

## NEWSLINES

Welcome to the Winter 2022/2023 edition of the European Rail Timetable which is the 100th time we have published since taking over running of the timetable from Thomas Cook. Recent years have clearly been very challenging, firstly having to adapt to changes as a result of the United Kingdom leaving the European Union, swiftly followed by the severe effects of a series of pandemic lockdowns and now having to deal with spiralling production costs. However, we are delighted to reach this milestone and we would like to take this opportunity to sincerely thank our loyal readers around the world who regularly purchase our products, many of whom continued to do so throughout the pandemic. We would also like to thank all the operators and correspondents who continue to supply information to us throughout the year. Your continued support will hopefully enable us to publish the timetable for many years to come.

We have managed to include updated schedules for most countries, although there are a few exceptions. As is usual for the Winter edition, we have only been able to update long-distance trains in the Italian section so, if using this edition to plan journeys on regional trains in Italy, please confirm timings before travelling. Updated timings for Slovenia, Croatia, Serbia, Bosnia Herzegovina, Kosovo, Montenegro and North Macedonia were unfortunately received too late for inclusion this month.

As is usual in our seasonal editions, we have included the latest versions of our *Beyond Europe* tables together with our *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. Note that most tourist railway timings in the *Rail Extra* feature are based on the 2022 season, but can still be used for planning future trips. We will include details for the 2023 season in subsequent seasonal editions. Our extended seven-page *Rail Passes* feature will be found at the back of this edition with details of various international and domestic rail passes.

Owing to further rises in the price of paper, we have had to make the difficult decision to increase the price of our printed editions to help us cover rising costs. Unfortunately the paper that we have used since issue one is no longer available as paper mills have been rationalizing paper production over recent months. We have sourced a new paper supply, but this is 34% more expensive than before meaning we have no option but to increase the retail price of individual printed timetables by £2 to £24.99. The paper itself is thinner than used previously so readers may notice a slightly increased level of "show through" between the two sides of each page, but we do not expect this to make reading our tables more difficult (having checked some sample pages printed on the new paper). However, we will monitor the situation and welcome comments from our readers. The cumulative effect of thinner paper does mean that the entire book will be 25% less bulky than before! To help cover other production costs we will also be increasing the price of individual digital editions by £1 (to £12.99) on January 1, this being the first digital edition price increase since we launched this format in 2016. The decision to increase prices has not been taken lightly and has been kept to a minimum so as to simply cover these increased costs. However, it is the only viable way for us to continue producing our content in printed format.

### RAIL MAP EUROPE

The third edition of our popular Rail Map Europe sold out recently and the opportunity was taken to update the map further before ordering new stock. The revised edition is now available for purchase on our website or through bookshops that stock our products, a list of which can be found on page 29.

### INTERNATIONAL

Eurostar has reduced the gate closing time at Paris, Lille and Brussels from 45 to 30 minutes before departures. Therefore we have reduced the minimum time for cross-Paris connections to 105 minutes and 45 minutes at Brussels and Lille. Please consult the panel on page 47 for a summary of recommended check-in times at Eurostar stations.

**Table 10a:** P & O Ferries has reduced the number of services between Dover and Calais on which foot passengers can travel to just three daytime sailings in each direction. Travellers must pre-book and arrive 90 minutes before sailing time. In addition 60 minutes is recommended for travel between the railway station and port in both Dover and Calais and disembarkation from the ferry will only be allowed 30 minutes after arrival in port! All of these conditions has resulted in just a single rail-sea-rail journey option in each direction between London and Paris.

**Table 13:** French Railways is operating two daily TGV services between Paris and Barcelona with a third running in high Summer. However, AVE 9743/9736 Barcelona – Lyon and AVE 9731/9724 Madrid – Barcelona – Marseille have been withdrawn.

**Table 17:** Eurostar has announced that its London – Marne la Vallée – Chessy (station for Disneyland) service will be withdrawn from June 6.

**Table 18:** Thalys timings have been fully updated and are valid until July 15.

**Table 40:** Lyria services between Paris and Zürich are mostly unchanged, apart from train 9230 which departs Zürich for Paris one hour later than before the timetable change, at 1834.

**Tables 45 and 46:** With the continuing suspension and unlikely return of Hotel trains 313/310 *Surex/Sud Expresso* Hendaye – Lisboa and 335/332 *Lusitania* Madrid – Lisboa, it has been decided to delete Table 45 and introduce a revised Madrid – Lisboa Table 46 showing the improved journey options between the two capital cities by rail via Badajoz.

**Table 54:** A second overnight service between Praha and Zürich (EN 459/458) has commenced which is routed via Dresden and Leipzig and conveyed on the rerouted Berlin – Zürich *nightjet* service 409/408. The Hamburg – Zürich service (NJ 470/401) is retimed, arriving and departing Zürich one hour later than previously.

**Table 56:** Train 68 *Kyiv Ekspres/Kiev Express* Warszawa – Kyiv arrives the Ukrainian capital over one hour later. All Russian services have now been deleted from this table, making room for a sixth EuroCity train pair between Berlin and Warszawa (numbered 47/46) which will be introduced from March 12. The resulting reduction in notes on page 70, has allowed us to move the Berlin – Gdynia Table 51 to this page (which has been renumbered 57).

**Table 60:** Various changes have occurred on the Hamburg – Berlin – Praha – Budapest axis. EC 173/172 Hamburg – Budapest has resumed calling at Praha hlavní nádraží and Pardubice. EC 177/176 Hamburg – Berlin – Praha has been cut back to only run between Berlin and Praha. EC 179/178 Berlin – Praha is extended to Rostock. RJ 257/256 Berlin – Děčín – Praha – Wien – Graz no longer runs in Germany, starting/ending its journey at Děčín (and is renumbered 259/258).

**Table 62:** EN 414 Zagreb – München – Stuttgart (see also Table 65 below) departs nearly two hours earlier and is combined with train EN 40414 Zagreb – Zürich between Zürich and Schwarzach St Veit. Similarly, in the reverse direction EN 50237 Stuttgart – Zagreb joins with EN 40465 Zürich – Zagreb from Schwarzach St Veit and arrives Zagreb over two hours later than before.

**Table 65:** EN 50237/50462 *Kálmán Imre* München – Budapest, which also conveys cars to and from Venezia (Table 70), Zagreb and Rijeka (Table 62), has been extended from and to Stuttgart. This makes connections from and to Paris and London much easier.

**Table 70:** NJ 40295/40235 München – Milano was originally planned to be extended to Genoa from the timetable change, but has now been extended even further to La Spezia. The Wien – Milano cars NJ 235/233 are similarly extended, and call at Milano Rogoredo instead of Porta Garibaldi (Table 88).

**Table 75:** A seventh München – Zürich EuroCity service has been introduced, running once a week from March to October (departing Zürich on Fridays and returning from München on Sundays).

**Table 78:** New independent operator European Sleeper, who intend to run an overnight service Brussels – Amsterdam – Berlin – Praha are now focusing on a launch date in 2023.

**Table 82:** EC 35 Genève – Milano has been extended to Venezia while EC 37/47 Genève – Venezia now terminates at Milano. EC 307 Zürich – Milano – Venezia and EC 311 Zürich – Milano – Bologna have switched their final destinations. In the reverse direction EC 308 now starts from Bologna (instead of Venezia), EC 310 now starts from Venezia (instead of Genova) and EC 326 starts from Genova (instead of Bologna).

**Table 92:** The Praha – Rijeka/Šplit Table 83, which was previously located out of numerical order on page 66, has been found a new permanent home on page 84 and has been renumbered 92.

**Table 99:** A second direct daytime service between Praha and Kraków has been created by extending existing Train 301/300 *Galicja* Kraków – Katowice – Ostrava to Praha, conveying the renumbered 213/212 cars in the Warszawa – Praha train 113/112.

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## GREAT BRITAIN

The east-west cross-London Elizabeth Line is now fully open with frequent services now operating between central London and Heathrow Airport Terminals 4 and 5 (Table 100).

The Central Wales Line timetable between Shrewsbury and Swansea has been completely recast with the Saturday service now very similar to timings on Mondays to Fridays. An additional service in each direction has also been added in each direction on weekdays. The Sunday service remains at two journeys each way (Table 146).

Transport for Wales has introduced several loco-hauled trains on its Cardiff to Manchester service (Table 149). As with the established loco-hauled services between Cardiff and Holyhead, these trains also convey first-class seating and enhanced catering (including a meal service for first class passengers). However, there will be fewer through services from Manchester to stations beyond Cardiff, such as Swansea and Carmarthen.

Avanti West Coast has amended the station calling patterns of many of its services. The London to Manchester route regains three services per hour but with amended timings and extra stops en route including Milton Keynes, Rugby, Nuneaton and Stafford (Table 152). This means Nuneaton now enjoys a regular Avanti West Coast service throughout the day for the first time in many years. Trains between London and Liverpool now call at Milton Keynes instead of Stafford for most of the day (Table 151). On the London to Birmingham route there are now two services per hour each way for most of the day with extra trains running at peak times (Table 150). The usual pattern is one fast train an hour just calling at Coventry and Birmingham International with the other service making additional calls at Watford, Milton Keynes and Rugby, before heading to Coventry, Birmingham, Wolverhampton and stations further north. Note that the through services to/from the north have some rather long station stops at Birmingham New Street.

Most Avanti West Coast services between London and North Wales have been reinstated (Table 160). These trains now call at Stafford instead of Milton Keynes. Also in Table 160, Transport for Wales has added additional late evening and Sunday afternoon through services between North Wales and Manchester Airport.

Table 188 has been expanded to show all TransPennineExpress services via Leeds including services to and from Hull previously shown in Table 188a. Changes include the extension of services between Hull and Manchester to Liverpool and the reinstatement of through services between Manchester and Scarborough every two hours (trains continue to run hourly between York and Scarborough). The hourly Manchester Airport to Redcar service is extended to Saltburn.

TransPennineExpress has extended its Cleethorpes to Manchester service to Liverpool Lime Street via Warrington throughout the day (Table 193).

In Scotland, a new station serving Inverness Airport has opened on the Inverness to Aberdeen line (Table 225).

## FRANCE

An additional return pair of *Intercités* trains has been introduced on the Nantes – Nevers – Lyon route, increasing the service to three return pairs per day (Tables 289 and 290).

Engineering work in Table 325 continues until the end of March with rail services between Montréjeau and Tarbes replaced by buses.

## NETHERLANDS

Nederlandse Spoorwegen (NS) has announced that it will no longer produce timetables in pdf format on its website with travellers encouraged to plan journeys on its website journey planner or NS-app. This decision has made it much more difficult to compile the Netherlands section, but we have managed to make all the necessary updates, albeit with a few reductions in the number of trains shown. To improve reliability on the network, NS is running fewer trains on certain lines, but will be operate longer trains on its busiest routes.

## SWITZERLAND

Two through services in each direction between Genève and Chur via Zürich have been introduced on Saturdays and Sundays (Tables 505 and 520). These are regular Genève – Zürich *IC* services which are extended to run to/from Chur instead of St Gallen (a replacement *IC* service runs between Zürich and St Gallen at weekends).

The first ever through rail services between Interlaken and Montreux will run from December 11 using brand new dedicated rolling stock which is able to change gauge en route. The section of line between Interlaken and Zweisimmen is standard gauge, whilst the tracks between Zweisimmen and Montreux are metre gauge so, until now, passengers have always had to change trains at Zweisimmen. Branded *Golden Pass Express*, one through journey in each direction will run until June 10, with three additional return journeys planned from June 11. As well as first and second class accommodation, trains will also convey 18 luxurious *Prestige* class seats (which can be heated and rotated to always face the direction of travel). All coaches have large panoramic windows so that passengers can fully enjoy the wonderful scenery on offer. The number of seats on each train is limited, so advance reservation in first and second class is highly recommended (although not compulsory). Reservation for *Prestige* class seats is compulsory and requires payment of a CHF35 supplement on top of the first-class fare. Timings of the new service will be found in Tables 563 and 566.

Work to convert the Bulle – Broc branch line from narrow to standard gauge is now complete. As a result, Transports Publics Fribourgeois (TPF) has introduced a new regular half-hourly through service Broc – Bulle – Romont – Fribourg (with one service each hour extended to Bern). The service on TPF's narrow gauge line between Montbovon and Palézieux via Bulle has also been revised with a regular hourly through service along the entire route (with a half-hourly service on the Gruyères – Bulle - Palézieux section on Mondays to Fridays). The new timings will be found in Table 568.

In eastern Switzerland, the line between Altstätten and Buchs will be closed to rail traffic from February 27 to October 29 so that route upgrade work can take place. Rail replacement buses will operate during the closure and a special version of Table 534 will be found on page 561 with the revised timings.

## ITALY

Due to the late availability of confirmed timings, only selected long-distance *FR, FA, FB, EC, IC* and *RJ* trains have been updated in this edition. All regional trains (those without a train number) and *Italo* high-speed services should be regarded as subject to confirmation. Please check the top of each page for information about which trains have been updated. We will start the process of rechecking the whole Italian section as soon as we receive confirmed timings.

## SPAIN

Additional *iryo* services between Madrid and Barcelona will be introduced from January 2 with further services added from February 10 (Table 650). *iryo* plans to expand its Spanish network further with the introduction of high-speed services between Madrid and València, followed by journeys from the Spanish capital to both Sevilla and Málaga. With the introduction of *iryo* services between Madrid and Barcelona on November 25, there are now four high-speed operators (RENFE, *avlo*, *Ouigo* and *iryo*) between Madrid and Barcelona, each offering journey times of 2 hours 30 minutes.

The through *Alvia* service from Vigo (622/621) and A Coruña (626/625) to Barcelona has commenced running on the high-speed line between León and Burgos. However, the resulting 27 minute journey time reduction is negated by delays caused by engineering work beyond Monforte de Lemos. The Salamanca portion (numbered 632/631) now detaches at Miranda de Ebro instead of Burgos (Tables 650a, 654, 680, 681, 682 and 689).

The departure time of *AVE* service 3942/3992 from Barcelona to both Sevilla and Málaga is advanced by 30 minutes to 1515 (Table 660).

*AVE* and *avlo* services between Madrid and València have been recast with numerous timings alterations, train number changes and the addition of more services. For example, *Alvia* 4110 Gijón – València runs nearly 60 minutes later than before. Services will again be amended from January 23 when most Madrid – València *AVE* and *avlo* services switch from Madrid Puerta de Atocha to Madrid Chamartín. Included in these changes is a new direct *AVE* service (numbered 5080/5171) between Burgos and València formed by joining two existing services: Burgos – Madrid and Madrid – València (Tables 668 and 689). The amended service from January 23 can be found on a special version of Table 668 on page 560.

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## SPAIN

The *Avant* high-speed shuttle service Sevilla – Granada/Málaga has been recast (Table 673).

With the improved rail connections between Spain and Portugal via Badajoz, we have taken the opportunity to expand Table 677 to include connections to and from Porto.

*IC* train **4179/4088** has been reinstated between Madrid and Ponferrada, running six times a week in each direction (Table 681).

Electrification conversion work from 3kV DC to 25kV AC between Ourense and Monforte de Lemos has necessitated the temporary closure of the route until July with rail replacement buses operating between the two stations. The result of this work will be to match the power supply of the ongoing 25kV AC electrification of the route between Monforte de Lemos and Lugo (Table 682).

## GERMANY

The new timetable sees the partial opening of the new high-speed line between Stuttgart and Ulm. The 60 kilometre section between Wendlingen and Ulm is now fully operational with many *ICE* services utilising the new infrastructure. Trains use existing lines between Stuttgart and Wendlingen and gain access to the new line via a new chord of track. The maximum permitted speed on the new line is 250 km/h and this will enable a journey time reduction of approximately 15 minutes between Stuttgart and Ulm. Note that *EC*, *IC* and certain *ICE* services will continue to use the traditional route – we have indicated in Table 930 which services operate via the new line. Extra trains have been added on the key Stuttgart to München corridor with two or three trains an hour now available during most of the day with a fastest journey time of just under two hours. A further extension of the line is still under construction between Wendlingen and the new underground station at Stuttgart Hbf. Both the new station and high-speed line extension are expected to open in 2025.

In addition to faster long-distance services, an hourly regional service (operating at up to 200 km/h) has also been introduced between Wendlingen and Ulm via the new line, also serving a new intermediate station named Merklingen-Schwäbische Alb. As a result, Wendlingen station has been added to Table 936 (on the route between Stuttgart and Tübingen) and timings of the new high-speed regional service have been included in a footnote. Not only does this new service provide a cheaper and faster regional alternative between Stuttgart and Ulm, but also a much improved option between Tübingen and Ulm, both requiring just a simple change of trains at Wendlingen.

A number of *ICE* services on the Köln – Frankfurt Flughafen – Basel corridor now extend from/to Hamburg via Bremen. This provides enhanced through journey options for cities along the route, including more direct journeys to and from Frankfurt Flughafen.

A number of routes centred on Berlin have seen a change in operator. The DB Regio operated Rostock – Berlin – Elsterwerda route has been split at Berlin with Ostdeutsche Eisenbahn now running the southern section between Berlin and Elsterwerda (Table 835). The Wismar – Berlin – Cottbus route, previously operated by Ostdeutsche Eisenbahn throughout, has also been split at Berlin with DB Regio now operating the Berlin – Cottbus section (Table 837). Ostdeutsche Eisenbahn have also taken over running of the entire Magdeburg – Berlin – Frankfurt (Oder) route (Table 839).

In southern Germany, Go Ahead Bayern has expanded its route network having taken over operation of the group of lines from München to Ulm (Table 930), Aalen via Donauwörth (Table 926) and Würzburg via Treuchtlingen and Ansbach (Table 905a). The latter two routes now provide through services from and to München every two hours (running combined between München and Donauwörth).

Engineering work will once again result in various changes to services throughout the coming year. The most significant is the temporary closure of the high-speed line between Fulda and Kassel from April 1 to December 9 which will result in some major alterations to many long-distance services. As a result, timings currently shown in the German section are only valid to March 31. From April 1 all services which normally use the Fulda to Kassel line will be diverted via alternative routes resulting in considerably extended journey times. Many service routings will also be significantly altered, including a number of international routes which normally run from Switzerland to Hamburg and Berlin. To help readers plan journeys from April 1 we have included advance versions of Tables 850, 900 and 902 with timings valid from April 1 to May 26 and these will be found on pages 566 to 570.

In northern Germany, a 15 kilometre stretch of line between Rostock and Rövershagen will be closed from March 4 to April 14 affecting journeys between Rostock and Stralsund. A special version of Table 830 will be found on page 561 with amended timings during this period.

The line between Dessau and Bitterfeld will be partially closed from January 28 to April 21 affecting regional services in the area. Rail replacement buses will run between Dessau and Wolfen and the amended schedules will be found in a special version of Table 848 on page 562.

There are numerous other changes planned during the summer and autumn, details of which will be highlighted in later editions. The changes do make it difficult for us to show extended timetable periods meaning the German section will be published in four periods this year as follows (including the editions in which they will appear):

- December 11 - March 31 (Winter, January, February and Spring)
- April 1 - May 26 (April and May)
- May 27 - September 11 (Summer, July and August)
- September 12 - December 9 (Autumn, October and November)

## AUSTRIA

Westbahn has introduced three return journeys Wien – Salzburg – Innsbruck, timings for which feature in Tables 950 and 951. To provide space for these trains in Table 951 we have moved the München – Innsbruck trains to a new dedicated table, numbered 953.

Two additional *IC* services have been introduced on the Graz to Linz route meaning there are now four through trains between Austria's second and third largest cities on most days (Tables 974 and 975). Also in Table 975, the Sundays only *D* 615 from Schwarzach to Graz now starts from Salzburg on a daily basis as *IC* 615, providing a useful late evening option between Salzburg and Graz.

On the Wien to Villach route, an additional daily *IC* train in each direction has been added to the schedules. Southbound train 735 departs Wien Hbf at 0918 while new northbound service 730 departs Villach at 0613. The previous Fridays only *IC* service from Wien at 1525 and Sundays only train from Villach at 1613 both now run on a daily basis as trains *IC* 831 (now departing 1518) and *IC* 830 respectively.

## POLAND

All Russian services have been deleted from the Polish tables.

*IC* 31100/13000 *Hańcza* Kraków – Warszawa – Białystok – Suwałki has been extended across the border to Mockava (in Lithuania). A direct connection at Mockava is available to Kaunas and Vilnius (see also the Lithuanian news item). Train 142/141 *Balti* Białystok – Suwałki – Kaunas has been withdrawn (Table 1042).

## CZECH REPUBLIC

*RJ* 259/258 *Vindobona* and *EC* 253/252 *Hungaria* will continue to call at Praha Holesovice until June 30 (Table 1100). Note that *Vindobona* now only runs Graz – Praha – Děčín, no longer serving Dresden and Berlin.

Two pairs of trains between Praha and České Velenice are extended to and from Wien Franz-Josefs-Bahnhof and are named *Silva Nortica* (Tables 990 and 1130). Note that trains in Table 1130 no longer serve Praha Holešovice station.

Due to on-going engineering work Table 1150 is valid until June 30. Regiojet now run three pairs of trains per day to and from Flughafen Wien Schwechat – two pairs will run from and to Praha with the third pair running from and to Brno.

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## SLOVAKIA

Through services between Bratislava and Banská Bystrica were restored in November and the service now runs every two hours during the day. The *Gemeran Pol'ana* has been cut back to only run Nové Zámky – Košice – Prešov and renamed *Pol'ana*, but please note that as we closed for press the Košice to Prešov section was still to be confirmed (Table 1170).

Services in Table 1172 have been split with trains now running Nové Zámky – Nitra, Nitra – Topoľčany and Topoľčany – Prievidza. A few direct Nové Zámky – Trnava trains run on Mondays to Fridays (running daily between Nitra and Trnava). The Topoľčany – Prievidza service is now shown in Table 1181.

Services in Table 1180 are almost entirely recast. The two-hourly Bratislava – Košice *Ex* trains are accelerated by making fewer calls between Bratislava and Žilina, with the skipped stations being served by a new two-hourly Bratislava – Trenčín local service (owing to space constraints these trains are currently shown in a panel at the bottom of page 493). The infrequent *IC* services between Bratislava and Košice are accelerated slightly but the number of trains remains the same.

Former Table 1177 has been moved and renumbered 1181. Services between Bratislava and Prievidza now serve Bratislava's Nové Mesto station instead of Hlavná and are reduced in number at weekends. Nitra services now run only from and to Trnava (where there are connections from and to Bratislava). Some Nitra services continue to Nové Zámky on Mondays to Fridays (see entry above).

Services on all routes in Table 1182 have been simplified and now run either hourly or every two hours. As a result we are now able to show the narrow gauge Tatranská električná železnica (Tatra electric railway) Poprad Tatry – Starý Smokovec – Tatranská Lomnica/Štrbské Pleso and the connecting Štrbské Pleso – Štrba rack railway in tabular form. Weekend services from Stará Ľubovňa to Lipany and Košice have been moved to Table 1196.

Long distance trains in Table 1190 are accelerated slightly and now call at Fil'akovo zastávka instead of Fil'akovo. All Rimavská Sobota services now start from and terminate at Jesenské.

## HUNGARY

Most *IC* routes now have additional or extended services during the evening.

Tables 1220, 1225 and 1232 are valid until May 14, after which additional summer only trains will commence operation. These services will be shown in the Spring and Summer editions.

In Table 1230, local trains Veszprém – Ajka – Celldömök no longer continue to Szombathely. However, there are good connections with other local trains between Celldömök and Szombathely.

A new direct hourly *IR* service has been introduced between Budapest and Gyöngyös, replacing the previous service which required a change at Vámosgyörk. This new service increases the frequency of Budapest – Hatvan – Vámosgyörk trains to half-hourly (Table 1258).

All *IC* trains to and from Budapest Keleti in Table 1260 now call at Hatvan.

*IC* trains between Budapest Nyugati and Miskolc no longer call at Püspökladány (Table 1270). Slower trains in Table 1270 are recast with an hourly Budapest – Debrecen *IR* service and a local train service Debrecen – Záhony. Some *IR* trains do operate as through services Budapest – Nyíregyháza or Záhony, however owing to limited page space we are currently unable to show where this occurs. As a result of these changes, Table 1271 is abolished as the services can now be accommodated in Table 1270.

## UKRAINE and MOLDOVA

An additional daily train pair between Kyiv and Przemysl has been introduced meaning there are now four daily return services on this route (Table 1700).

Two pairs of daily trains have been introduced on the cross-border line from Rakhiv to Valea Vişeuului (in Romania) which has been closed since April 2006 (Table 1710). Timings are still to be confirmed. Note that Valea Vişeuului has also been added to Romanian Table 1660.

In Table 1715, a number of trains call additionally at Chop.

A new train between Kyiv and Chisinau runs every other day and calls at Ungheni for connections from and to Iaşi in Romania (Table 1720).

## LITHUANIA

LTG Link has revised the timings of most trains in Lithuania and has introduced a daily Vilnius – Kaunas – Mockava train which has connections to and from Kraków via Warszawa (Tables 1809 and 1811).

## BEYOND EUROPE

### AFRICA

Kenya: The frequency of the Nanyuki Safari train (Nairobi – Nanyuki) has increased from once to twice per week (Table 4310).

Tanzania / Zambia: *Tazara* services in Table 4330 between New Kapiri-Mposhi and Dar es Salaam resumed on October 18 following a period of suspension to allow for the repair of a bridge.

### SOUTH-EAST ASIA

All South Korean tables have been fully checked and updated.

A new section covering Taiwan has been included for the first time (Tables 7750 – 7765).

From January, long-distance trains in Thailand are expected to move their Bangkok terminal call from Hua Lamphong to the new Bang Sue Grand station.

### UNITED STATES OF AMERICA

A single daily return service between Seattle and Vancouver has been reinstated (Table 9315). Other journeys between these points are still offered by Amtrak *Thruway* buses.

In late September 2022, passenger services between San Clemente and Oceanside were suspended due to infrastructure damage caused by storm surges where the railway runs along the coast. Amtrak *Pacific Surfliner* trains are currently terminating at either Irvine or San Juan Capistrano with bus connections from Irvine to Oceanside from where trains continue to San Diego (Table 9322). Metrolink trains are terminating at Laguna Niguel on weekdays (although note that the last station we show is Irvine) and at San Clemente at weekends. This also affects Metrolink services in Table 9362. Normal service is currently expected to resume in February 2023.

Metrolink's new *Arrow* service between San Bernardino and Redlands commenced on October 24 and we have included this in a new Table 9364. One pair of trains between Redlands and Los Angeles operates on Mondays to Fridays, details of which can be found in Table 9358.

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