WHAT IS NEW IN THE TENTH EDITION?

The timetable has once again significantly increased in size since version 3 of the ninth edition and now has 388 pages - partly to accommodate increased services on existing lines and partly to cover new lines now in service.

The opening of new lines continues apace, together with double tracking and electrification works. Some new lines are high speed lines paralleling existing lines; others are opening up new territory.

As is usual most trains have adjustments to times, generally of only a few minutes but in some cases by anything up to twelve hours.

A new summary table 'EMUS' has been created, bringing together on one page all of the high speed overnight trains running in China. Details of these trains remain in their respective tables, which are cross referenced from Table EMUS. It will be found on the last page of the timetable.

The following tables are new in the tenth edition:

Table H24	Zhengzhou - Xuzhou high speed line
Table 24H	(Xi'an -) Xianyang - Binxian - Pingliang line
Table H28	Chengdu - Neijiang Chongqing Bei high speed line
Table 43	Summary table showing trains running in both Table 43(N) & Table 43(S)
Table 43J	Changping Dong - Xiaojinkou line
Table 86	Summary table showing trains running in both Table 86(N) & Table 86(S)
Table L1B	Tanggu - Yujiapu line
Table L3B	Tangshan - Tangshan Bei - Chengde line
Table L16B	Dezhou - Dongying line
Table L16N	Jiaozhou - Pingdu line
Table L27B	Dazhou - Bazhong line
Table L27K	Guangyuan - Nanchong Bei - Hechun (- Chongqing Bei) line
Table L30K	Guiyang - Kaiyang line
Table EMUS	Summary table of high speed overnight (EMUS) trains

In addition the following existing tables have been reorganised to include services on new lines:

Table 9	includes Songjianghe – Jingyu line
Table 15U	includes (Xuzhou -) Yanghe - Huai'an line
Table H20(N)	includes Tianjin - Bazhou - Baoding line (high speed trains)
Table H20(S)	includes Shenzhen Bei - Futian line (second border crossing to Hong Kong)
Table 20T	includes Changping - Shenzhen Pingshan line
Table 21	includes Yulin - Bobai line
Table H26	includes Guang'an Nan - Nanchong line
Table 43(N)	includes Tianjin - Bazhou - Baoding line (conventional trains)

The existing Table 86 has been split, at Fuzhou, into Tables 86(N) and 86(S), with a new summary Table 86 showing trains running in both tables. A similar summary Table 43 has been created for the existing Tables 43(N) and 43(S).

The following sections of existing line have changed table:

Tianjin - Tanggu from Table H1# to the new Table L1B
Xiangfang - Haerbin from Table 11 to Table 12
Xinyi - Linyi - Jiaozhou from Table 15U to Table 16
Zibo - Dongying from Table 16 to the new Table L16B
Zhengzhou - Xi'an (high speed trains) from Table H20(N) to the new Table H24
Hechun - Maoming Dong from Table 20U back to Table 21 (I can't make my mind up with this one!)
Guangyuan - Bazhong from Table 27 to the new Table L27B (however no service currently shown)
Hancheng - Zhangqiao from Table 34 to Table 34G
Baoji - Pingliang - Zhongwei from Table 37 to the new Table 24H
Gantang - Wuwei Nan from Table 40 to Table 37
Fenghuangcheng - Guanshui - Changdian / Tonghua from Table L4C (abolished) to Table 4

The existing Table H24 has been renumbered to Table H24# with no change in coverage

On a more negative note the following sections of line no longer have any services shown:

Liling - Chaling (Table 18)
Guangyuan - Bazhong (Table 27)
Shiyan - Zhen'an (Table 27)

It is unclear as to whether these services have actually been discontinued or have simply been removed from the timetable. Visitors who are able to establish the operation of services 'on the ground' are invited to pass on any relevant information.

HOW THE TIMETABLE HAS GROWN

Prior to the Sixth Edition (April 2009) the timetable was relatively consistent in size, ranging from 160 to 172 pages. Since then there has been consistent growth, as shown below:

Edition	Version	CRPH Date	Issue Date	Pages	Trains/Day	of which CRH
Sixth	1	April 2009	May 2009	176	n/a	n/a
Seventh	1	July 2011	October 2011	200	3,900+	1,500+
Eighth	1	January 2013	March 2013	233	4,300+	2,000+
Ninth	1	July 2014	December 2014	258	4,900+	2,600+
Ninth	2	July 2014	March 2015	279	5,182	2,968
Ninth	3	July 2014	March 2016	307	n/a	n/a
Tenth	1	June 2016	November 2016	388	6,581	4,125

Chinese Railway Timetable - June 2016 Edition
HOW IS THE TIMETABLE PRODUCED?

Here is a step by step guide to the production process - of necessity not fully comprehensive:

1. Obtain current CRPH timetable.

2. Scan entire CRPH timetable (except last section which is not required) and print so that each page is A4 size.

3. Go through first section of CRPH timetable (train list) and list air-conditioned trains.

4. Go through body of CRPH timetable and endorse each page with relevant table numbers.

5. Copy base files of previous edition of CTT (Excel, Word and Maps) to form working documents for the new edition.

6. Create the key from the endorsed CRPH pages using the previous key as a template.

7. For each table (in any order) do the following:

   a) Open the table in the Excel file and separate each direction into a different worksheet.

   b) Using the key visit the first CRPH page referred to and deal with each train - amend if existing; insert if new. Check a/c status against list as necessary. Highlight each train number in the table and tick each train in CRPH when done. Tick through table number endorsement and highlight key entry when all trains in table dealt with for that page. If no more tables outstanding on page tick through page number and highlight page number in key. Add/remove stations as appropriate ensuring that each direction is in step. Ensure that all stations which are referred to in the table but which is not in the station list are added to a special temporary list together with the respective table number in the third column - ensuring that all these entries are in italics.

   c) Repeat for each page until all pages for the table are finished - check each key entry for the table is now highlighted.

   d) For each train not highlighted consider whether it no longer operates or has been missed (refer to first section of CRPH to see if it is in train list). Delete trains confirmed as no longer operating.

   e) Confirm that all trains are now highlighted and then remove highlighting.

   f) Consider each train column in the table chronological order and move columns as necessary until all trains are in the best order possible. This may take several iterations and may involve compromise. Ensure that end of table is consistent with beginning as most tables go 'round the clock'.

   g) When satisfied with each direction, put directions back together and adjust table formatting to ensure best fit. Add/delete empty columns as necessary. If there are a significant number of empty columns consider replacing them with space for other purposes - and then think what those purposes might be!

   h) Carry out a final check that the table is complete and then highlight the table number in the key and in the table column of the contents page.

   i) Repeat for the next table, creating new tables as required - keeping the contents pages in step.

8. When all tables are complete carry out a final check that nothing has been missed (something will have been!). In CRPH ensure that each page has been ticked for each train for each table and that all page numbers are ticked. In the key ensure that every entry, table and page number has been highlighted - then remove all highlighting.

9. Now it is time to prepare the station index:

   a) For each table copy the top direction station list and add it to the stations already in the temporary list referred to in 7b) above. Add the respective table number in the third column.

   b) When every table has been dealt with highlight the entire list of stations (first column only) and then add the first and second columns of the entire existing station index to the temporary list (do NOT highlight). Now the reason why the table numbers are in the third column is clear - the Chinese names are in the second.

   c) Remove all borders and carry out a data sort on the entire list - first by column 1, then by column 3. This will bring the stations into alphabetical order.

   d) Rationalise the entries for each station by manually building up the list of table numbers in the row containing the Chinese name. Ensure italicisation is correct.

   e) Once this exercise is complete remove all highlighted entries where the corresponding non-highlighted entry is complete and correct. Identify any entries requiring further attention (there will be some). Any other highlighted entries in the first column will represent new stations. Chinese names will be required for these - add them or highlight the second column accordingly for further attention. Once all entries highlighted in the first column have been accounted for or identified for further attention the first column highlighting can be removed.

   f) Any unhighlighted entry with an empty third column represents a station no longer represented in the timetable. For each check that this is in fact correct and then delete as necessary.

   g) Once this list is in good order add borders so that it can be used to repopulate the station index. Leave some rows at the bottom of each page for the inevitable adjustments. Correct the column headings.

10. Establish how many pages will be used for the various non-table items so that the first page number for the first table can be established. If in doubt err on the liberal side. Non-critical items like the comments page or this one can be adjusted to suit the final situation.

11. Now it is time to revisit each table to correct page numbers/margins/headers/footers etc. as appropriate and to adjust the table numbers in the station columns to match the station index. Any changes to headers and page numbers need to be kept in step with the contents pages. The distance entries should also be checked/adjusted as necessary.

12. At this point the tables will be complete (other than the inevitable fine tuning) so attention can be given to the non-table items. At the moment the only non-table items completed are the key and the station index, although the contents pages will be well advanced. All the other non-table items will require consideration and updating/rewriting as necessary. Non-daily trains are always tricky.

13. Once this is done the contents pages can be finalised and checked. Along the way hopefully various questions and discrepancies will have been resolved such that the timetable can now be made ready for proofing.

14. The Excel file has blank worksheets inserted for each non-Excel page of the timetable. These must be adjusted for any non-Excel page changes - then a .pdf file can be made from the Excel which will form the base proofing document. A .pdf file is also made for the Word content, and one for each map. These subsidiary .pdf files can be used to replace the blank pages such that the final proofing copy is complete and correct.

15. Print a copy of the entire final .pdf file and proof it. It's amazing what shows up here that wasn't obvious on screen!

16. Correct, update and iterate as necessary. Create the final .pdf in the same way as the proofing .pdf and this time bookmark it.

17. Job done - the timetable is ready for the public. See how long it takes to find the first error post-publication! Total time taken - about 600 hours.