

INTERNATIONAL

Engineering work taking place a few kilometres north of Paris Nord on November 25 and 26, will result in extended journey times for Eurostar services (Table 10).

International services no longer run between Bulgaria and Greece via Kulata, so this border crossing has been removed from Table 61. Note that direct bus services operate between Sofia and Thessaloniki and the latest timings will be found in Table 1460.

Routes heading south from Beograd to Thessaloniki and Sofia have been removed from Table 62. Timings for these international services are shown in Table 1380, but are currently suspended.

GREAT BRITAIN

The temporary closure of the Cambrian Coast Line, to allow the latest phase of repair work to take place on the iconic Barmouth Viaduct, has been extended to December 1. All services between Machynlleth and Pwllheli are currently operated by bus and amended timings will be found in a special version of Table 148 on page 578.

FRANCE

As a result of a severe landslide in late-August, the line between St Michel-Valloire and Modane is currently closed. This is part of the key international rail route between France and Italy which means all direct high-speed services via Modane are currently suspended. Regional services between Chambéry and Modane are replaced by bus over the affected section. A special version of Table 367, with amended timings which are expected to remain in place until at least October 29, will be found on page 230. Readers intending to travel between France and Italy are advised to travel via either Nice or Switzerland, although trains on these routes are expected to be busier than usual until the line via Modane reopens.

SWITZERLAND

Following the freight train derailment in the Gotthard Base Tunnel on August 10, a temporary timetable has now been fully implemented. As reported in our news item last month, all passenger trains are currently diverted via the classic route with journey times extended by approximately one hour. Table 550 has been fully updated with the amended timings which will remain valid until the end of the current timetable period, on December 9. As we closed for press it was still unclear when the tunnel will fully reopen to passenger services.

SPAIN

The current engineering work taking place between Madrid and Sevilla will be completed by October 16 and, from the following day, high-speed *Alvia*, *avlo*, *AVE* and *iryo* services will be recast. Barcelona – Sevilla and Barcelona – València services will also be retimed from the same date. Timings shown in Table 660 are those valid from October 17 and so readers are advised to consult earlier editions for journeys until October 16.

Following last month's content changes, including the expansion of some Spanish tables, there is now room in Table 660 to include station calls at Villanueva de Córdoba-Los Pedroches in the main table (rather than indicated within footnotes).

The high-speed *Avant* timetable from Granada to Málaga and Sevilla has been completely recast with all services now calling at Antequera AV station. It also sees the reinstatement of the fourth service between Granada and Sevilla which had been suspended since the start of the pandemic. Table 678a has been updated with the revised schedules.

NORWAY

Many lines in Norway were disrupted by storms in early August, most of which are now operating normally again. However, the section of the *Dovrebanen* between Lillehammer and Dombås was severely damaged in a number of locations and will, unfortunately, take several months to repair. As a result, and for the foreseeable future, rail replacement bus services operate between Lillehammer and Dombås with extended journey times. We have updated Table 785 with the current schedules.

Although the alternative route to Trondheim via Røros is open, it only has limited capacity and freight trains are having to be diverted this way. As a result, only a limited rail passenger service can operate via Røros with other services provided by bus. Table 784 has been updated with the latest available timings.

GERMANY

Work on the Schlei Bridge, between Eckernförde and Süderbrarup, is taking longer than originally planned meaning the current bus/rail timetable shown in Table 824 will continue until the end of the current timetable period, on December 9.

FERRIES

P&O Ferries have doubled, from three to six, the number of daytime ferries between Dover and Calais that foot passengers are permitted to use (Table 2110). However, overall journey opportunities between London and Paris via this route remain the same (Table 10a). Foot passengers are still not allowed to board overnight services.

Early in September, ferry company Holland Norway Lines filed for bankruptcy meaning all future sailings between Emden and Kristiansand are cancelled (Table 2230). Around 75,000 passengers have been impacted and they are advised to check the Holland Norway Lines website for further information regarding claims for refunds.

WINTER INTERNATIONAL SUPPLEMENT

Our **Winter International Supplement** will be found on pages 592 to 602 with advance versions of selected international tables valid from the December timetable change. The supplement will be expanded and updated further in the November digital edition as more information becomes available. A summary of expected changes are outlined below.

Table 22 (Winter): The *InterCity* service between Amsterdam and Berlin will be recast.

Table 60 (Winter): *NightJet 457/456* Berlin – Graz (including *NightJet 40457/40476* through cars Berlin – Budapest) will be diverted via Dresden and Praha instead of via Wrocław and Bohumin.

Table 61 (Winter): A new daytime *EuroCity* service (*EC 121/120*) is proposed between Wien and Timișoara.

Table 65 (Winter): *EN 347/346 Dacia* Wien – Budapest – București will be retimed between Wien and Budapest enabling a new *EuroCity* service to run in the vacated train path.

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

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

Table 75 (Winter): *EC 195/194* München – Zürich will start running daily meaning there will be seven daily trains in each direction between the two cities.

Table 82 (Winter): Train *EC 150* (renumbered from *EC 52*) Milano – Frankfurt will be diverted to run via the Gotthard Base Tunnel, instead of using the Lötschberg route via Brig (although following the temporary closure of the Gotthard Base Tunnel to passenger services, this change may be postponed to a later date). Note that the equivalent southbound service, *EC 151* Frankfurt – Milano, already operates via the Gotthard route and will remain unchanged.

Table 99 (Winter): A new daytime *EuroCity 103/102* between Kraków and Wien will be introduced together with a new overnight *EN 407/406* München – Wien – Kraków – Warszawa. However, the through cars between Graz and Warszawa will be withdrawn.