

NEWSLINES

This edition of the European Rail Timetable includes the latest updates to current rail schedules together with an 11-page Winter International Supplement with advance versions of selected international tables valid from the next timetable change on December 11. It will be found on pages 569 to 579 and will be expanded and updated further in the November digital edition as more information becomes available.

INTERNATIONAL

Train **492** Halkalı – Sofia has been retimed to depart Halkalı 60 minutes earlier, at 2045 (Table **61**). We are still awaiting confirmation of timings of international services between Turkey and Bulgaria following the upcoming European clock change on October 30.

GREAT BRITAIN

In last month's edition, the Cambrian Coast Table **148** shows all services on the Machynlleth – Pwllheli route being operated by bus from September 12 to allow further restoration work to take place on the iconic Barmouth Viaduct. Network Rail has indicated that rail services will be able to return to the route for a four week period from October 16 to November 13 before a further closure period is implemented from November 14 to December 10 when alternative bus services will once again be provided. Further closure periods are expected during 2023.

FRANCE

In 2022 and 2023, SNCF Réseau is continuing work to modernize the railway line between Toulouse and Tarbes. The latest works require the closure of the line between Montréjeau and Tarbes from October 17, 2022 to March 31, 2023. Replacement bus services will operate between Montréjeau and Tarbes during this period and Table **325** has been updated with the amended schedules.

Timings of the recently introduced regional service between Avignon and Pont Saint Esprit have been confirmed. Two trains in each direction have been extended to run from and to Nîmes (Table **357**).

SPAIN

iryo, a consortium between Operador Ferroviario de Levante, Globalvia and Trenitalia, will start running high-speed services between Madrid and Barcelona from November 25 using ETR1000 trains (Table **650**). Initially, six trains will operate in each direction Mondays to Fridays with five running each way on Saturdays and Sundays. The operator also plans to run services between Madrid and València from December 15.

Media Distancia and *Regional Expres* services between Cerbère/Portbou and Barcelona Sants are terminating at Barcelona Sant Andreu Comtal until December 10 due to engineering work. As a result, Barcelona Passeig de Gràcia has been temporarily replaced in the station bank by Barcelona Sant Andreu Comtal (Table **657**).

The direct *AVE* service between Sevilla and València is restored from October 7 but will no longer call at Ciudad Real (Tables **660** and **668**).

From September 5, Spanish Railways reinstated all pre-pandemic *Media Distancia* services on routes between Antequera-Santa Ana and Algeciras, Málaga and Sevilla (Table **673**) and between Córdoba and Cádiz (Table **671**). Most *Avant* services between Málaga and Sevilla via Córdoba have also been restored (Table **660**).

Ouigo services will commence operation between Madrid and València on October 7 with five return services, an increase from the three originally planned (Table **668**).

Engineering work is continuing between Archena-Fortuna and Murcia but travellers are now being conveyed by bus from Albacete to Murcia and Cartagena (Table **668a**).

The improved service between Entroncamento and Badajoz from October 9 (see Portugal news item below) has resulted in better rail connections between Lisboa and Madrid (Table **677**).

We understand that *Alvia* **622/621** Barcelona – A Coruña/Vigo may soon run on the new high-speed line between Burgos and León via Palencia, possibly from October 31 (Table **680**).

Alvia **4064** Ferrol – Madrid will run 85 minutes earlier from October 13 (Table **682**).

PORTUGAL

From October 9 the service between Entroncamento and Badajoz (Spain) will be enhanced with the introduction of a second daily service in each direction. Table **691** has been updated with the new timings.

GERMANY

FlixTrain has amended some of its German schedules and Table **927** has been updated accordingly. The service between Hamburg and Berlin has been reduced to just one journey in each direction five days per week. The number of journeys on the Hamburg – Köln route has also been reduced to one or two per day in each direction. There are currently no journeys available between Köln, Frankfurt and München.

Work to upgrade the section of high-speed line between Würzburg and Fulda continues until December 10 with trains diverted via alternative routes. The southern portion of the line will reopen from October 17 meaning long-distance services between Würzburg and Frankfurt can return to normal. Note that Tables **904** and **920** show timings valid from October 17 with timings until October 16 found in alternative versions of these tables on pages 561, 566 and 567. In Table **900**, timings of *ICE* services between München and Hamburg/Bremen are those valid from October 17 – please see page 560 for a special version of Table **900** with amended timings of these particular trains until October 16.

Engineering work to the east of Braunschweig Hbf will affect all long-distance and regional services from October 15 to December 10. A reduced *ICE* service will run between Frankfurt and Berlin via Kassel with trains diverted between Göttingen and Wolfsburg, so not calling at Hildesheim or Braunschweig (Table **902**). Significant alterations will also apply to services which normally run between Hannover and Magdeburg and so we have included a special version of Table **866** (on page 559) with full details of amended timings during this period. Note that regional services between Braunschweig and Magdeburg are replaced by bus between Braunschweig and Schandelah.

CZECH REPUBLIC

From October 1 Leo Express has retimed its two daily return journeys between Pířerov and Staré Město u Uherské Hradiřte (Table **1162**). All four services now have good connections at Pířerov for journeys from and to Praha.

SLOVAKIA

The engineering work affecting Table **1170**, which was originally scheduled to end on October 18 has been extended to the end of the current timetable period on December 10.

HUNGARY

All trains between Subotica (Serbia) and Kelebia, together with connecting rail replacement bus services between Kelebia and Szeged, were suspended from September 12. A commercially operated bus service is available Szeged – Kelebia – Subotica, which serves the railway station in Szeged. Timings are included in Table **1295** but readers should note that rail tickets and passes are not valid on this bus service and that the connections with rail services are not guaranteed.

The service frequency between Komárom and Székesfehérvár has increased from twice daily to every two hours (Table **1299**).

TURKEY

An additional pair of high-speed services have been introduced on each of the three routes in Table **1570**: İstanbul – Ankara, İstanbul – Konya and Ankara – Konya. To improve presentation we now show the Ankara – Konya – Karaman services in a separate panel below the main table.

The *6 Eylül Ekspresi* is now running again, but only between Balıkesir and Bandırma. Connections from and to Izmir are available at Balıkesir with the *Ege Ekspresi* (Table **1571**).

UKRAINE

Where possible we have updated our Ukraine section to show the latest available information. We have recast Table **1720** to better reflect the geography of Moldova and have updated timings to the latest available. Readers should, of course, consult the latest government advice regarding travel in this region.

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NEWSLINES (continued from page 5)

WINTER INTERNATIONAL SUPPLEMENT

Table 13 (Winter): We understand that French Railways plan to run two daily TGV services between Paris and Barcelona with a third running in the Summer of 2023. However, we also understand that Spanish Railways will no longer operate AVE 9743/9736 Barcelona – Lyon or AVE 9731/9724 Madrid – Barcelona – Marseille.

Table 40 (Winter): Lyria services between Paris and Zürich will mostly remain unchanged, apart from train 9230 which will depart Zürich for Paris one hour later than at present, at 1834.

Table 65 (Winter): EN 50237/50462 Kálmán Imre München – Budapest, which also conveys cars to and from Venezia (Table 70), Zagreb and Rijeka (Table 62), will be extended to run from and to Stuttgart. A new overnight seated InterCity service will also run six days a week from Wien to Stuttgart and, in the opposite direction, from München to Wien.

Table 82 (Winter): EC 35 Genève – Milano will extend to Venezia while EC 37/47 Genève – Venezia will terminate at Milano. EC 307 Zürich – Milano – Venezia and EC 311 Zürich – Milano – Bologna will switch their final destinations. In the reverse direction EC 308 will start from Bologna (instead of Venezia), EC 310 will start from Venezia (instead of Genova) and EC 326 will start from Genova (instead of Bologna).

Table 88 (Winter): NJ 234/233 Wien – Milano will be extended to Genoa and will call at Milano Rogoredo instead of Porta Garibaldi.

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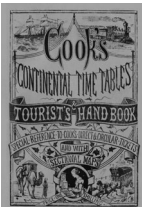
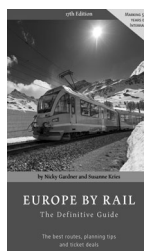


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