

What's new this month

WELCOME

This edition of the *European Rail Timetable* covers schedules up to the next Europe-wide timetable change on December 9. Most European railways will introduce revised schedules from this date and these will be shown, where possible, in the expanded Winter edition. Pre-orders for the Winter edition can now be made and the printed version will be available for dispatch from Wednesday December 12.

As well as a final few updates to current rail schedules, this month we have included advance versions of all our international tables valid from the December timetable change and these will be found in our Winter International Supplement on pages 581 to 620. A summary of the key changes are included in this news section.

SPAIN

The AVE series 100 high-speed trains have had their maximum operating speed reduced from 300 km/h to 270 km/h. These trains were introduced in 1992 following the opening of Spain's first high-speed line between Madrid and Sevilla and funds have now been allocated to update the operating equipment. During the upgrade programme the trains will run at the lower maximum and, as a result, journey times between Madrid and Alacant have been extended by six minutes (Table 668).

GERMANY

Table 867 has been updated with the winter schedules of the Harz narrow gauge network valid from December 1. Please note that most of the system will be closed for annual maintenance from November 5 to 30 (with only a limited service operating between Wernigerode and Brocken). In addition, a reduced service will be in operation on the Quedlinburg – Gernrode – Eisfelder Talmühle section on certain dates in December. We are not able to show the amended schedules so readers intending to visit the railway at this time of year are advised to check timings beforehand.

RUSSIA

Following a referendum, the Volgograd area is changing its time zone from October 28 to be the same as neighbouring Saratov, and will now be in the UTC + 4 zone rather than UTC + 3. Since train times in Russia are now shown in local time rather than Moscow time, this results in departures from Volgograd being one hour later, and the various tables in which Volgograd appears have been changed.

BEYOND EUROPE

This month's Beyond Europe section covers North America and will be found on pages 566 to 579.

There have been major alterations to Amtrak's *Pacific Surfliner* services shown in Table 9320. The changes have also had an impact on Metrolink services in Table 9354.

Amtrak's *Empire Service* trains have reverted back to using New York Penn Station (Table 9210).

Brightline services, which we show in Table 9248, have increased to almost hourly on weekdays and every two hours at weekends.

Greyhound Canada has withdrawn all services in Northern Ontario (west of Sudbury), Manitoba, Saskatchewan and Alberta. In addition, it will no longer operate in British Columbia except for one route between Vancouver and Seattle operated by Greyhound USA. Red Arrow provide services between Calgary and Edmonton and these have been added to Table 9090, replacing the withdrawn Greyhound buses previously shown in this table.

WINTER INTERNATIONAL SUPPLEMENT

Table 18 (Winter) – The remaining Amsterdam – Lille Thalys services will be withdrawn from December 9, being replaced by additional services between Paris and Amsterdam. New departures from Paris will be available at 1125 (Mondays to Thursdays) and 2025 (daily except Saturdays) whilst southbound departures from Amsterdam will also be 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 (Winter) – Thalys service **9403** (previously **9401**) Paris – Brussels – Köln – Essen will be retimed to depart Paris 12 minutes later (at 0613) and will run combined with the retimed Thalys service **9303** Paris – Brussels – Amsterdam between Paris and Brussels. **9403** will terminate at Köln from the timetable change.

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 also offer an additional Sunday service from April 7 running from Frankfurt (departing 2016) to Brussels (arriving 2335).

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

Table 44 (Winter) – Thello **220** Venezia – Milano – Paris will depart 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 (Winter) – Services between Berlin and Warszawa will continue to be diverted via Inowrocław until June 9.

Tables 60 and 99 (Winter) – Austrian Railways will introduce a new *nightjet* service **457/456 Metropol** between Berlin and Wien/Budapest operating via Frankfurt an der Oder, Wrocław, Chalupki and Bohumin. The service will also convey through 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 routeings may like to know that, after being detached at Racibórz, the Berlin – Przemyśl through car will retrace 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 will also provide a useful day trip option from Wrocław to Berlin.

EC 270 Budapest – Bratislava – Brno will be extended to Praha.

Table 61 (Winter) – The Budapest – Timișoara service **TRAIANUS** will be extended to București.

Table 64 (Winter) – A new direct daytime service between Berlin and Wien will be introduced. **ICE 93/92** Berlin – Nürnberg – Wien will run daily and utilise the high-speed infrastructure between Halle and Nürnberg. This means that German and Austrian capitals will be linked by brand new day and overnight services!

Table 65 (Winter) – An additional pair of trains, numbered **143/144**, will run between Wien and Budapest created by the extension of trains **363/362** Cluj Napoca – Budapest (shown in Table **1275**) through to Wien.

Table 75 (Winter) – **EC 193/192** München – Zürich – Basel will be withdrawn.

Table 86 (Winter) – **RJX 167** Zürich – Wien will be extended to Bratislava, whilst in the opposite direction **RJX 160** will start from the Slovak capital.

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

From April 13, 2019 **EC 105/104 Sobieski** Wien – Warszawa – Gdynia will convey a portion with 2nd class seats to and from Kraków.