

CHINESE RAILWAY TIMETABLE

FOURTH EDITION - APRIL 2004

**INCLUDING INDEX MAP
and PINYIN / CHINESE STATION INDEX**

Compiled by Duncan Peattie

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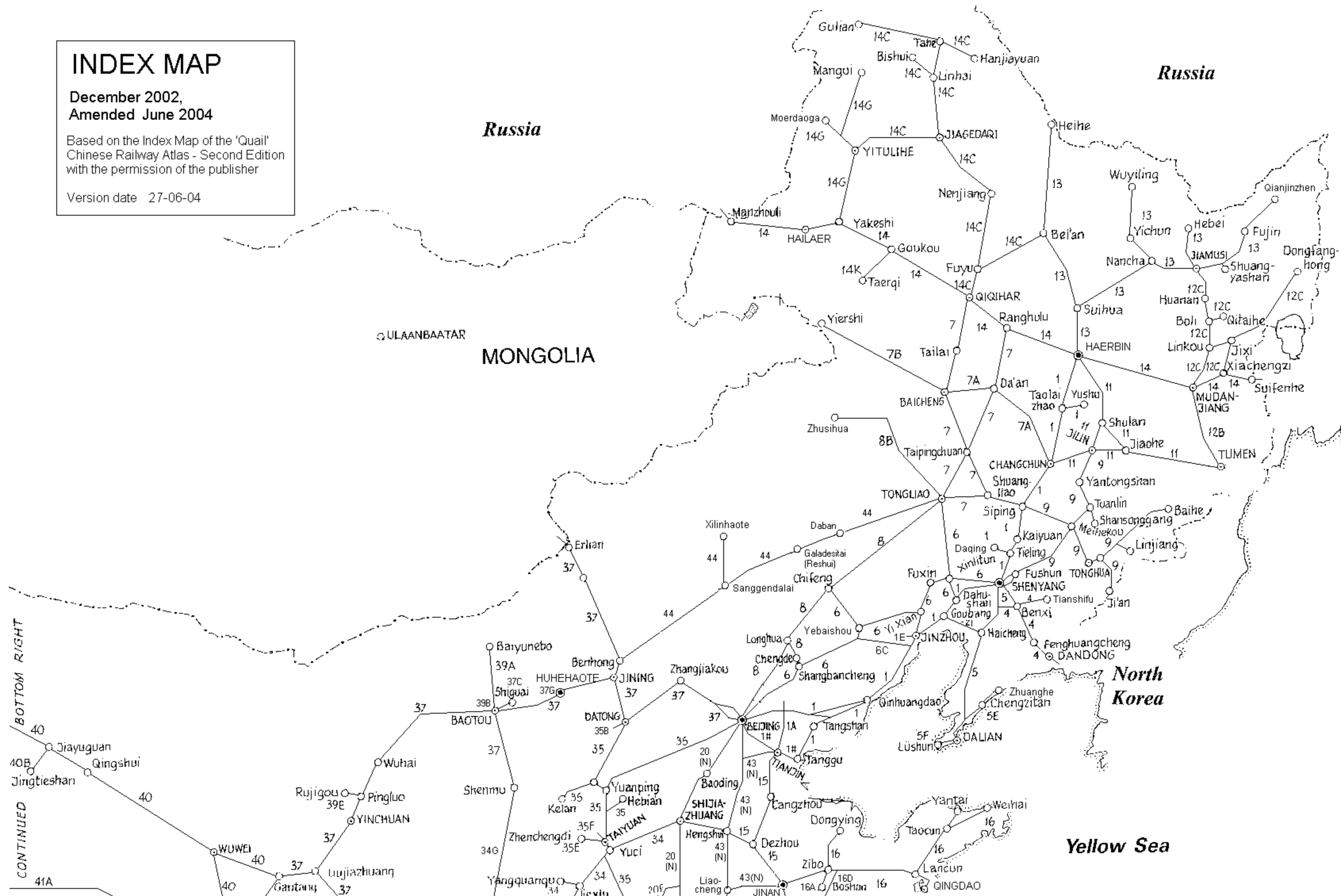
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INDEX MAP

December 2002,
Amended June 2004

Based on the Index Map of the 'Quail'
Chinese Railway Atlas - Second Edition
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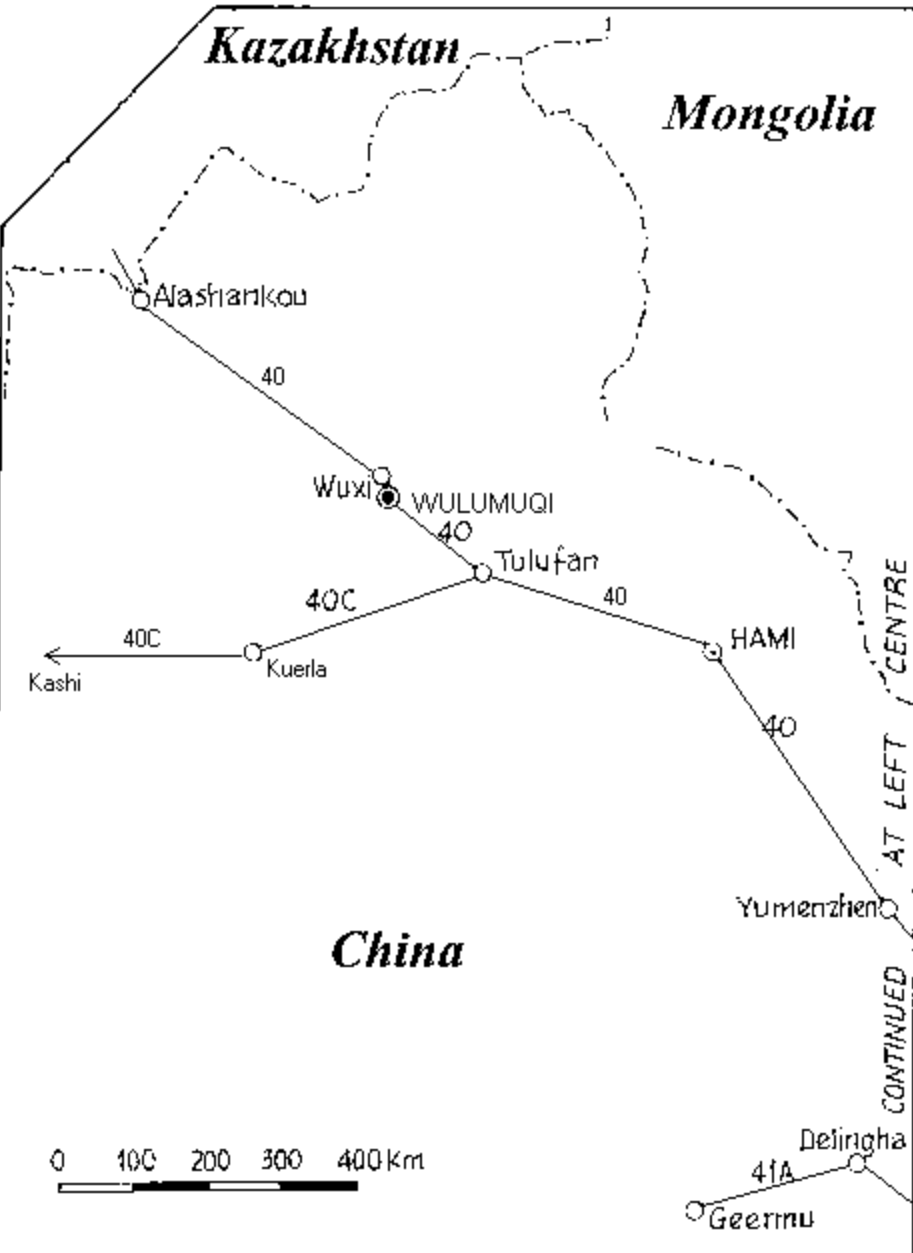
Version date 27-06-04





East China Sea

Kazakhstan
Mongolia



South China Sea

China

0 50 100 150 200 km

0 100 200 300 400 km

Burma

Laos

Vietnam

Delingha
41A
Geermu

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INTRODUCTION

There are two main sources of information about train services in China - the 'Thomas Cook Overseas Timetable' and the timetable published by China Rail Publishing House (CRPH timetable). The former, whilst relatively easy to read, includes only some trains and can provide only a basic overview of the services on offer. The latter is more comprehensive, but is written entirely in Chinese and tends to deal with services in terms of trains rather than lines - making it difficult to establish the overall service available on a route. There has been improvement with regard to this over the last few issues of the CRPH timetable, but it is still a long way short of a line-based layout.

This timetable is intended to be something in between - sufficiently comprehensive to suit travellers in China, particularly those with a railway interest, yet easy to read and understand. Every train shown in the CRPH timetable is included, plus some others where information is available, but not all stations are shown.

Compilation of this timetable has been much assisted by reference to the 'China Railway Atlas' Second Edition [ISBN: 1 898319 35 9] published by the Quail Map Company (the Quail Atlas). A deliberate decision has been made to follow the line numbering system used in the Quail Atlas, adapted as necessary, rather than developing another system. Additions are shown on the Example sheet (page P12). Permission to use the line numbering system, and to base the index map of this timetable on that in the Quail Atlas, is gratefully acknowledged.

The Quail Atlas is unfortunately now out of print. Further information may be obtained from the Quail Map Company, 2 Lincoln Road, Exeter, U.K., EX4 2DZ. Tel/fax: +44 (0)1392 430277.

Comments are welcomed from readers with regard to the format, content and intent of the timetable. Any feedback received will be taken into account in the publication of future editions of the timetable.

The main source document for this timetable is the April 2004 edition of the CRPH timetable [ISBN: 7-113-05115-4]. Whilst the CRPH timetable itself is not without errors and inconsistencies, it is inevitable that in a work of this size and complexity errors will have occurred during the translation and compilation process. The compiler apologises in advance for this and welcomes advice of same, together with any information readers may have about changes to services.

Timetable information for many local railways (*difang tielu*) is not shown in the CRPH timetable. Where this information is known it is included, however in many cases the information is only available locally. Readers able to assist with provision of such information are invited to make contact. Photographs of station wall timetables for lines not currently included are particularly appreciated.

The CRPH timetable is published twice yearly, with changes generally taking place in April and October; this must be borne in mind when planning travel around and after timetable change dates. Sometimes the changes are minor (often a matter of a few minutes - a compiler's nightmare) and sometimes trains move to run at a completely different time of day. However the general trend is of acceleration of services and openings of new lines (a compiler's delight).

The next issue of this timetable is planned to coincide with the introduction of the 'Sixth nationwide railway speed-up programme', scheduled for October 2005. New editions of the CRPH timetable are expected in October 2004 and April 2005, with minor alterations. I plan to issue, by email or (subject to the 'Postal enquiries' note below) by post, supplements to this timetable in connection with these new editions, giving outline details of significant changes. Please contact me if you would like to receive such supplements.

CONTACT DETAILS

As I move around a lot the best way to contact me is by email at chinatt@eudoramail.com. If you do not receive a timely response (normally within 48 hours), please contact dpeattie@hotmail.com. Please include 'CTT' in the subject line of all emails to avoid the increasing risk of deletion as junk email.

Or by post to: Duncan Peattie (CTT)
c/o 29 Watford Field Road
Watford
United Kingdom
WD18 0BH

Postal enquiries may be subject to delay. Postal enquiries expecting a postal reply (other than orders) should be accompanied by a stamped, addressed envelope or International Reply Coupon(s) as appropriate.

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INTRODUCTION

ACKNOWLEDGMENTS

Many people have assisted with the development of this timetable - particular thanks are due to the following:

Rick Wong, who has provided much information and answered many questions where the complexity of the CRPH Timetable has defeated me. In addition Rick has checked the Chinese language content of the timetable; and has enabled information about the timetable to appear on the Hong Kong Railway Society website www.hkrs.org.hk.

John Yonge of the Quail Map Company, who has granted permission for the use of the line numbering system, and to base the Index Map on that in the Quail Atlas.

Although this is a private publication, not endorsed by the China Rail Publishing House, the staff of CRPH is most helpful in dealing with my questions, and in assisting me in obtaining copies of the CRPH Timetable.

Thanks are also due to my mother, Audrey Peattie, who holds the fort in Watford, and to my increasing band of overseas 'agents' - Cathy Thompson in Australia, Sheila Mackintosh in Canada, Terry McIntyre in Hong Kong, Joan Pratt in New Zealand, Patcharin Chinwicha in Thailand and Caryn Shelton in the U.S.A.. Volunteers all, they enable timetable purchasers to pay in local currency; some also hold stocks of printed timetables for local dispatch.

Duncan Peattie
Melbourne, Australia
June 2004

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It is the view of China Rail Publishing House that there is not a commercial market for a detailed English language Chinese railway timetable; I share this view. There is however a significant demand for such information, hence this timetable.

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Chinese Railway Timetable - April 2004 Edition

EDITORIAL

WHAT'S NEW?

The timetable has increased in size by 13 pages, partly to cater for increased services and partly to improve legibility of the A5 printed edition.

In addition to the features introduced in the last edition the timetable now includes:

- Information about ticket prices
- An example of a Chinese railway ticket with an explanation of how to read it
- An explanation of the train numbering system
- Information to determine whether train numbers are odd or even for a given section of line

This What's New section has been expanded to give details of the significant timetable changes in this issue.

Following an eighteen-month period with only minor alterations there are significant changes to train services in this edition. As is usual almost all trains have adjustments to times, generally of only a few minutes but in some cases by anything up to twelve hours.

On 18 April 2004 Chinese Railways introduced the 'Fifth nationwide railway speed-up programme'. This had been scheduled for October 2003 but was postponed due to the effects of SARS. Not only do many trains have shorter journey times, but there are also more of them. Perhaps the most dramatic example of this can be seen on page 34. For over an hour every morning a 'Z' train (see below) arrives at Beijing station every seven minutes; five of which have covered the 1,460km from Shanghai in less than twelve hours. This is in addition to the normal arrivals and departures. I intend to observe this for myself in September.

'Z' trains are a newly introduced category. They consist of specially built new carriages and run overnight at up to 160km/h non-stop (except for technical stops) between major cities. There are currently 19 pairs of 'Z' trains, with more likely to be introduced. Another new category is 'N'; 'N' trains are effectively shorter distance 'K' trains generally running by day. More information about train categories is given on page P34.

In the light of readers' suggestions a number of stations of tourist interest have been added to the timetable. Stations included in the Station Index for the first time are identified in **bold**.

Several new lines have opened; new services appear in this issue for the following lines:

Table 4:	Benxi - Tianshifu (Liaoning)
Table 5:	Chengzitan - Zhuanghe (Liaoning)
Table 6C:	Donggoumen - Tashan (Liaoning)
Table 15U:	Nanjing - Yangzhou (Jiangsu)
Table 21E:	Nanning - Fangcheng Gang (Guangxi)
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Table 23:	Yibin (Sichuan) - Liupanshui (Guizhou)
Table 25L:	Jingmen - Hankou (Hubei)
Table 43F:	Jinan - Liaocheng (Shandong)

Against this a number of local trains no longer appear in the CRPH timetable. I am not sure whether they have in fact ceased to operate. As a matter of judgement I have left details of some trains in the timetable, identified by the '@' symbol and by shading to make clear their uncertain status.

The new high speed line between Shanhaiguan and Shenyang, between Beijing and Haerbin, (Table 1) is now open and most fast trains are diverted to use it

Many services on the metre gauge lines south of Kunming (Table 32) remain suspended. The situation is unclear and intending travellers should enquire locally.

No services are now shown for Table 42 (Datong - Qinhuangdao); the Taiyuan - Shenyang Bei trains (2178/79/80/77) are now diverted via Beijing.

Table 44 (Jining Nan - Xilinhaote/Tongliao) has been expanded to include all stations shown in the CRPH timetable, plus some others.

I think there is a lot of interest in the timetable to discover; I hope that you will too!

Chinese Railway Timetable - April 2004 Edition USER GUIDE

Whilst at first glance this timetable may appear somewhat daunting, this is inevitable bearing in mind the sheer size of the Chinese railway network and the complexity of services provided. Please do not be put off.

By studying this page and the Example page following, those not familiar with the use of railway timetables should be able to gain an appreciation of the services available, and to plan itineraries (real or 'armchair') for rail travel within China. Bear in mind that alterations may be made to train services, sometimes at short notice. Itineraries should be confirmed locally whenever possible.

This timetable follows a format which will be familiar to users of British or European railway timetables, but with significant adaptation. Even those who consider themselves experienced in the use of railway timetables are strongly recommended to study these pages to ensure that they are not misled. Each table covers a line, or group of geographically connected lines, and generally shows all trains operating within the area covered. In some cases, where two tables overlap, it may be necessary to consult both tables to establish the complete service - a list of such cases is provided.

To simplify the presentation of the tables, a number of notes are used. Standard notes are explained on the Example sheet, but not in the tables themselves. Non-standard notes are explained adjacent to where they are used. Notes are important - always ensure that you understand the meaning of every note applying to a train in which you are interested.

Many Chinese trains run over relatively long distances, giving a wide range of direct journey opportunities. Where trains operate over the lines of more than one table a system of cross-referencing is used. Where the origin of a train is not within a table, the origin is shown at the top of the train column together with the number of the immediately preceding table. Similarly where the destination of a train is not within a table, the destination is shown at the bottom of the train column together with the number of the immediately following table. In this way trains can be followed from table to table.

There are several methods of finding the train service between two stations. The Index Map can be consulted - this shows the table numbers applicable to each section of line. If the stations you are looking for do not share the same table number, following the route will show the tables that need to be consulted. Another way is to use the Train Index, which lists a selection of trains and gives table number and fare information. A third method is to use the Station Index - this shows the tables serving each of the 912 stations shown in the timetable.

Care should be taken with regard to trains that do not run daily. Where trains run on particular days of the week this information is provided in the timetable. A number of trains, however, run only on alternate days (not determined by the day of the week). This fact is noted in the tables, but it will be necessary to establish locally the days of running (except for the Beijing - Hong Kong and Shanghai - Hong Kong trains for which information is provided). In many cases it is possible to make the journey on the 'other' day by changing trains. A list of all trains not running daily is provided.

As a general rule, trains are shown in chronological order, although where fast trains overtake slow trains on the same line trains do get 'out of step'. Users are advised to bear this in mind, particularly when considering connecting services - more possibilities may exist than are immediately apparent. As a matter of interest the CRPH timetable generally shows trains in order of train number, irrespective of time.

The kilometric distances, shown at the beginning of each table, can be used to cross-reference this timetable with the CRPH timetable and with the Quail atlas. Where the distances are shown in normal type, they are the 'official' distances for the line in question and should correspond (although not always exactly) with the kilometre posts 'on the ground'. Where the distances are shown in *italics* they are valid only for determining relative distances.

For those with access to the CRPH timetable, the Key can be used to translate the pages thereof into the tables of this timetable, and vice versa. The train columns in this timetable include the relevant page number(s) of the CRPH timetable for each train.

This timetable does not attempt to act as a comprehensive guide to travelling on the Chinese railway system - a fascinating subject in itself. Some information is provided in the Travel section. Further useful information can be found in the many guidebooks covering China, and on the Internet.

A Booking Form has been provided (see page P15) which users of the timetable may find helpful when purchasing train tickets. Printed in English and Chinese, it is designed to assist in obtaining the desired tickets and to avoid misunderstandings that may otherwise occur. Chinese railway ticket offices tend to be busy places - by preparing the form in advance and by using the Chinese names in the Station Index, users may help both themselves and the booking clerk.

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EXAMPLE TABLE AND NOTES

WESTBOUND - ODD			Train columns							
TRAIN No >			8533	1337	T5/ a/c	1337	8503/ 8502	8553		
TYPE >			slow	ord	T905 a/c	ord	slow	slow		
CRPH T/T PAGE >			52	47	30/255	47	52	@		
ORIGIN >					Bei jing Xi 20(S)	Heng yang <	Nan ning e	Nan ning <<		
LAST TABLE >	km									
Hengyang	20(S) a	..	..	..	05 05	..	..	..
Hengyang	d	0	..	04 06	05 13	..	..	..
Guilin Bei	a	356	..	10 03	10 35	..	..	..
Guilin Bei	d	|	..	10 13	10 43	<	..	..
Guilin	a	362	..	10 28	10 54	10 28	..	..
Guilin	d	|	..	11 15	11 00	11 15	..	..
Liuzhou	23, 25 a	538	..	>	13 21	14 03	..	..
Liuzhou	d	|	07 25	..	13 29	14 26	..	..
Litang	a	673	..	10 36	..	..	12?42	..		
Litang	d	|	..	..	..	..	12 42	<<		
Hechun	a	=	..	..	=	..	18 15	18 15		
Hechun	d	=	..	..	=	..	18 28	18 35		
Zhanjiang	a	=	..	..	=	..	20 35	=		
Maoming	20U a	=	..	..	=	..	..	20 52		
Nanning	a	793	..	..	17 22	..	..	..
Nanning	d	|	..	..	20e20	..	..	..
Pingxiang	a	1013	..	..	00f15	..	..	..
Pingxiang	d	..	K439	..	03f34	..	..	..
Hanoi (Vietnam)	[VN time] a	..	..	..	11f??	..	..	..
Baise	d	..	a/c	..	..	..	..	..
Wusha	a	..	75	..	e =	..	..	..
Wusha	d	..	..	..	TSO	..	..	..
Shilin	d	..	..	08 10	f =	..	..	..
Kunming	22,27,(32) a	..	..	09 46	WSuO	18 23	..	..
DESTINATION >				Kun ming		Kun ming	& Mao ming			
NEXT TABLE >				>		23n	>>			

General direction - not always geographically accurate

Train numbers are ODD in this table except as shown

See below for train types

Starting point of train, if not in this table

Table showing previous stage of train's journey including direction

Train numbers are opposite (in this case EVEN) over this section

Spaces indicate branches

Horizontal lines separate places not directly connected

Station column - arrival time departure time

Other tables served by trains from this station or (from a different station in the same city)

Finishing point of train, if not in this table

Table showing next stage of train's journey including direction

Starting point of train

Previous stage of train's journey in opposite direction of same table

Portion detached from train in earlier column

Train continued from earlier column

Train continued in later column

Train does not stop at this station

Only one time shown for this station

Train does not pass this station

Finishing point of train

See notes in column (may be above or below)

Exact time uncertain

Shading - may no longer operate - Make local enquiry before using such trains (and please let me know!)

(In italics) Time at station in this table where train runs via another table

Portion detached for train in later column

Two unrelated trains shown in this column (separated by dark shading)

+ - Due to the large number of tables involved, table numbers are not shown in station columns for Beijing stations. All tables are shown in the Station Index

Other general notes:
(used in train columns)

@ - Train not shown in current CRPH timetable - **operation subject to confirmation**

b - bei (north)
d - dong (east) ~
n - nan (south)
x - xi (west)

Used when train serves a station different from that shown in station column

a - arrival time
d - departure time ~
Used when time is not as shown in station column

u - train calls to pick up only
s - train calls to set down only

Train types (see also Train Numbering on page P34):

ord - non air conditioned express, fast or ordinary train
a/c - air conditioned express, fast or ordinary train
slow - local train - generally calling at all stations (not a/c)
X2000 - 200km/h tilting train on Guang-Shen line (a/c)
DJJ - 200km/h push-pull express train on Guang-Shen line (a/c)
KTT - Double deck push-pull express train on Guang-Shen line (a/c)
Exp - Express train on Guang-Shen line (a/c) - soft seats only
Exp * - Express train on Guang-Shen line (a/c) - hard seats only
In the local tables, when no train type is shown, train is slow

Days of operation (see also Non-Daily Trains on pages P35 & P36):
Chinese trains generally operate daily - variations are shown as follows:

M - Monday }
T - Tuesday }
W - Wednesday }
Th - Thursday } followed by O (Only) or X (eXcepted) as appropriate
F - Friday }
S - Saturday }
Su - Sunday }

Entries shown in **bold** apply to the entire train, otherwise only to the portion shown

- With train type - operates on alternate days only - check locally
- With origin/destination - origin/destination differs on alternate days

Line numbers not shown in Quail atlas:

Line	Sheet	
15U	6	Nanjing - Yangzhou
19K	10	Nanping - Wuyishan - Shangrao
25J	11	Changsha - Yiyang - Shimenxian
25L	11	Hankou - Jingshan - Jingmen
43F	6/7	Jinan - Liaocheng
50A	13	Weishe - Hongguo

~ - Note the distinction between **d** (dong station) and d (departure time)

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TRAVELLING ON CHINESE TRAINS

The following notes may be useful to those contemplating travelling on China's railways. They are not comprehensive - further information can be found in guidebooks or on the Internet.

There are four classes of accommodation on Chinese trains: Yingzuo (YZ) - hard seat, Ruanzuo (RZ) - soft seat, Yingwo (YW) - hard sleeper and Ruanwo (RW) - soft sleeper. The initials are generally understood by staff (English speaking or not) and are shown adjacent to carriage doors.

Generally hard seats are arranged 2+3 in bays each side of a central corridor, and do not recline. They are comfortable enough but I do not recommend them for long distance travel simply because they tend to be very crowded. Soft seats are 2+2, again with central corridor, and can be either non-reclining in bays or reclining airline style (sometimes reversible). Where soft seat accommodation is not available consider travelling in hard sleeper accommodation for long daytime journeys. To upgrade accommodation on trains go to the hard seat carriage next to the dining car (normally towards the centre of the train), which has a small office at one end.

Hard sleepers are generally 6 berths per 'compartment' (no doors). Soft sleepers are generally 4 berths in true compartments (lockable from inside). 2 berth 'special' soft sleepers are available on a few trains, e.g. T13/14 & T21/22 Beijing - Shanghai, T29/30 Beijing - Guangzhou, T97/98 Beijing - Hong Kong and K99/100 Shanghai - Hong Kong. They are well appointed soft sleepers with no upper berths, and with a shower compartment at one end of the carriage (unfortunately not a normal Chinese provision). Trains T13/14, T21/22 and T29/30 also offer single berth accommodation. It is likely that some of the new 'Z' trains offer such accommodation but details are not yet to hand.

The only sleepers with washing facilities in compartments are the single berths mentioned above - all carriages (seat and sleeper) have toilets and washrooms at carriage ends (soft sleeper washrooms can be locked from inside). Chinese train toilets are generally of Asian style but one toilet in soft sleepers is generally of western style (but not necessarily any more salubrious!). Toilet paper is not provided, but is among the many items sold from on-train trolleys. Bedding (quilt or sheet/blanket, plus pillow) is provided with all sleeping berths. Although hard sleepers offer less privacy I find them quite acceptable for long distance travel. There is no differentiation by sex in sleeper allocation. Hot water is provided from a boiler at the end of each carriage (seat and sleeper) - bring (or buy) your own mug and tea, coffee, soup etc.!

'Ownership' of sleeping berths is for the entire journey - there is no presumption that lower berths are available for use as seats by upper berth passengers during the day (although they can of course be used with the permission of lower berth passengers). Additional 'tip-up' seats are provided in the (relatively wide) sleeper side corridors.

Many trains (other than slow) are air-conditioned - these are shown in the timetable. Many soft sleeper carriages of non a/c trains are in fact air-conditioned. Almost all trains have a trolley catering service; most convey dining cars. Trolley catering service is often available on station platforms during stops.

Chinese train tickets are issued for single journeys, and generally for a particular train. Return tickets and rail passes are not available. Normally tickets must be bought at departure stations, but there are exceptions - e.g. the very helpful 'Foreigners' Ticket Office' at Beijing station, also tickets from Guangzhou can be bought at Shenzhen. A Chinese railway ticket office has recently opened at Hung Hom station in Hong Kong. The rules relating to refunds and exchanges are complex, and tickets cannot be bought far in advance. The only acceptable form of payment for tickets is RMB (Chinese Yuan) cash. An example of a ticket, and how to read it, is shown on the next page.

The definition of children for ticketing purposes is done not by age but by height. Children under 1.1 metres tall travel free (but are not entitled to a seat to the exclusion of other passengers) whilst children between 1.1 and 1.4 metres tall travel at half fare. Carriages have height markers at one end for the settling of any disputes!

Seat tickets for long distance trains generally include a seat reservation at no extra charge, but 'standing only' hard seat tickets may be sold beyond the allocation of seats. If your seat is occupied show your ticket to the occupant who will generally vacate the seat without fuss. In case of difficulty seek the assistance of train staff (there is generally an attendant in each carriage). If you do not have a reservation you may occupy any vacant seat of the appropriate class, but must be prepared to give it up for a passenger with a reservation for that seat.

Boarding of trains in China is a fairly regimented procedure. Allow plenty of time, and note the train number and departure time shown on the ticket. This information will be shown in the station - follow the signs to the correct boarding point. If in doubt show your ticket to any railway staff - they will point you in the right direction.

Chinese trains are particularly busy at holiday times. Travel during the following periods should be avoided if possible: Chinese New Year (January - February), Labour Day (early May) and National Day (early October).

Enjoy your travels!

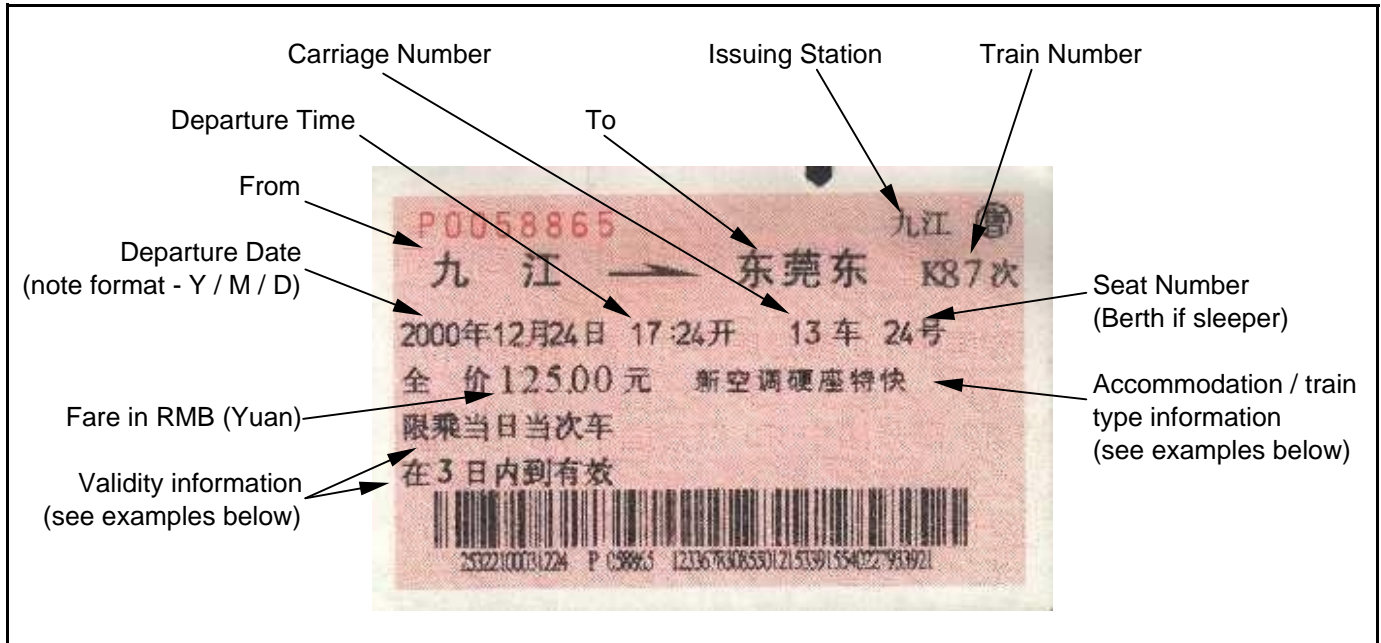
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HOW TO READ A CHINESE RAILWAY TICKET

This is an example of the most common form of Chinese railway ticket, shown approximately actual size.

The background colour is pink, although the shade may vary. Station names are shown in Chinese characters only, but can be translated using the Station Index. This ticket is for a hard seat from Jiujiang to Dongguan Dong (Table 43(S)).

Other types of ticket exist, for example excess fare/upgrade tickets issued on trains may consist of a form filled in by hand (although on-train ticket machines issuing standard tickets have been introduced).



The characters for Upper (上), Middle (中) or Lower (下) may appear after the seat/berth number.

In the case of seat numbers 上 or 下 refers to the upper or lower deck of a double deck carriage.

If the characters 无座 are shown instead of a carriage/seat number this indicates 'no reserved seat'.

Examples of accommodation / train type information:

硬座	Hard class [seat]	新	New (higher standard accommodation)
软座	Soft class [seat]	准高速	Quasi-high-speed train (Guang-Shen line only)
硬座. . 卧	Hard class sleeping berth	特快	Express train
软座. . 卧	Soft class sleeping berth	快速	Fast train
空调	Air-conditioned	普快	Ordinary train

Characters are combined as appropriate, for example:

硬座普快	Hard class [seat], ordinary train
新空调硬座特快	New air-conditioned hard class [seat], express train (the example ticket above)
新空调软座特快卧	New air-conditioned soft class, express train, sleeping berth

Examples of validity information:

当日使用一次有效	Valid on the specified date on any train - one use only (Break of journey not permitted)
限乘当日当次车	Valid only on the specified date and specified train
在3日内到有效	Break of journey permitted - the journey must be completed by the end of day 3 (day of departure is day 1). The break of journey procedure is not straightforward and is not recommended for the inexperienced

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BOOKING FORM - Mark 'X' or complete boxes in top half of form as appropriate

Hello! I would like to buy train tickets. I cannot speak Chinese but I hope that this form will help:
 您好! 我不会说汉语。我写下所需要的:

I would like tickets for: Adults, and: Children
 我要买车票: 成人 (张) 孩童 (张)

I want to travel from: This station
 我想从 本站
 The station written here:
 从这车站:
 The station I am pointing to
 我所指的这个车站:

I want to travel to: The station written here:
 乘车到: 这车站:
 The station I am pointing to
 我所指的这个车站:

Leaving on (Y/M/D): By train number:
 出发日期: 车次:

Leaving today by the next available train
 今天出发, 最快开出的列车

I would like to travel in: Hard seat (YZ) Hard sleeper (YW)
 所需车票类别: 硬座 硬卧
 Soft seat (RZ) Soft sleeper (RW)
 软座 软卧

Sleeping berths should be as marked with 'X': 上铺 Upper berth (YW/RW)
 所需的卧铺用 'X' 代表 中铺 Middle berth (YW)
 下铺 Lower berth (YW/RW)

Can you sell me these tickets?
 请问是否有我所需的车票?

售票员可在此回复购票者查询:

BOOKING CLERK'S REPLY:

有票, 并请付人民币……元 (请在右边空格填上金额)
 Yes, I can sell you the tickets you have asked for - please pay me RMB:

对不起, 没有你所需的车票, 原因是:
 No, I cannot sell you the tickets you have asked for. The reason is:

这日期没有你所需的车次, 请选别的车次或日期
 There is no such train on that date. Please choose another train or date.

票已售完, 请重新选择别的车次或日期
 The train is completely full. Please choose another train or date.

所需的车票类别已售完, 不过 硬卧仍有票
 The class you want is not available, but: Hard sleepers are available
 硬座仍有票
 Hard seats are available (with seat reservation)
 只有无座票
 Only hard seat tickets with no seat reservation

此日期仍未开售, 请在…(右边写上日期)再来购票
 You cannot buy tickets for this train until (Y/M/D):

请到…(右边写上)号售票窗购票
 You must go to ticket window number:

*Duncan Peattie / Rick Wong 12/02
 amended 06/04 <chinatt@eudoraimail.com>*

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STATION INDEX - PINYIN / CHINESE

Note: The numbers shown for each station are the table numbers in this timetable. Table numbers in *Italics* denote stations referred to only in table notes. Where this applies to all tables for a station, the station name is also shown in *Italics*. Table numbers in [brackets] denote lines passing through the station, but where calling times are not shown in this timetable. Stations shown in **bold** are new to this issue.

A

Acheng	阿城	14
Aershan	阿尔山	7B
Akesu	阿克苏	40C
Alashankou	阿拉山口	40
<i>Almaty (KZ)</i>	阿拉木图	40
Anda	安达	14
Angangxi	昂昂溪	14
Anguang	安广	7A
Ankang	安康	26, 27
Anlu	安陆	26
Anping	安平	4
Anqing	安庆	15H
Anqing Xi	安庆西	15H
Anshan	鞍山	5
Anshun	安顺	22
Antu	安图	11
Anyang	安阳	20(N)

B

Bachu	巴楚	40C
<i>Badaling</i>	八达岭	37
Baicheng	白城	7, 7A, 7B
Baiguo	柏果	30C
Baihe	白河	9
Baihe Xian	白河县	26
Bailang	百浪	21E
Baise	百色	21
Baitagongjiaochang	白塔工交场	37G, [37]
Baiyin Xi	白银西	37
Baiyinhu - see Baiyinhushuo		8B
Baiyinhushuo	白音胡硕	8B
Baiyinkulun	白音库伦	44
Baiyintela	白音特拉	44
Baiyinwula	白音乌拉	44
Baiyunebo	白云鄂博	39A
Baluntai	巴伦台	40C
Bamiancheng	八面城	7
Bamiantong	八面通	12C
Banjiadian	半截店	44
Baodi	宝坻	1A
Baoding	保定	20(N)
Baofeng	宝丰	25
Baoji	宝鸡	24, 27, 37
Baojian	保健	44
Baokang	保康	7

BAO

Baolongshan	宝龙山	7
Baomutu	宝木吐	44
Baotou	包头	34G, 37, 39A, 39B
Baotou Dong	包头东	37, 37C, 39A, 39B
Baotou Xi	包头西	39A, 39B
Baoxiu	宝秀	32
Basuo	八所	51
Bazhou	霸州	43(N)
Bei'an	北安	13, 14C
Beibei	北碚	26
Beidaihe	北戴河	1#
Beihai	北海	21E
Beijing	北京	1, 1#, 6, 15, 20, 20(N), 35, 37
Beijing Bei	北京北	8, 37
Beijing Nan	北京南	1, 1#, 6, 8, 15, 20(N), 35, 37, 43(N)
Beijing Xi	北京西	1#, 20, 20(N), 37, 43(N)
Beipiaonan	北票南	6
Beitai	北台	4
Bengbu	蚌埠	15, 15H
Benhong	贛红	44, [37]
Benxi	本溪	4
<i>Binjiang</i>	滨江	13
Bishui	碧水	14C
Boketu	博克图	14, 14K
Boli	勃利	12C
Boshan	博山	16A
Boxing	博兴	16
Bozhou	亳州	43(N)

C

Caijiagou	蔡家沟	1
Cangzhou	沧州	15
Caoba	草坝	32
<i>Caoxian</i>	曹县	43(N)
Chabuga	查布嘎	44
Chaerhan	察尔汗	41A
Chaganhada	查干哈达	44
Chaganmanghe	查干芒和	44
Chaganzhihe - see Chaganmanghe		44
Chaling	茶陵	18
Changchun	长春	1, 7A, 11
Changde	常德	25

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STATION INDEX - PINYIN / CHINESE

CHA

Changlingzi	长岭子	5F
Changping	- see Dongguan	20T
Changsha	长沙	18,20,20(S),22,25
Changtu	长图	1
Changxing	长兴	15L
Changzheng	长证	37
Changzhi	长治	35
Changzhi Bei	长治北	20F, 35
Changzhou	常州	15
Chao Xian	- see Chaohu	15H
Chaobuhan	? 不罕	44
Chaoer	绰尔	14K
Chaogewenduoer	朝格温多尔	44
Chaohu	巢湖	15H
Chaoyang	朝阳	6
Chaoyangchuan	朝阳川	11
Chaoyangzhen	朝阳镇	9
Chaozhong	朝中	14G
Chaozhou	潮州	43(S)
Chengde	承德	6, 8
Chengdu	成都	23, 26, 27
<i>Chengdu Nan</i>	成都南	27
Chenguanying	陈官营	40A
Chengzitan	城子坦	5E
Chenzhou	郴州	20(S)
Chezhanwan	车转湾	30C
Chifeng	赤峰	6, 8
Chongqing	重庆	23, 26, 26#
<i>Chongqing Bei</i>	重庆北	26
Chongqing Nan	重庆南	26#, [23]
Chongqing Xi	重庆西	26#
Chongren	崇仁	18D
<i>Chongxin</i>	崇信	37
Chuanzigou	串子沟	6C
Chunwan	春湾	20U
Chunyang	春阳	12B
Cishan	磁山	20F
Ciyao	磁窑	15A, [15]

D

Da'an Bei	大安北	7, 7A
Daban	大坂	44
Dadonggou	大东沟	44
Dagai	达盖	44
Dahushan	大虎山	1, 6
Dali	大理	27
Dalian	大连	5, 5E, 5F
Dalin	大林	7
Daluhao	大陆号	44
Dandong	丹东	4

DAN

Dangyang	当阳	25, [25L]
Daode	道德	44
Daolunguole	道仑郭勒	44
Daolunguoqin	- see Daolunguole	44
Dapu	大埔	19
Daqing (Heilongjiang)	大庆	14
<i>Daqing (Liaoning)</i>	大青	1
Dariqiga	达日其嘎	44
Dashiqiao	大石桥	5
Dasongshu	大松树	30C
Datong	大同	35, 35B, 37
Daxian	- see Dazhou	26
Dayangshu	大杨树	14C
Dazhou	达州	26
Deerbu	德耳布	14G
Dehui	德惠	1
Delingha	德令哈	41A
Dengta	灯塔	5
Dengzhou	邓州	25
Deyang	德阳	27C, [27]
Deyi	德义	44
Dezhou	德州	15
Diaojiaduan	刁家段	44
<i>Dingnan</i>	定南	43(S)
Dingxi	定西	24
Dingzhou	定州	20(N)
Diwopu	低窝铺	40
Dong Jiamusi	东佳木斯	12C, [13]
Dong'an	东安	21
Dongfanghong	东方红	12C
Donggoumen	东沟门	[6], 6C
Dongguan	东莞	20T, 20T#
Dongguan Dong	东莞东	20T, 43(S)
Dongjingcheng	东京城	12B
Dongsheng	东胜	34G
Dongying	东营	16
Dukou	渡口	31A
Dunhua	敦化	11
Dunhuang	敦煌	40
Dushan	独山	23
Dushupu	读书铺	31C, [27]
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TRAIN INDEX

The Train Index gives information about a large selection of (but not all) direct trains, and is designed to act as a useful aid to journey planning. All international trains are included, except the service between Guangzhou and Hong Kong in Table 20T. If the stations you are looking for are not here consult the Index Map and/or the Station Index to identify the relevant table(s).

In this index trains are dealt with in pairs and are listed under the first station in alphabetical order. If for example you are interested in trains from Xi'an to Beijing look under Beijing to Xi'an; your trains will be found in the 'Return Train Number' column

The ticket prices shown are one-way adult fares as shown in the April 2004 CRPH timetable. No warranty is given as to their accuracy, but I would be interested to know how useful readers find them. They apply to the full journey, but may be used as a guide to estimate intermediate fares.

Notes: # - train runs on alternate days only; \$ - train does not run daily (see Non-Daily Trains section for further information); a/c - air conditioned train; * - Soft Seat fare; ^ - soft seat fare by X2000 train

Between	And	Outward Train Number	Return Train Number	Notes	Table(s) (In order of outward journey)	Ticket Price		
						Hard Seat	Hard Slpr	Soft Slpr
Alashankou	Wulumuqi	N956	N955	a/c	40			
Almaty (KZ)	Wulumuqi	N956	N955	a/c \$	40			
Anqing	Beijing Xi	1428	1427	a/c	15H, 43(N)	122	237	369
Anshan	Beijing	2550	2549	a/c	5, 1	99	195	302
Anyang	Shijiazhuang	2070	2069		20(N)	19	58	84
Baise	Nanning	N806	N805		21	38		
Baoji	Lianyungang Dong	2262/2263	2264/2261		24	78	169	270
Baoji	Taiyuan	2536	2535		24, 34	55	122	193
Baotou	Beijing	K264	K263	a/c	37	113	209	316
Baotou	Beijing Nan	2086	2085		37	61	125	192
Baotou	Hailaer	K274/5/7	K278/6/3		37, 8, 7, 14	160	315	497
Baotou	Hankou	1484/1481	1482/1483	a/c	37, 20(N)	189	364	574
Baotou	Ningbo	K258/255	K256/257	a/c	37, 15, 18	244	443	680
Baotou	Shenyang Bei	1712/3/5	1714/1/6		37, 6	102	219	355
Baotou	Shijiazhuang	K218/219	K220/217	a/c	37, 20(N)	143	263	400
Baotou	Xi'an	1674/1675	1676/1673		37, 35, 34	88	190	304
Beihai	Nanning	N820	N819	a/c	21E			
Beijing	Changchun	Z61	Z62	a/c	1		239	365
Beijing	Changchun	T59	T60	a/c	1	130	239	365
Beijing Xi	Changsha	Z17	Z18	a/c	20			529
Beijing Xi	Changsha	T1	T2	a/c	20	191	345	529
Beijing Nan	Changzhi Bei	2163/2166	2165/2164		20(N), 20F	55	122	193
Beijing	Changzhou	No train	1426	a/c	15	115	224	347
Beijing Xi	Chengdu	T7	T8	a/c	20(N), 24, 27	231	458	642
Beijing Xi	Chengdu	1363	1364		20(N), 24, 27	113	241	390
Beijing Bei	Chifeng	2559	2560	a/c	8	53	107	162
Beijing Xi	Chongqing	T9	T10	a/c	20(N), 24, 25, 26	238	430	658
Beijing Xi	Chongqing	1389	1390	a/c	20(N), 35, 25, 26	181	348	545
Beijing	Dalian	T81/84	T83/82	a/c	1, 5	139	256	391
Beijing	Dalian	T225/228	T227/226	a/c	1, 5	140	257	390
Beijing	Dandong	K27	K28	a/c	1, 4		263	400
Beijing	Dandong	2251/3/6/7	2258/5/4/2		1, 4	73	159	254
Beijing	Erlian	K3	K4		37		131	202
Beijing	Erlian	K23	K24		37		131	202
Beijing	Fushun	K95	K96	a/c	1, 9	103	191	286
Beijing Xi	Fuyang	1621	1622	a/c	43(N)	85	169	262
Beijing	Fuzhou	K45	K46	a/c	15, 15L, 19	253	458	705
Beijing Xi	Ganzhou	1625	1626		43(N), 43(S)	105	225	364
Beijing Xi	Guangzhou	T15	T16	a/c	20	253	458	705
Beijing Xi	Guangzhou	T29	T30	a/c	20	253	458	705
Beijing Xi	Guangzhou Dong	T97	T98	a/c	20		458	704
Beijing Xi	Guilin	K21	K22	a/c	20, 21	238	430	658
Beijing Xi	Guiyang	T87	T88	a/c	20, 22	271	490	754
Beijing	Haerbin	Z15	Z16	a/c	1			417
Beijing	Haerbin	T17	T18	a/c	1	154	281	
Beijing	Haerbin	T71	T72	a/c	1	154	281	
Beijing Xi	Hancheng	2519	2520	a/c	20(N), 34	96	189	294
Beijing	Hangzhou	Z9	Z10	a/c	15, 18			554
Beijing	Hangzhou	T31	T32	a/c	15, 18	200	363	554
Beijing Xi	Hankou	Z3	Z4	a/c	20(N)			429
Beijing Xi	Hankou	Z77	Z78	a/c	20(N)		281	429

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Between	And	Outward Train Number	Return Train Number	Notes	Table(s) (In order of outward journey)	Ticket Price		
						Hard Seat	Hard Slpr	Soft Slpr
Beijing Xi	Hanoi (VN)	T5	T6	a/c \$	20, 21			
Beijing Xi	Hanzhong	K261	K262	a/c	20(N), 25, 26, 27	180	329	506
Beijing	Hefei	Z73	Z74	a/c	15, 15H			400
Beijing	Hefei	T63	T64	a/c	15, 15H	143	263	400
Beijing Xi	Hengyang	K185	K186	a/c	20	177	322	494
Beijing Xi	Huaihua	K267	K268	a/c	20(N), 24, 25	215	390	600
Beijing Xi	Huhehaote	K89	K90	a/c	37	92	170	254
Beijing	Jiagedaqi	1467	1468		1, 14, 14C	100	214	346
Beijing	Jiamusi	K339	K340	a/c	1, 13	203	369	568
Beijing	Jiayuguan	K43	K44	a/c	37, 40	229	417	641
Beijing	Jilin	T271	T272	a/c	1, 11		263	400
Beijing	Jinan	T35	T36	a/c	15	73	137	205
Beijing Xi	Jinan	2597	2598	a/c	15	62	123	187
Beijing	Jinzhou	2589	2590	a/c	1	64	128	196
Beijing Xi	Jiulong (HK)	T97	T98	a/c #	20, 20T		480	738
Beijing Xi	Kunming	T61	T62	a/c	20, 22	320	578	890
Beijing	Lanzhou	K43	K44	a/c	37	193	353	543
Beijing Xi	Lanzhou	T75	T76	a/c	20(N), 24	215	390	600
Beijing Xi	Lianyungang Dong	1503/1502	1504/1501	a/c	43(N), 24	103	201	314
Beijing Xi	Luoyang	K269	K270	a/c	20(N), 24		197	298
Beijing	Manzhouli	K19	K20		1, 14		289	457
Beijing	Manzhouli	1301	1302	a/c	1, 14	197	380	599
Beijing	Moscow (RU)	K3	K4	\$	37			
Beijing	Moscow (RU)	K19	K20	\$	1, 14			
Beijing	Mudanjiang	K265	K266	a/c	1, 14	194	353	539
Beijing	Nanchang	T145/148	T147/146	a/c	20, 18	226	409	627
Beijing Xi	Nanchang	T167	T168	a/c	43(N), 43(S)	175	319	486
Beijing Xi	Nanchang	1453	1454	a/c	43(N), 43(S)	133	259	403
Beijing	Nanjing	Z49	Z50	a/c	15			417
Beijing	Nanjing Xi	T65	T66	a/c	15	150	274	
Beijing	Nanjing Xi	1425	No train	a/c	15	115	224	347
Beijing Xi	Nanning	T5	T6	a/c	20, 21	276	499	770
Beijing Xi	Nanyang	K183	K184		20(N), 24, 25	78	156	242
Beijing Xi	Panzhihua	K117	K118	a/c	20(N), 24, 27	253	458	705
Beijing	Pyongyang (NK)	K27	K28	a/c \$	1, 4			
Beijing	Qingdao	T25	T26	a/c	15, 16	116	215	326
Beijing	Qingdao	T195	T196	a/c	15, 16	116	215	326
Beijing	Qiqihaer	T47	T48	a/c	1, 14	182	333	511
Beijing	Qiqihaer	K39	K40		1, 14	114	226	353
Beijing	Rizhou	K51	K52	a/c	15, 15N	125	231	352
Beijing	Shanghai	Z1	Z2	a/c	15			499
Beijing	Shanghai	Z5	Z6	a/c	15			499
Beijing	Shanghai	Z7	Z8	a/c	15			499
Beijing	Shanghai	Z13	Z14	a/c	15			499
Beijing	Shanghai	Z21	Z22	a/c	15			499
Beijing	Shanghai	T103	T104	a/c	15	179	327	499
Beijing	Shanghai	T109	T110	a/c	15	179	327	499
Beijing	Shanghai	1461	1462		15	88	190	
Beijing	Shenyang Bei	T11	T12	a/c	1	116		
Beijing	Shenyang Bei	K53	K54	a/c	1		183	276
Beijing Xi	Shenzhen	T107	T108	a/c	43(N), 43(S)	257	467	720
Beijing Xi	Shenzhen	K105	K106	a/c	43(N), 43(S)	223	406	625
Beijing	Shijiazhuang	Z85	Z86	a/c	20(N)		309	472
Beijing Xi	Shiyan	K279	K280	a/c	20(N), 25, 26	146	268	409
Beijing	Tonghua	2537	2538	a/c	1, 9	115	224	347
Beijing	Tulihe	K39	K40	\$	1, 14, 14C			
Beijing	Tumen	K215	K216	a/c	1, 9, 11	174	317	482
Beijing	Ulaan Baatar (MO)	K23	K24	\$	37			
Beijing	Weihai	2517	2518	a/c	15, 16	108	213	332
Beijing	Wenzhou	K101/104	K102/103	a/c	15, 15L, 18	231	418	642
Beijing Xi	Wuchang	Z11	Z12	a/c	20(N)		281	
Beijing Xi	Wuchang	Z37	Z38	a/c	20(N)			417
Beijing Xi	Wuchang	T79	T80	a/c	20(N)	154	281	

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Between	And	Outward Train Number	Return Train Number	Notes	Table(s) (In order of outward journey)	Ticket Price		
						Hard Seat	Hard Slpr	Soft Slpr
Beijing Xi	Wuhu	1409	1410	a/c	43(N), 15H	119	230	358
Beijing Nan	Wulan Hote	2189	2190		8, 7, 7B	73	159	254
Beijing Xi	Wulumuqi	T69	T70	a/c	20(N), 24, 40	363	652	1006
Beijing Xi	Xiamen	K307/306	K308/305	a/c	43(N), 43(S), 18, 19	253	458	705
Beijing Xi	Xi'an	Z19	Z20	a/c	20(N), 24			417
Beijing Xi	Xi'an	T41	T42	a/c	20(N), 24	150	274	
Beijing Xi	Xi'an	T55	T56	a/c	20(N), 24	150	274	
Beijing Xi	Xi'an	T231	T232	a/c	20(N), 24	150	274	417
Beijing Xi	Xining	T151	T152	a/c	20(N), 24, 41	238	430	658
Beijing Xi	Xinyang	2089	2090		20(N)	64	140	223
Beijing	Xuzhou	K107	K108	a/c	15	106	197	298
Beijing	Yangzhou	Z29	Z30	a/c	15, 15U		281	417
Beijing	Yantai	K285	K286	a/c	15, 16	126	231	351
Beijing Xi	Yichang	K49	K50	a/c	20(N), 24, 25	175	319	486
Beijing Xi	Yinchuan	K177	K178	a/c	37	143	262	398
Beijing Xi	Zhanjiang	K157	K158	a/c	20, 21	293	528	813
Beijing Nan	Zhengzhou	2553	2554		20(N)	46	103	162
Beijing Xi	Zhengzhou	T57	T58	a/c	20(N)	94	175	264
Beijing Xi	Zhengzhou	K179	K180	a/c	20(N)	94	175	264
Beijing Xi	Zhengzhou	1487	1488		43(N), 24	57	126	200
Beijing	Zhenjiang	1477	1478	a/c	15	123	240	373
Bengbu	Guangzhou Dong	K311/310	K309/312	a/c	15H, 43(S)	157	289	443
Bengbu	Xiamen	2025	2026		15H, 15L, 19	90	194	312
Changchun	Guangzhou Dong	T122/123	T124/121	a/c	1, 43(N), 15, 20	338	609	940
Changchun	Jiamusi	2007	2008		1, 13	51	113	176
Changchun	Mudanjiang	2167	2168		11, 12B	51	113	176
Changchun	Shanghai	1348/1345	1346/1347	a/c	1, 15	227	437	690
Changchun	Shijiazhuang	2048/2045	2046/2047	a/c	1, 43(N), 15	154	298	465
Changchun	Xi'an	K128/125	K126/127	a/c	1, 43(N), 15, 20(N), 24	245	446	686
Changde	Guangzhou	N714	N713	a/c	25, 20(S)	143		
Changsha	Fuzhou	1681/1684	1682/1683	a/c	18, 19	115	224	350
Changsha	Huizhou	No train	N716/717	a/c	20(S), 43(S)	161	299	442
Changsha	Shanghai	K135/138	K137/136	a/c	18	154	281	429
Changsha	Shaoyang	N731	N732	a/c	22	37	70	123
Changsha	Shenzhen	N737	N738	a/c	20(S), 20T	147	297	446
Changsha	Wuchang	T102	T101	a/c	20(S)			
Changsha	Yueyang	N774	No train		20(S)	24		
Changsha	Zhangjiajie	N726/727	N728/725	a/c	25	82	164	244
Changsha	Zhangjiajie	N733/736	N735/734	a/c	22, 25	99	183	276
Changsha	Zhengzhou	N729	N730	a/c	20	51		
Changsha	Zhengzhou	2154	2153	a/c	20	88	175	271
Chengde	Jinzhou (Liaoning)	2111/2114	2113/2112		6	32	74	
Chengde	Shenyang	2065/2068	2066/2067		6	45		
Chengdu	Chongqing	N857	N858	a/c	23	63	120	179
Chengdu	Dazhou	N868	N867	a/c	26	48	96	141
Chengdu	Dazhou	N870	N869	a/c	26	48	96	141
Chengdu	Dongguan Dong	T126/127	T125/128	a/c	26, 43(S)	281	509	783
Chengdu	Fuzhou	K390/391	K392/389	a/c	27, 26, 43(N), 43(S), 18, 19	233	424	653
Chengdu	Geermu	1048/1049	1050/1047		27, 24, 41, 41A	120	257	417
Chengdu	Guangyuan	N862	N861	a/c	27	40	96	141
Chengdu	Guangzhou	K194/191	K192/193	a/c	23, 22, 20(S)	271	490	754
Chengdu	Guiyang	N851	N852	a/c	23	109	202	307
Chengdu	Hefei	1434/1431	1432/1433	a/c	27, 24, 43(N), 15H	167	324	510
Chengdu	Huhehaote	1718/1719	1717/1720		27, 24, 37	124	264	428
Chengdu	Kunming	K113	K114	a/c	27	120	222	338
Chengdu	Kunming	K145	K146	a/c	27	120	222	338
Chengdu	Kunming	2003	2004		23, 22	70	153	244
Chengdu	Lanzhou	K346/347	K348/345	a/c	27, 24	140	256	389
Chengdu	Nanchong	N860	N859	a/c	26	32	96	141
Chengdu	Nanjing Xi	1434/1431	1432/1433	a/c	27, 24, 43(N), 15H, 15	181	348	545
Chengdu	Nanning	K139/41/4	K142/3/0	a/c	23, 21	180	329	506
Chengdu	Ningbo	1040/1037	1038/1039	a/c	23, 22, 18	231	443	699
Chengdu	Panzhuhua	N871	No train	a/c	27	59	121	184

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						Hard Seat	Hard Slpr	Soft Slpr
Chengdu Nan	Panzhuhua	No train	N872	a/c	27	59	121	184
Chengdu	Qingdao	K206/207	K208/205	a/c	27, 26, 25, 20(N), 24, 15, 16	160	315	497
Chengdu	Shanghai	K284/281	K282/283	a/c	27, 26, 25, 24, 15	276	499	770
Chengdu	Shanghai	K292/289	K290/291	a/c	27, 24, 15	257	467	720
Chengdu	Shanghai	K352/353	K351/354	a/c	26, 43(S), 18	239	434	668
Chengdu	Shanghai	1354/1351	1352/1353		27, 24, 15	126	269	
Chengdu	Shenyang Bei	K386/387	K388/385	a/c	27, 24, 20(N), 15, 1	275	499	769
Chengdu	Taiyuan	1486	1485		27, 24, 34	88	190	304
Chengdu	Wuchang	T248/245	T246/247	a/c	26	146	268	409
Chengdu	Wuxi (Xinjiang)	1012/1013	1014/1011	a/c	27, 24, 40	233	448	710
Chengdu	Xi'an	K6	K5	a/c	27, 24	105	195	294
Chengdu	Xi'an	2120	2119		27, 24	55	122	193
Chengdu	Zhengzhou	2098	2097		27, 24	83	179	287
Chenzhou	Hengyang	No train	N747		20, (S)	39?	66?	125?
Chenzhou	Yueyang	N748	No train		20, (S)	39?	66?	125?
Chongqing	Fuzhou	1003/1006	1004/1005	a/c	26, 43(S), 18, 19	216	417	657
Chongqing	Guangzhou	K201/204	K202/203	a/c	23, 22, 20(S)	231	418	642
Chongqing	Guangzhou	K358/355	K356/357	a/c	26, 20(S)	220	399	613
Chongqing	Guangzhou	No train	1059/1062		23, 22, 25, 21, 20U	118	252	
Chongqing	Guangzhou	1075/1078	1076/1077	a/c	23, 22, 20(S)	204	391	
Chongqing	Guangzhou	1321/1320	1319/1322		23, 21, 20U	105	225	
Chongqing	Hangzhou	1027/1026	1025/1028		23, 22, 18			
Chongqing	Hangzhou	1327/1326	1325/1328		23, 22, 18	124	264	428
Chongqing	Hankou	T258	T257	a/c	26	135	246	374
Chongqing	Jinan	K16/17	K15/18	a/c	26, 27, 24, 15	226	409	627
Chongqing	Kunming	K159	K160	a/c	23, 22	122	227	346
Chongqing	Kunming	K167	K168	a/c	23, 22	122	227	346
Chongqing	Panzhuhua	N854/855	N856/853	a/c	23, 27	138	253	385
Chongqing	Shanghai	K73/72	K71/74	a/c	23, 22, 18	271	490	754
Chongqing	Wulumuqi	1082/1083	1084/1081	a/c	26, 27, 24, 40	253	485	766
Chongqing	Xiamen	K334/335	K336/333	a/c	26, 43(S), 18, 19	266	480	738
Chongqing	Zhanjiang	2301/2304	2302/2303		23, 21	90	194	312
Chongqing	Zhengzhou	2222	2221		26, 25, 20(N)	83	179	
Chongxin	Lanzhou	No train	N906		37	38	93	
Dali	Kunming	N984/981	N982/983	a/c	27	45	93	136
Dali	Kunming	N988/985	N986/987		27	30	69	102
Dali	Kunming	N994/991	N992/993		27	36	69	102
Dali	Kunming	N998/995	N996/997		27	36	69	
Dalian	Daqing	2019	2020	a/c	5, 1, 14	108	213	332
Dalian	Haerbin	T261	T262	a/c	5, 1	125	231	352
Dalian	Hailaer	2081/2083	2084/2082		5, 1, 7, 14	98	210	337
Dalian	Hankou	K369/368	K370/367	a/c	5, 1, 43(N), 15, 20(N)	212	387	595
Dalian	Jiagedaqi	2061	2062		5, 1, 7, 14C	93	199	321
Dalian	Jiamusi	2121	2122	a/c	5, 1, 13	137	267	415
Dalian	Mudanjiang	2051	2052	a/c	5, 1, 14	122	237	369
Dalian	Qiqihaer	2169	2170		5, 1, 7	73	159	254
Dalian	Qiqihaer	2209	2210		5, 1, 7A, 7, 14	73	159	254
Dalian	Qiqihaer	2219	2220		5, 1, 7	73	159	254
Dalian	Shanghai	T131/134	T132/133	a/c	5, 1, 15	245	446	686
Dandong	Longzhen	2124/2125	2126/2123		4, 1, 13	78	166	267
Dandong	Qingdao	1414/1411	1412/1413		4, 1, 15, 16	100	214	346
Datong	Hangzhou	1591/1594	1592/1593	a/c	35, 34, 24, 15, 15L	187	362	570
Dazhou	Guangzhou	1010/1007	1008/1009		26, 25, 20(S)	111	236	
Dazhou	Guangzhou	1063/1/0	No train		26, 23, 22, 25, 21, 20U	130	276	
Dezhou	Haerbin	1546/1547	1548/1545		15, 1	90	194	312
Dongguan Dong	Fuyang	1436	1435		43(S), 43(N)	99	211	
Dongguan Dong	Hefei	1020	1019		43(S), 15H	93	197	
Dongguan Dong	Nanjing Xi	K26	K25	a/c	43(S), 18, 15L	200	364	556
Dongying	Nanjing Xi	2558/2555	2556/2557		16, 15	57	126	200
Dunhuang	Wulumuqi	N949	N950	a/c	40	97	181	274
Erlian	Huhehaote	4604/4601	4602/4603	\$	37	36	82	127
Foshan	Pingshi	N752	N751	a/c	20U, 20(S)	51		153
Fuxin	Shanghai	1230/1227	1228/1229		6, 1, 15	107	230	372

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Fuyang	Hankou	1041	1042		43(N)	26		
Fuzhou	Guiyang	1022/1023	1024/1021		19, 18, 22	102	219	355
Fuzhou	Hefei Xi	K322/323	K321/324	a/c	19, 18, 43(S), 15H	143	263	400
Fuzhou	Nanchang	2218/2215	2216/2217		19, 18	43	96	151
Fuzhou	Nanjing Xi	2002	2001	a/c	19, 15L	145	281	438
Fuzhou	Qingdao	K68/69	K70/67	a/c	19, 15L, 15H, 43(N), 15, 16	223	406	625
Fuzhou	Shanghai	K164	K163	a/c	19, 18	137	249	379
Fuzhou	Shenzhen	2274/2271	2272/2273	a/c	19, 43(S)	123	240	373
Fuzhou	Wuchang	K246/247	K245/248	a/c	19, 18, 43(S)	121	223	340
Fuzhou	Zhengzhou	K30/31	K32/29	a/c	19, 18, 43(S), 43(N), 24	168	307	468
Ganzhou	Suzhou	K162	K161	a/c	43(S), 18, 15	138	253	385
Geermu	Lanzhou	N904	N903		41A, 41	78	156	242
Guangzhou	Guiyang	K64/65	K66/63	a/c	20(S), 22	166	301	460
Guangzhou Dong	Haerbin	T236/237	T238/235	a/c	20, 15, 43(N), 1	355	640	985
Guangzhou	Hengyang	N746	N745		20(S)	44	92	139
Guangzhou	Hengyang	N750	N749		20(S)	44	92	139
Guangzhou	Jinan	T180	T179	a/c	20(S), 43(N), 15	226	409	627
Guangzhou	Jiujiang	K85/88	K87/86	a/c	43(S)	140	257	390
Guangzhou Dong	Jiujiang	2275/2278	No train		43(S)	81	173	
Guangzhou Dong	Jiulong (HK)	Various	Various	a/c	20T			
Guangzhou	Kunming	K365/364	K366/363	a/c	20U, 21	194	353	539
Guangzhou	Lanzhou	K226/227	K228/225	a/c	20, 24	293	528	813
Guangzhou	Lianyungang Dong	No train	K304/301	a/c	20(S), 18, 43(S), 43(N), 24	231	418	642
Guangzhou	Liuzhou	K36/37	K38/35	a/c	20(S), 21	137	249	379
Guangzhou	Luohe	No train	2507		20	88	190	
Guangzhou	Luoyang	2076/2077	2078/2075	a/c	20(S), 26, 25	171	331	521
Guangzhou Dong	Macheng	No train	2277/2276		43(S), 43(N)	94	200	
Guangzhou Dong	Nanchang	T172	T171	a/c	20(S), 18	145	268	404
Guangzhou	Nanjing Xi	1312	1311	a/c	20(S), 18, 15	209	401	629
Guangzhou	Nanning	2571/2574	2572/2573	a/c	20U, 21	94	185	286
Guangzhou	Ningbo	K210/211	K212/209	a/c	20(S), 18	194	353	539
Guangzhou Dong	Qingdao	T160/161	T162/159	a/c	43(S), 43(N), 15, 16	266	480	738
Guangzhou	Shanghai	K48	K47	a/c	20(S), 18	208	379	584
Guangzhou Dong	Shanghai	K100	K99	a/c	20(S), 18	208	379	584
Guangzhou Dong	Shangrao	No train	2093/2092		43(S), 18	86	183	291
Guangzhou Dong	Shantou	N755/758	N756/757	a/c	43(S)	81	157	236
Guangzhou	Shaoguan	N754	N753	a/c	20(S)	38		
Guangzhou	Shaoyang	N742/743	N744/741	a/c	20(S), 22	100	187	283
Guangzhou	Shenyang Bei	T92/93	T94/91	a/c	20, 1	305	552	854
Guangzhou	Shenzhen	Various -		a/c	20T, 20T#	65	70*	80^
Guangzhou Dong	Shenzhen	see table 20T#		a/c	20T, 20T#	65	70*	80^
Guangzhou	Shijiazhuang	T90	T89	a/c	20	226	409	627
Guangzhou Dong	Taiyuan	K238/239	K237/240	a/c	20, 25, 34	251	456	702
Guangzhou	Tianjin	T254	T253	a/c	20, 15	266	480	738
Guangzhou	Wenzhou	K326/327	K328/325	a/c	20(S), 18	200	363	554
Guangzhou	Wuchang	T120	T119	a/c	20(S)	140	257	390
Guangzhou	Wuchang	2162	2161		20(S)	68	149	238
Guangzhou	Wuchang	2270	2269		20(S)	68	149	
Guangzhou Dong	Xiamen	K297/300	K298/299	a/c	43(S), 19	113	209	316
Guangzhou	Xi'an	K82/83	K84/81	a/c	20, 24	238	430	658
Guangzhou	Xiangfan	2286	No train		20(S), 25	86	185	296
Guangzhou Dong	Xiangfan	No train	2115		20(S), 25	86	185	
Guangzhou	Xinyang	K10	K9	a/c	20	94	188	292
Guangzhou	Xinyang	2508	No train		20	81	175	279
Guangzhou	Xuzhou	K302	No train	a/c	20(S), 18, 43(S), 43(N)			
Guangzhou	Yangzhou	K222/223	K224/221	a/c	20(S), 18, 15L, 15U	219	399	613
Guangzhou	Yichang	2174/2175	2176/2173	a/c	20(S), 26, 25	171	330	516
Guangzhou	Yichang	No train	2288/2285		20(S), 25	73	159	254
Guangzhou Dong	Yichang	2116/2117	No train		20(S), 25	73	159	
Guangzhou Dong	Yingtian	2091/2094	No train		43(S), 18	80	170	271
Guangzhou	Yueyang	N720	N719	a/c	20(S)	64	131	202
Guangzhou	Yueyang	N724	N723	a/c	20(S)	113	209	316
Guangzhou	Zhangjiajie	N710/711	N712/709	a/c	20(S), 25	174		

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Guangzhou	Zhanjiang	2211/2214	2212/2213	a/c	20U, 21	64	128	196
Guangzhou	Zhengzhou	T256	T255	a/c	20	191	345	529
Guilin	Hengyang	2514	No train		21	27	66	100
Guilin Bei	Kunming	2055	2056	a/c #	21	122	237	369
Guilin	Nanning	No train	N802	a/c	21	65		
Guilin	Nanning	N803	No train		21	65		
Guilin Bei	Nanning	N801	No train	a/c	21	65		
Guilin Bei	Nanning	No train	N804		21	65		
Guilin	Yueyang	No train	2513		21, 20(S)	46	103	162
Guilin Bei	Zhangjiajie	2413/2412	2411/2414	#	21, 25	57	126	200
Guiyang	Hangzhou	1516	1515		22, 18	105	225	364
Guiyang	Kunming	2079	2080	a/c	22	65	131	203
Guiyang	Shanghai	K112	K111	a/c	22, 18	199	362	556
Guiyang	Wenzhou	1092/1093	1094/1091	a/c	22, 18	167	324	510
Guiyang	Xi'an	2338/6/3	2334/5/7		23, 26, 27	78	169	270
Guiyang	Yibin	N863/866	N865/864	a/c	22, 23	79	96	220
Guiyang	Yuping	N874	N873	a/c	22	45	104	136
Guiyang	Zhanjiang	2236/2237	2238/2235		23, 21	68	149	238
Haerbin	Hankou	T184/181	T182/183	a/c	1, 43(N), 15, 20(N)	251	456	702
Haerbin	Heze	No train	1416/1417		1, 15	107	230	372
Haerbin	Jilin	2016	2015		11	25		
Haerbin	Jinan	1418/1415	No train		1, 15	95	204	328
Haerbin	Jinzhou (Liaoning)	2196	2195		1	53	117	184
Haerbin Dong	Kharbarovsk (RU)	N23	N24	a/c \$	14			
Haerbin	Shanghai	K58/55	K56/57	a/c	1, 15	276	499	770
Haerbin Dong	Suifenhe	N23	N24	a/c	14	76	143	215
Haerbin	Tianjin	1522	1521	a/c	1	122	237	369
Haerbin Dong	Tumen	2036/2037	2038/2035		11	41	93	
Haerbin Dong	Vladivostok (RU)	N23	N24	a/c \$	14			
Haerbin Dong	Wulan Hote	2155/2158	2156/2157		14, 7, 7A, 7B	38	86	133
Haerbin	Xuzhou	1472/1469	1470/1471		1, 15	107	230	372
Hangzhou	Hankou	1533/1532	1531/1534	a/c	18, 43(S)	114	223	348
Hangzhou	Jinan	T178	T177	a/c	18, 15	150	274	417
Hangzhou	Nanchang	2185	2186	a/c	18	81	159	243
Hangzhou	Qiqihaer	1342/1343	1344/1341	a/c	18, 15, 1, 6, 7, 14	266	509	805
Hangzhou	Taiyuan	1582/1583	1584/1581	a/c	15L, 15H, 43(N), 15, 34	168	322	506
Hangzhou	Xiamen	2249	2250	a/c	18, 19	115	224	347
Hangzhou	Xi'an	2305/2308	2306/2307		15L, 15H, 43(N), 24	100	214	346
Hangzhou	Zhengzhou	1706/1707	1708/1705		15L, 15, 24	70	153	244
Hankou	Hefei	1616/1617	1618/1615		43(N), 15H	39		
Hankou	Lanzhou	2028/2029	2030/2027		20(N), 24	98	210	337
Hankou	Lianyungang Dong	1442/1443	1444/1441		43(N), 24	53	117	184
Hankou	Shanghai	K13/12	K11/14	a/c	43(S), 18	138	253	385
Hankou	Shenzhen	T67	T68	a/c	20(S), 20T	154	281	
Hankou	Shenzhen	K7	K8	a/c	20(S), 20T	144	263	401
Hankou	Taiyuan	2232/2233	2234/2231		20(N), 34	73	159	254
Hankou	Wenzhou	1585/1588	1586/1587	a/c	43(S), 18	126	246	383
Hankou	Wulumuqi	T192/193	T194/191	a/c	20(N), 24, 40	303	547	843
Hankou	Yangzhou	K382/383	K384/381	a/c	43(N), 15H, 15L, 15U	120	222	338
Hefei	Nanchang	K195	K196	a/c		64		
Hefei	Shangqiu	2040	2039		15H, 43(N)	25		
Hefei	Shenzhen Xi	1505	1506	a/c	15H, 43(S)	154	298	465
Hefei	Zhengzhou	2192/2193	2194/2191		15H, 43(N), 24	41	93	144
Hengyang	Shanghai Xi	1598	1597	a/c	20(S), 18	122	237	369
Huaihua	Shanghai	1528	1527	a/c	22, 18	148	287	448
Huaihua	Shenzhen	N708/705	N706/707	a/c	22, 20(S), 20T	170		
Huaihua	Shenzhen Xi	N704/701	N702/703		25, 20(S), 20T	160		
Huaihua	Wuchang	2160	2159	a/c	22, 20(S)	88	175	271
Huaihua	Wuxi (Jiangsu)	K92/93	K91/94	a/c	22, 18, 15	189	346	532
Huangchuan	Shenzhen	2013	2014		43(N), 43(S)	99	210	336
Huhehaote	Tongliao	1456/1457	1458/1455		37, 8	88	190	304
Huhehaote	Ulaan Baatar (MO)	4602/4603	4604/4601	\$	37			
Huizhou	Yueyang	No train	N715/718	a/c	43(S), 20(S)	161	299	442

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Jiamusi	Tianjin	1490	1489		13, 1	102	219	355
Jiamusi	Xiliu	2096	2095		13, 1, 5	87	188	303
Jiamusi	Yantai	1394/1391	1392/1393	a/c	13, 1, 15, 16	215	414	651
Jiayuguan	Lanzhou	N908	N907		40	59	121	184
Jilin	Ningbo	K78/75	K76/77	a/c	9, 1, 15, 18	256	465	715
Jilin	Qiqihaer	K132/129	K130/131	a/c	11, 1, 14	79	148	
Jilin	Tianjin	2224	2223		9, 1	73	159	254
Jinan	Mudanjiang	1450/1451	1452/1449	a/c	15, 1, 14	172	332	521
Jinan	Shanghai	T105	T106	a/c	15		231	352
Jinan	Wulumuqi	1085	1086	#	15, 24, 40	177	373	608
Jinan Dong	Xi'an	2515	2516		15, 24	98	210	337
Jinhua Xi	Shenyang Bei	1034/1035	1036/1033	a/c	18, 15L, 15, 1	234	448	706
Jinhua Xi	Yantai	2582/2583	2584/2581		18, 15, 16	105	225	364
Jiujiang	Shanghai Xi	No train	2311/2314		43(S), 18	73	159	
Jiujiang	Shantou	2363/2362	2364/2361	a/c	43(S)	123	240	373
Jiujiang	Shenzhen	K115	K116	a/c	43(S)	165	296	446
Jiulong (HK)	Shanghai	K100	K99	a/c #	20T, 20(S), 18	236	429	661
Jiulong (HK)	Zhaoqing	T362/363	T364/361	a/c	20U			
Kashi	Wulumuqi	N948/945	N946/947	a/c	40C	191	345	529
Kuerle	Wulumuqi	N944/941	N942/943	a/c	40C	82	155	232
Kuerle	Xi'an	1068	1067		40C, 40, 24	145	308	500
Kuitun	Xi'an	1044	1043		40, 24	143	303	492
Kunming	Nanjing Xi	K156	K155	a/c	22, 18, 15L	273	494	758
Kunming	Nanning	K394	K393	a/c	21	97	181	274
Kunming	Shanghai	K80	K79	a/c	22, 18	288	519	799
Kunming	Shanghai	K182	K181	a/c	22, 21, 18	273	494	758
Kunming	Wuchang	K110	K109	a/c	22, 20(S)	189	346	532
Kunming	Xiamen	K232/229	K230/231	a/c	21, 20U, 43(S), 19	251	456	702
Kunming	Xi'an	K166	K165	a/c	27, 24	189	346	532
Kunming	Yuxi	N990	N989		31C	10		
Kunming	Zhanjiang	2060/2057	2058/2059	a/c #	21	122	237	369
Kunming	Zhengzhou	K338	K337	a/c	22, 21, 20	256	465	715
Lanzhou	Nanjing Xi	T114/111	T112/113	a/c	24, 15	215	390	600
Lanzhou	Pingliang	No train	N905		37	38	93	
Lanzhou	Qingdao	K174/171	K172/173		24, 15, 16	139	276	436
Lanzhou	Shanghai	T118/115	T116/117	a/c	24, 15	242	438	671
Lanzhou	Wulumuqi	T295	T296	a/c	40	215	390	600
Lanzhou	Xi'an	K120	K119	a/c	24	94	175	264
Lanzhou	Zhengzhou	2010	2009		24	73	159	254
Lianyungang Dong	Shanghai	2528/2525	2526/2527	a/c	24, 15	88	175	271
Lianyungang Dong	Taiyuan	1552/1553	1551/1554		24, 20(N), 35	70	153	244
Lianyungang Dong	Wulumuqi	1088/1085	1086/1087	#	24, 40	174	367	579
Liuzhou	Nanning	N807	N808		21			
Liuzhou	Yulin	N809	N810		21			
Luoyang	Shanghai	1660/1657	1658/1659	a/c	24, 15	126	246	383
Macheng	Shanghai Xi	2313/2312	No train		43(N), 43(S), 18			
Maoming Dong	Shantou	N762/759	N760/761	a/c	20U, 43(S)	157	283	419
Maoming Dong	Shenzhen	N772/769	N770/771	a/c	20U	106	237	289
Meizhou	Shenzhen	N767	N768	a/c	43(S)	73	133	193
Mudanjiang	Shenyang Bei	2018	2017		14, 1	57	126	200
Nanchang	Nanjing Xi	2240	2239		18, 15L	55	122	193
Nanchang	Nanning	1557	1558	a/c	18, 21	122	237	369
Nanchang	Qingdao	K342/343	K344/341	a/c	43(S), 43(N), 15, 16	191	345	529
Nanchang	Shanghai	K288	K287	a/c	18	113	209	316
Nanchang	Shanghai	2136	2135	a/c	18	92	182	281
Nanchang	Wenzhou	2205/2208	2206/2207		18	87	171	264
Nanchang	Xiamen	K329/332	K330/331	a/c	18, 19	93	181	274
Nanchang	Xi'an	2202/2203	2204/2201		43(S), 20(N), 25, 24	86	185	296
Nanchang	Yiwu	2188	2187		18	36	82	
Nanjing Xi	Xiamen	2521	2522		15L, 19	83	179	

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TRAIN INDEX

Between	And	Outward Train Number	Return Train Number	Notes	Table(s) (In order of outward journey)	Ticket Price		
						Hard Seat	Hard Slpr	Soft Slpr
Nanning	Shanghai	K198	K197	a/c	21, 18	238	430	658
Nanning	Xi'an	K316/317	K318/315	a/c	21, 20, 24	223	406	625
Nanning	Yulin	N816/817	N818/815	a/c	21	42		
Nanning	Yulin	N826/827	N828/825	a/c	21	42		
Nanning	Zhangjiajie	2012	2011	#	21, 25	62	136	216
Nanning	Zhengzhou	1628	1627		21, 20	105	225	364
Qingdao	Shanghai	K296/293	K294/295	a/c	16, 15	170	309	472
Qingdao	Taiyuan	2576/2577	2578/2575	a/c	16, 15, 34	106	208	324
Qingdao	Tonghua	1406/1407	1408/1405	a/c	16, 15, 1, 9	159	308	485
Qingdao	Wuchang	2042/2043	2044/2041	a/c	16, 15, 24, 20(N)	168	322	506
Qingdao	Xining	K172/173	K174/171	#	16, 15, 24, 41	151	297	469
Qingdao	Zhengzhou	2032/2033	2034/2031	a/c	16, 15, 24	120	232	362
Qiqihaer	Shenyang	2510	2509		14, 1	55	122	
Qiqihaer	Tianjin	1052	1051		7, 1	88	190	304
Quanzhou	Xiangfan	K398/395	K396/397	a/c	19, 18, 43(S), 43(N), 26	177	322	494
Rizhou	Zhengzhou	2152/2149	2150/2151		15N, 15, 20(N)	49	108	
Shanghai	Shenyang Bei	K188/189	K190/187	a/c	15, 1	206	373	570
Shanghai	Shijiazhuang	K234/235	K233/236	a/c	15	175	319	486
Shanghai	Taiyuan	K372/373	K374/371	a/c	15, 34	179	327	499
Shanghai	Tianjin	K34	K33	a/c	15	165	301	408
Shanghai	Wuchang	K123/122	K121/124	a/c	18, 43(S)	154	281	429
Shanghai	Wulumuqi	T52/53	T54/51	a/c	15, 24, 40	389	699	1079
Shanghai	Xiamen	K175	K176	a/c	18, 19	170	309	472
Shanghai	Xi'an	T138/139	T140/137	a/c	15, 24	182	333	511
Shanghai	Xining	K376/377	K378/375	a/c	15, 24, 41	257	467	720
Shanghai	Yichang	K253/252	K254/251	a/c	18, 43(S), 26, 25	208	379	584
Shanghai	Yinchuan	K360/361	K359/362	a/c	15, 24, 37	212	408	644
Shanghai	Yingtai	2182/2183	2184/2181		18	64	140	223
Shanghai	Zhengzhou	K152/153	K154/151	a/c	15, 24	256	465	715
Shangqiu	Taiyuan	2503/2502	2501/2504		24, 20(N), 35	51	113	
Shangqiu	Wulumuqi	1045	No train		24, 40	160	338	
Shantou	Shenzhen	N766/763	N764/765	a/c	43(S)	87	159	231
Shantou	Wuchang	1018/1015	1016/1017	a/c	43(S)	140	272	424
Shenyang Bei	Taiyuan	2180/2177	2178/2179		1, 37, 35	88	190	304
Shenyang Bei	Zhengzhou	1058/1055	1056/1057	a/c	1, 15, 20(N)	146	281	440
Shenzhen	Wuchang	T96	T95	a/c	20T, 20(S)	154	281	429
Shenzhen	Wuchang	T176	T175	a/c	20T, 20(S)	154	281	429
Shenzhen	Yueyang	N722	N721	a/c	20T, 20(S)	161	323	486
Shenzhen	Zhengzhou	1537/1540	1538/1539	a/c	43(S), 43(N), 24	175	339	534
Shijiazhuang	Yantai	2244/2245	2246/2243		15, 16	55	122	193
Shimenxian Nan	Zuzhou	N739	N740	a/c	25, 20(S)	62		
Taiyuan	Xi'an	2023	2024		34	45	100	156
Taiyuan	Yichang	2541/2544	2542/2543		34, 25	78	169	270
Tianjin	Shanghai	Z41	Z42	a/c	15		301	458
Tianjin	Wuchang	2545	2546	a/c	15, 20(N)	150	289	452
Tianjin	Wuhai Xi	2144/2141	2142/2143		1#, 37	81	175	279
Tianjin	Xi'an	K213	K214	a/c	15, 34	165	301	458
Wuchang	Zhanjiang	1561	1562	a/c	20(S), 21	161	312	490
Wulumuqi	Zhengzhou	T198	T197	a/c	40, 24	273	494	758
Wulumuqi	Zhengzhou	1046	No train		40, 24	185	357	
Wuxi (Jiangsu)	Yichang	1512/1513	1514/1511		15, 24, 20(N), 25	95	204	328
Wuxi (Jiangsu)	Zhanjiang	K149	K150	a/c	18, 21	253	458	705
Xiamen	Xi'an	K244/241	K242/243	a/c	19, 18, 43(S), 20(N), 24	220	399	613
Xiamen	Yingtai	2050	2049		19	46	103	
Xi'an	Yangzhou	K60/61	K62/59	a/c	24, 43(N), 15H, 15L, 15U	179	327	499
Xi'an	Yantai	2132/2129	2130/2131		24, 15, 16	98	210	337
Xi'an	Yinchuan	2585/2588	2587/2586		24, 37	55	122	193
Xiangfan	Zhanjiang	1473	1474		25, 21	98	210	337
Xining	Yinchuan	N902	N901		41A, 37	63	128	200
Xining	Zhengzhou	2010	2009	#	41A, 24	86	185	296

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OVERLAPPING TABLES / TRAIN NUMBERS

OVERLAPPING TABLES

The service on the following sections of line is shown in more than one table. Generally the complete service will be found in one of the tables but there are some cases where reference to each table is necessary. Services between stations within the same city are not included in this list.

From - To	km	Covered by Tables	Complete Service in Table
Baotou Dong - Erdaoshahe	8	37C, 39B	-
Beijing - Fengtai	17	1#, 35, 37	1#
Beijing - Tianjin	137	1, 1#, 15	1#
Benhong - Jining Nan	38	37, 44	37
Changsha - Zhuzhou	51	18, 20(S), 22	20(S)
Dalian - Jinzhou (Dalian)	33	5, 5E	5
Dongguan Dong - Guangzhou	95	20T, 43(S)	20T
Dongguan Dong - Shenzhen	57	20T, 43(S)	20T
Goufangzi - Jinzhou (Liaoning)	63	1, 5	1
Guangzhou - Jiulong (HK)	182	20T, 20U	20T
Guiding - Guiyang	76	22, 23	22
Guixi - Yingtan	20	15L, 18	18
Hankou - Wuchang	20	20(N), 20(S), 43(S)	-
Hengyang - Zhuzhou	134	20(S), 21	20(S)
Huaibei - Qinglongshan	14	15, 43(N)	-
Jingmen - Yichang	120	25, 25L	25
Jiyuan - Luoyang Dong	78	34, 35	35
Lingyuan - Yebaishou	31	6, 6C	6
Mudanjiang - Xiachengzi	98	12C, 14	14
Nanchang - Xiangtang	28	18, 18#, 18D, 43(S)	-
Qinhuangdao - Tianjin	261	1, 1#	1#
Taiyuan - Yuci	27	34, 35	34
Tulihe - Yitulihe	23	14C, 14G	-
Tulufan - Wulumuqi	143	40, 40C	40
Xi'an - Xianyang	23	24, 34	24

THE CHINESE TRAIN NUMBERING SYSTEM

Each Chinese train has a unique train number, which is used for timetabling and ticketing as well as for operational purposes. For each line trains in one direction carry odd numbers, whilst trains in the opposite direction carry even numbers. Wherever during its journey a train changes from an odd to an even numbered line (or vice versa) it changes its number accordingly. This is why many trains have two (or occasionally more) numbers. At stations and on tickets only the train number applicable to the departure from the station in question is shown. **A full understanding of the numbering system is not necessary - just take note of all applicable numbers and be prepared for any to be used.** The tables show all numbers applicable to each train. As far as possible the number shown in the top row of a train column is the number applicable to the column; numbers in the second row applying to other parts of the train's journey. The tables also show 'ODD' or 'EVEN' for each line - exceptions within a table are identified by a black line next to the station column. See page P12 for an example.

In addition to the direction of the train the train number gives information about the category of train. In descending order of importance, comfort and speed the following categories apply:

- Z1-Z100 - Non-stop air-conditioned express trains generally travelling at a maximum speed of 160km/h
- T1-T998 - Air-conditioned express trains generally travelling at a maximum speed of 160km/h
- K1-K398 - Express trains (mostly air-conditioned) generally travelling at a maximum speed of 120km/h
- N1-N998 - Shorter distance express trains (mostly air-conditioned) generally travelling at a maximum speed of 120km/h
- 1001-2998 - Fast trains (many air-conditioned) generally travelling at a maximum speed of 120km/h
- 4001-5998 - Ordinary trains (generally not air-conditioned) generally travelling at a maximum speed of 120km/h
- 6001-8998 - Slow trains (not air-conditioned)

In the tables the train type is shown as 'slow' for slow trains. All other trains are shown as 'a/c' if air-conditioned, 'ord' if not. Exceptionally, different categories apply to most trains on the Guang-Shen line (Tables 20T & 20T#) - see page P12. Some local trains may also be numbered in a non-standard manner.

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TRAINS NOT RUNNING DAILY
Part 1 - Trains running only on certain days of the week

Train Number	Table(s) Affected	Departure Day(s)	From - To	Arrival Day(s)	Duration (Day(s))	Remarks
T905	21	TS	Nanning - Pingxiang	WSu	2	Conveys through coaches Beijing Xi - Hanoi (VN)
T906	21	WS	Pingxiang - Nanning	WS	1	Conveys through coaches Hanoi (VN) - Beijing Xi
K3	37	W	Beijing - Moscow (Ru)	M	6	
K4	37	T	Moscow (Ru) - Beijing	M	7	
K23	37	T	Beijing - Ulaan Baatar (Mo)	W	2	
K24	37	Th	Ulaan Baatar (Mo) - Beijing	F	2	
K19	1, 14	S	Beijing - Moscow (Ru)	F	7	Note: Trains K19 and K39 combined provide a service Beijing - Haerbin daily except F
K39	1, 14	MWThSu	Beijing - Qiqihaer	TThFM	2	
K39	1, 14, 14C	T	Beijing - Tulihe	Th	3	
K20	14, 1	F	Moscow (Ru) - Beijing	F	8	Note: Trains K20 and K40 combined provide a service Haerbin - Beijing daily except F
K40	14, 1	TWSSu	Qiqihaer - Beijing	WThSuM	2	
K40	14C, 14, 1	Su	Tulihe - Beijing	T	3	
K27	4	MWThS	Beijing - Pyongyang (KDR)	TThFSu	2	Daily service Beijing - Dandong
K28	4	MWThS	Pyongyang (KDR) - Beijing	TThFSu	2	Daily service Dandong - Beijing
N23	14	WS	Haerbin Dong - Vladivostok (Ru)	FM	3	Daily service Haerbin Dong - Suifenhe
N23	14	WS	Haerbin Dong - Kharbarovsk (Ru)	FM	3	
N24	14	MTh	Vladivostok (Ru) - Haerbin Dong	WS	3	Daily service Suifenhe - Haerbin Dong
N24	14	MTh	Kharbarovsk (Ru) - Haerbin Dong	WS	3	
K895	40	MS	Wulumuqi - Almaty (KZ)	WM	3	Daily service Wulumuqi - Alashankou
K896	40	MS	Almaty (KZ) - Wulumuqi	WM	3	Daily service Alashankou - Wulumuqi
N311	37	WThFSu	Jining Nan - Erlian	WThFSu	1	
4602/3	37	TWThS	Huhehaote - Erlian	WThFSu	2	
4602/3	37	MF	Huhehaote - Ulaan Baatar (Mo)	WSu	3	
N312	37	WThFSu	Erlian - Jining Nan	WThFSu	1	
4606/5	37	MThFS	Erlian - Huhehaote	TFSSu	2	
4604/1	37	MF	Ulaan Baatar (Mo) - Huhehaote	TS	2	
5121	32	MS	Hekou - Lao Cai (VN)	MS	1	Conveys through coach Kunming Bei - Hanoi (VN)
5124	32	MS	Lao Cai (VN) - Hekou	MS	1	Conveys through coach Hanoi (VN) - Kunming Bei

Note: Trains 5121 & 5124 are currently suspended - enquire locally for the latest information.

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TRAINS NOT RUNNING DAILY

Part 2 - Trains running on alternate days

Train Number	Table(s) Affected	Alternate Day Service From - To	Daily Service From - To
T97	20T	Beijing Xi - Jiulong (Hong Kong)	Beijing Xi - Guangzhou Dong
T97	-	Beijing Xi - Guangzhou Dong	
T98	20T	Jiulong (Hong Kong) - Beijing Xi	Guangzhou Dong - Beijing Xi
T98	-	Guangzhou Dong - Beijing Xi	
K43	37	Beijing - Lanzhou	Beijing - Zhongwei
K43	37, 40	Beijing - Jiayuguan	
K44	37	Lanzhou - Beijing	Zhongwei - Beijing
K44	40, 37	Jiayuguan - Beijing	
K99	20T	Shanghai - Jiulong (Hong Kong)	Shanghai - Guangzhou Dong
K99	-	Shanghai - Guangzhou Dong	
K100	20T	Jiulong (Hong Kong) - Shanghai	Guangzhou Dong - Shanghai
K100	-	Guangzhou Dong - Shanghai	
K172/3	-	Qingdao - Lanzhou	Qingdao - Lanzhou
K172/3	41	Qingdao - Xining	
K174/1	-	Lanzhou - Qingdao	Lanzhou - Qingdao
K174/1	41	Xining - Qingdao	
1085	15	Jinan - Wulumuqi	Xuzhou - Wulumuqi
1088/5	24	Lianyungang Dong - Wulumuqi	
1086	15	Wulumuqi - Jinan	Wulumuqi - Xuzhou
1086/7	24	Wulumuqi - Lianyungang Dong	
1432/3	15, 15H	Nanjing Xi - Chengdu	Shuijiahu - Chengdu
1432/3	15H	Hefei - Chengdu	
1434/1	15H, 15	Chengdu - Nanjing Xi	Chengdu - Huainan
1434/1	15H	Chengdu - Hefei	
2009	-	Zhengzhou - Lanzhou	Zhengzhou - Lanzhou
2009	41	Zhengzhou - Xining	
2010	-	Lanzhou - Zhengzhou	Lanzhou - Zhengzhou
2010	41	Xining - Zhengzhou	
2011	21	Zhangjiajie - Nanning	Zhangjiajie - Liuzhou
2411/4	21	Zhangjiajie - Guilin Bei	
2012	21	Nanning - Zhangjiajie	Liuzhou - Zhangjiajie
2413/2	21	Guilin Bei - Zhangjiajie	
2058/9	21	Zhanjiang - Kunming	Litang - Kunming
2055	21	Guilin Bei - Kunming	
2060/57	21	Kunming - Zhanjiang	Kunming - Litang
2056	21	Kunming - Guilin Bei	

Departure days of alternate day services to/from Hong Kong:

2004	T97 Beijing - HK	T98 HK - Beijing	K99 Shanghai - HK	K100 HK - Shanghai
July	EVEN days	ODD days	ODD days	EVEN days
August	ODD days	EVEN days	EVEN days	ODD days
September	EVEN days	ODD days	ODD days	EVEN days
October	EVEN days	ODD days	ODD days	EVEN days
November	ODD days	EVEN days	EVEN days	ODD days
December	ODD days	EVEN days	EVEN days	ODD days

This information (and in due course information for 2005) is available on the Kowloon-Canton Railway website <www.kcrc.com>

Days of operation of other alternate day services:

Regrettably, it has not proved possible to provide accurate information as to which destination is served on which day. Any information readers are able to obtain during their travels would be welcomed.

Part 3 - Other non-daily trains

Train Number	Table(s) Affected	From - To	Days of Operation
Various	20T, 20T#	Guangzhou Dong - Shenzhen	Weekend days as shown in Tables 20T & 20T#. These trains operate on additional days during holiday periods - enquire locally.
		Dongguan - Shenzhen	
		Zhangmutou - Shenzhen	
		Shenzhen - Guangzhou Dong	
		Shenzhen - Dongguan	
		Shenzhen - Zhangmutou	

