning in train 870/*EC282* running six days per week (Table 1175).

HUNGARY

In Tables 1250 and 1252 the 1910 Budapest to Sopron *IC* service now has a portion for Szombathely.

CROATIA

Rail services have resumed on the cross-border section of line between Magyorbóly and Beli Manastir with four daily trains operating in each direction between Pécs and Beli Manastir (Table 1345).

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What's new this month (continued from page 561)

BULGARIA

There have been numerous retimings throughout the country, particularly services via Plovdiv and Stara Zagora which for many months were diverted via Dimitrovgrad. However, trains have now returned to the direct route shortening journey times considerably.

ROMANIA

Amongst the many changes are the rerouting of Wien – Budapest – Bucuresti **346/7 Dacia** via Sighisoara instead of Sibiu (Table **1600**). The independent railway companies in Romania are mostly confined to services over fairly short distances but Astra Trans Carpatic has bucked the trend by introducing a Timisoara – Oradea – Satu Mare – Baia Mare service with a journey time of some seven hours (Tables **1614** and **1618**).

ESTONIA

Trains between Tallinn and Pärnu have been withdrawn due to the state of the track on the Lelle to Pärnu section (Table **1890**). Investment could not be justified as the Rail Baltica project will eventually serve Pärnu (planned for the year 2026), whilst the poorly located station at Pärnu could not compete with the regular bus services. It has, however, allowed the Tallinn – Viljandi service to be enhanced, including the addition of one journey each way classified *Ekspress*.

RUSSIA

A weekly Moskva – Toshkent train via Makat and Samarkand has been introduced (Table **1976**). Although the journey is 3 days 7 hours compared to 2 days 18 hours via Aktobe (Table **1975**) it does provide a link between Moskva and Samarkand, popular with travellers exploring the Silk Road.

The Moskva – Lipetsk night train (numbered **29** in both directions) has been withdrawn, in favour of diverting Moskva – Voronezh train **25** via Yelets and Lipetsk (Table **1960**). An unexpected development is the diversion of the Kaliningrad – St Peterburg train (**79/80** in Table **1920**) via Novgorod na Volkhove south of St Peterburg, adding some three hours to the overall journey. Novgorod is a popular tourist destination, listed on the UNESCO list of world heritage sites.

Innovations include a fourth *Lastochka* day train between Moskva and Smolensk (Table **1950**) and a new Samara – Kazan link (train **125** in Table **1993**).

RAIL PASSES

Our feature on rail passes will be found on pages 667 to 673. Changes to the Interrail and Eurail pass schemes from January 2019 will be shown in our next edition. This includes the addition of Lithuania to the countries served by the global pass, and a change to the 7pm rule for overnight travel with flexi passes, whereby the date of departure will have to be written on the pass rather than the following day.

BEYOND EUROPE

In this expanded edition of the European Rail Timetable we have included all eight of our *Beyond Europe* sections. A list of areas covered and their locations within the timetable will be found on page 583. The Africa & Middle East section has been fully updated for this edition whilst only limited updates have been made to the other sections since they last appeared in regular monthly editions.

Services on Morocco's new *Al Boraq* high-speed route between Tanger and Casablanca have been added to Table **4000**. Journey time between the two cities has been dramatically reduced from five hours to just two hours and ten minutes.

In our Israeli section we have created a new table, numbered **4514**, to show schedules on the new high-speed line to Jerusalem Yitzhak Navon station. Currently services only run as far as Ben Gurion Airport but will eventually extend to Tel Aviv. There are no longer any weekday through services between Nahariyya and Be'er Sheva with journeys now requiring a change of trains at Tel Aviv (Table **4510**).

Timings of services on Saudi Arabia's new Haramain high-speed railway from Makkah to Madinah, operated by Saudi Railways Organization, have been added to Table **4620** together with the new sleeper service to Al Jouf operated by Saudi Railway Company.

In Canada, VIA Rail revised its schedules in late November which included alterations to *The Canadian* (Table **9050**). A notable development is an additional summer service that will operate along the Vancouver to Edmonton section of the route. Just after the revised schedules were issued VIA Rail announced that services to Churchill would recommence on December 2, having been suspended since May 2017 (Table **9055**).

AMTRAK also issued revised schedules in November, mainly for its Boston – New York – Washington services although only partial information was available as we went to press (Table **9215**). Brightline, who operate rail services in Florida, have formed a partnership with Virgin and will now be known as Virgin Trains USA (Table **9248**).

Malayan Railways (KTMB) issue frequent amendments to its timetable, the latest being valid from November 18 which have now been incorporated into our tables.

Royal Railways of Cambodia had started running rail services from Phnom Penh to Poipet this summer (Table **6091**), the first time trains had run on this route for many years. Unfortunately, problems with the state of the track and bridges meant the service could not continue. However, the necessary infrastructure upgrades are taking place and it is hoped that services can restart in January.

Season's Greetings from the European Rail Timetable team

We would like to take this opportunity to thank all the operators and correspondents who have kindly supplied information to us this year

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