

NEWSLINES

This Winter 2024/2025 edition of the European Rail Timetable contains further updates to tables that were published in the December 2024 digital edition. All countries that we were unable to work on last month have now been fully updated with schedules for the new timetable. Over the coming weeks the editorial team will be rechecking any tables that were compiled from advance data to ensure that our content is as accurate as possible.

This seasonal edition includes our *Rail Extra* feature which contains useful transport based information presented on a country by country basis including details of many tourist railways that do not appear in our regular timetable pages. Note that most timings for the railways featured are currently shown with the 2024 schedules, but should still prove useful for future trip planning. We will fully update this content in time for the Summer seasonal edition which will be published in early June.

We would like to remind our readers that the timetable will only be available in printed format twice a year from now on, in January and June. However, we will continue to produce monthly editions in digital format.

The news items that follow are reproduced from the December digital edition together with some additional information that has come to light during the intervening period.

INTERNATIONAL

Table 10: Eurostar services from and to London have been updated with timings valid until May 17. The service from December 15 to February 8 is shown on page 47 while schedules from February 9 to May 17 will be found on page 48. Note that, in this edition, all Eurostar connections included in other international tables are shown with the timings valid until February 8.

Table 13: There are some significant re-timings to Paris – Barcelona trains. Southbound *TGV 9713* runs two hours earlier, departing Paris 0741, while its afternoon northbound counterpart, *TGV 9706*, runs three hours later, departing Barcelona at 1625.

Table 18: The *Intercity* service between Amsterdam and Brussels is completely revised and is now operated by Dutch Railways' recently introduced ICNG (*Intercity Nieuwe Generatie / New Generation*) trains. The hourly service, which is branded *Eurocity Direct (ECD)*, will run from and to Amsterdam Zuid and will call only at Schiphol Airport, Rotterdam Centraal and Antwerpen Centraal. Certain services will extend from and to Lelystad, providing the Flevoland province with a direct link to Brussels. An hourly *Eurocity* service will also operate between Rotterdam and Brussels (Table 420) which calls at the stations omitted by the new *Eurocity Direct* service, including Breda, Noordekempen, Mechelen and Brussels Airport.

Low-cost operator *Ouigo* has introduced three daily return services between Paris Nord and Brussels Midi/Zuid which run on the classic line via Creil, Aulnoye and Mons.

Table 50: *EN 497/496* Stockholm – Berlin has been renumbered **345/344**. Open-access operator *Snälltåget* has introduced a daily return service between Stockholm and København, departing Stockholm in the morning at 0913, returning from København at 1608.

Table 52: Due to engineering work in Austria, the Praha – Linz – Salzburg – Zürich sleeping-car service is temporarily withdrawn.

Table 55: A new daytime *ICE* service has been introduced between Paris and Berlin via Strasbourg and Frankfurt. Train *ICE 9591* will depart Paris at 0955 with return service *ICE 9590* setting off from Berlin Hbf at 1154. The journey time will be just over eight hours.

Table 56: This table has been combined with former Tables 57, 58 and 77 to better show services between Berlin and Polish destinations. A second *InterCity* service has been introduced between Berlin and Przemysł via Kraków.

Table 61: This table has been split into three separate panels in order to show the services available with greater clarity.

Table 63: Four new daily return services, named *Baltic Express*, have been introduced between Praha and Gdynia, running via Lichkov and Miedzylesie. These trains convey first and second class seats and the daytime services also convey a restaurant car between Wrocław and Gdynia.

Table 70: Trains *RJ 83/82* are extended to and from Ancona during the summer. In previous years the services were extended only as far as Rimini.

Table 71: Due to the closure of the Tauern tunnel in Austria for engineering work (see the Austrian section), the München – Roma, München – La Spezia and Stuttgart – Venezia *nightjet* overnight trains are suspended until July 2025.

Table 75: An additional pair of *EuroCity* services has been introduced between München and Zürich. *EC 297* departs Zürich at 0535 with *EC 296* forming an evening departure from München at 2055.

Table 77: We have created this new table to show the European Sleeper service between Brussels and Venezia via Innsbruck which will run on five dates during February and March. Two additional trips will be made between Brussels and Innsbruck.

Table 82: There are no major changes on the international routes between Switzerland and Italy, however the train numbers of services between Zürich and Milano are revised with two digit numbers being allocated (instead of the previous three).

Table 96: Ukrainian Railways has introduced a new overnight service between Kyiv and Budapest to supplement the existing Kyiv – Wien *Hortobágy*. The new train, named *Transcarpathia*, leaves Kyiv at 1016 allowing an earlier Wien arrival. The return service leaves Budapest at 2240 meaning a later departure from Wien is possible.

Table 99: Independent operator *Leo Express* has introduced a second service between Praha and Kraków.

GREAT BRITAIN

Cross Country has introduced a new "Three Kingdoms" service linking the capitals of Wales and Scotland via England. The northbound service departs Cardiff at 0945, returning south from Edinburgh at 1307 (Tables 117 and 119). Former Table 120 (Birmingham – Nottingham) has been merged into an expanded Table 117 which now covers the whole route between Cardiff and Nottingham via Birmingham. This has been made possible as most services now operate at the same times on Saturdays as on Mondays to Fridays.

Great Western has introduced several shuttle services between London and Swindon on Saturdays and Sundays (Table 133). A single morning Cheltenham – Swindon – Bristol service has also been introduced on Saturdays giving Stroud its first ever direct service to Bristol (Tables 130 and 133) although, strangely, there is no equivalent return service.

Transport for Wales has implemented some major schedule changes. Many trains on the South Wales main line have been retimed (Table 136). A notable new feature is a through service between Fishguard and Manchester. From the end of March overnight engineering work will affect services west of Carmarthen on Monday to Thursday nights with rail replacement bus services in operation. On the Central Wales Line (Table 145) the number of through trains on weekdays has been reduced from five to four. On the Mid-Wales Line (Table 148) the early morning service to and from Barmouth has been withdrawn and the late evening services on weekdays in both directions between Machynlleth and Pwllheli will only run from March 31. We have been able to reduce the size of Table 150 as the Saturday service on the North Wales Coast Line is now similar to schedules for Mondays to Fridays.

Avanti West Coast now offers a regular hourly service between Chester and London on Mondays to Fridays and several additional services have appeared on the London to Liverpool route at irregular intervals (Table 152). There are several alterations on the London to Birmingham route with more variations on Saturdays compared to the service on Mondays to Fridays (Table 151).

East Midlands Railway has reinstated a number of trains on its Crewe – Nottingham corridor thus restoring an hourly frequency (Table 155). It has also accelerated its Sunday morning services from and to London St Pancras by up to 30 minutes (Table 170).

With TransPennine Express reducing the number of station calls at Northallerton, LNER has introduced a shuttle service every two hours on Mondays to Fridays between York and Newcastle calling at Northallerton, Darlington and Durham (Table 180). LNER no longer runs trains through to Glasgow Central or Sunderland and the service that operated from and to Stirling has also been withdrawn between Stirling and Edinburgh, although Stirling is still served by the daily London to Inverness service.

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GREAT BRITAIN (continued)

TransPennine Express has made numerous changes to its schedules (Table 188). The stopping service between Manchester and York via Wakefield Kirkgate now runs hourly on a daily basis. Trains between Hull and Manchester now extend to and from Liverpool throughout the day. Most services between Newcastle and Liverpool are accelerated by up to 15 minutes on Mondays to Saturdays by omitting stops at Northallerton, Dewsbury and Stalybridge. Saltburn is now only served by three TransPennine Express through services per day with all other trains on this route starting from or terminating at Redcar. Most services between Scarborough and York now extend to and from Manchester Victoria rather than simply running as a shuttle service. The Transpennine route upgrade work is still ongoing and will affect weekend services from January 4 to February 9 and from April 5. Full details of these changes are shown in a special version of Table 188 on pages 588 to 590.

FRANCE

To allow for the renewal of track on the 37-kilometre section between Boisseaux and Les Aubrais, daytime trains between Paris and Orléans will be suspended for nine months from April 2025 (Table 294).

The northern section of the Poitiers to Limoges line is temporarily closed for an eleven-month period so that major route upgrade work can take place. The 83-kilometre section between Poitiers and Le Dorat is being rebuilt to raise the line speed to 140km/h and also to eliminate a lengthy speed restriction between Mignaloux-Nouaillé and Lussac-les-Châteaux. When the work is complete journey times will be cut by ten minutes (Table 309).

Spanish bus company *Hife* has introduced a bus service Andorra – L'Hospitalet-près-l'Andorre – Ax-les-Thermes, the first to operate on this route for several years (Table 313). Buses connect with SNCF services, including the overnight train to and from Paris in Table 319.

Bus services are now operating again between Bedous and Urdos but there is no date for the resumption of services to Canfranc (Table 324).

Local *TER* schedules between Les Arcs-Draguignan and Ventimiglia have been completely revamped with a much enhanced service now provided (Table 361). The stopping service between Les Arcs-Draguignan and Cannes now runs hourly with most extending to and from Menton while the services on the Grasse branch generally run every 30 minutes. The section between Cannes and Menton now benefits from four trains per hour for most of the day (apart for an hour or so during the middle part of the day on Mondays to Fridays).

All *Ouigo Classique* low-cost loco-hauled services between Paris and Lyon via Dijon have been withdrawn (Table 377).

A new daily *Intercités* service has been introduced between Nancy and Lyon via Neufchâteau and Dijon (Tables 379 and 379a). The southbound train departs Nancy at 0746, arriving Lyon just after midday. The return service departs Lyon Perrache 1538, arriving Nancy at 2016. This service does not require compulsory reservation.

NETHERLANDS

From December 15 there are major changes affecting the majority of services throughout the Netherlands, with consequent renumbering of tables. Trains between Amsterdam and Rotterdam via Schiphol Airport and the high-speed line (Table 460) now serve Amsterdam Zuid instead of Centraal, and are extended to start from Lelystad or Amersfoort. At the southern end of the line, trains from Lelystad continue to Brussels, omitting Breda, whilst those from Amersfoort run to Breda; there is an additional hourly service between Rotterdam and Brussels via Breda, timings for which will be found in Belgian Table 420.

Amsterdam Centraal is now linked to Schiphol Airport by the *Airport Sprinter* service running every 7 or 8 minutes for most of the day (Table 451), whilst several other corridors have increased frequencies with trains starting earlier and finishing later than before. A consequence of the changes is that there are no through trains (at least for now) between Enschede and Amsterdam, but connections are available at either Utrecht or Deventer. Similarly, journeys between Rotterdam and Groningen or Leeuwarden now require a change at Utrecht, although this will be rectified in a future timetable change when services on the high-speed line will be extended northwards.

Services operated by Arriva Nederland are largely unchanged, except that Groningen to Bad Nieweschans is increased to half-hourly on Mondays to Saturdays. Timings between Groningen and Eemshaven (for the ferry to Borkum) have been added to Table 498, although the plan to operate trains throughout the day has been dropped. Another addition to this table is the special shuttle service in Utrecht serving Maliebaan for the Railway Museum.

SWITZERLAND

The most significant changes affect Western Switzerland. The hourly services between Genève and Zürich via Neuchâtel and Biel/Bienne are diverted to start or terminate at Lausanne, no longer serving Genève. However, connections to and from Genève are available at Renens to the west of Lausanne, which has become an important interchange station and has therefore been added to Tables 500, 504 and 570.

Neuchâtel retains a limited through service to/from Genève with the addition of *IR* trains at peak times only. To aid the reader, Table 500 has been split into two sections, the first showing trains via Bern, the second via Neuchâtel and Biel/Bienne.

Another change is that the hourly Zürich – St Gallen *IR* trains which used to continue via Buchs to Sargans and Chur (Table 534) now terminate at Sargans (with connections for Chur), whilst the St Gallen – Sargans trains are extended to Chur.

The Lausanne to Payerne trains in Table 504 will be suspended between February 15 and June 8; replacement buses will operate, although timings were not confirmed as we closed for press. Engineering work will affect services between Basel and Delémont from April 28 to September 28 (Table 500a) and between Bern and Luzern via Langnau from April 1 to July 31 (Table 514). On both routes partial bus substitution will be in operation and special versions of these two tables will be found on page 577.

ITALY

The Italian section has now been fully checked, but certain timings were still not confirmed as we closed for press meaning some services remain subject to confirmation, most notably all *ICN* overnight services and *IC* trains to and from Ventimiglia (Tables 580 and 610).

Due to engineering work, the line between Fortezza/Franzensfeste and Brunico/Bruneck will be closed until December 2025. Rail replacement bus services operate between Bressanone/Brixen and Brunico/Bruneck (Table 597).

Journeys to and from Malles/Mals will be affected by engineering work from February 16. The section of line between Laas and Malles will be closed for major route modernization works which is expected to last until March 2026. Trains will be replaced by bus over the affected section for the duration of the work (Table 598).

Rumours abound that the Trieste to Villa Opicina tram will return to service in the near future. However, the replacement bus service continues to operate for the time being (Table 601).

We have revamped the way we show local trains in Tables 615 and 620 so that all Milano – Piacenza – Bologna services now appear in Table 620. This has enabled us to add details of the limited local service between Pescara and Foggia to Table 615, together with connections to and from Bari, which we previously did not have space to show.

Owing to space constraints, we are currently only showing schedules on the island of Sardinia from February 1 to May 31 (Table 629).

All services between Foggia and Potenza are operated by bus until at least May 10 (Table 632).

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SPAIN

Spanish Railways has introduced additional *avlo* services between Madrid and Sevilla/Málaga, all of which call at Villanueva de Córdoba-Los Pedroches (Table 660).

Madrid – Sevilla and Madrid – Málaga AVE schedules have been recast (Table 660), as have Madrid – Cádiz and Madrid – Huelva *Alvia* and *Intercity* schedules in Table 671.

From January 16, *Ouigo* will introduce two daily return services between Madrid and Sevilla (with a third return journey added from January 24), together with two return services between Madrid and Málaga (Table 660).

All Madrid/Barcelona – Granada AVE services now call additionally at Antequera AV station (Table 660).

A new *Alvia* service has commenced in both directions between Madrid and Almería operating on the high-speed line via Córdoba and Granada (Tables 660 and 661).

The morning *Intercity* service from Almería to Madrid has been retimed to run much later, departing Almería at 1530 (Table 661).

Most *Avant* services Málaga – Sevilla (Table 663a), Madrid – Puertollano (Table 663b) and Granada – Sevilla/Málaga (Table 678a) have been retimed.

An additional AVE service between Madrid and Huelva is operating on Fridays and Sundays until March 30 (Table 670). *Avanza* buses to the ski resorts of Astún, Candanchú and Formigal will connect with these trains.

The line between València and Alacant, which we reported as closed in the December edition due to the after effects of Storm Dana in October, has now reopened (Table 672).

The *Intercity* service between Algeciras and Madrid has been upgraded to *Alvia* with a reduced journey time (Table 673).

Alvia 4095/4134 Madrid – Ferrol is replaced by *avlo* 4295/4334 and terminates at A Coruña (Table 680).

Ouigo schedules between Valladolid and Alacant/València have been recast (Tables 679a and 668).

iryo has introduced a daily through service between Barcelona and Málaga via Madrid (Tables 650 and 660). Train 6020 departs Barcelona 1150, with its northbound counterpart, train 6021, leaving Málaga at 1135. The overall journey time is approximately six hours.

DENMARK

Most services in Denmark have been retimed to varying degrees, although the general service level provided remains the same.

SWEDEN

There are currently no through trains operated by Swedish Railways between Stockholm and København (Table 730) and a change is therefore required at Malmö; through trains may recommence in the summer. Independent operator *Snälltåget* continue to provide a single through service in each direction between the two capital cities.

Stockholm to Göteborg (Table 740) continues to be affected by long-term engineering work, and the through Stockholm – Borås train in this table has been discontinued. Malmö to Simrishamn (Table 731) no longer requires a change of train at Ystad.

NORWAY

The service frequency between Oslo and Gjøvik has been increased from a train every two hours to a regular hourly pattern (Table 773).

Vy has introduced six-berth couchette cars on its overnight service between Oslo and Bergen (Table 780). However, a whole compartment must be reserved when booking and so is best suited for small groups travelling together.

Owing to a shortage of locomotives, the overnight service between Trondheim and Bodø is currently suspended. It is hoped that the service will be able to recommence at some point during 2025. The daytime service is also affected with a rail replacement bus operating between Mo i Rana and Bodø until at least January 31 (Table 787).

FINLAND

The Finnish section has been fully updated with services valid until March 29. Since August 2022 the 3 kilometre section of line between Kupittaa and Turku has been closed with passengers having to transfer to and from Turku city centre by bus. However, through services recommenced from December 15 and the schedules will be found in Table 792.

GERMANY

Timings in the German section are generally valid until April 16. There will be some major changes from April 17 when a section of the Mannheim to Stuttgart high-speed line is closed for a seven week period. We plan to show the amended timings during this period in later editions.

Engineering work will also affect services in many other locations around the country, the most significant being as follows:

- Until February 28, services in the Neubrandenburg area are subject to alteration. Journeys between Malchin and Pasewalk are partially replaced by bus (Reuterstadt – Neubrandenburg – Oertzenhof) and Table 836 has been updated with the amended timings during this period. Services between Stralsund and Neustrelitz are also affected with buses running Demmin – Neubrandenburg – Burg Stargard (see the special version of Table 834 on page 579).
- Services between Neustrelitz and Rostock are replaced by bus until March 8. A special version of Table 835 will be found on page 578 with the amended timings. Note that services in this table are also affected by changes in the Berlin area from February 18 (see next entry).
- Many services in the Berlin area are subject to alteration from February 18 to April 15 with a reduced service running through the north-south tunnel via the Berlin Hbf low-level platforms. Services affected are diverted via other routes through the city with amended timings as a result.
- The line between Essen and Dortmund via Bochum is closed from March 1 to April 25 resulting in numerous service alterations in that area. Owing to the complex nature of the changes we are not able to show full details in our tables. However, the more significant alterations (for example, where services divert via a completely different route) have been indicated. Note that only S-Bahn services will serve Bochum during this period.
- From March 2 to June 6 long-distance services will be diverted between Köln and Koblenz and will not call at Bonn Hbf. Journey times will be extended and certain services that normally run through via Köln Hbf will instead start from or terminate at Köln Hbf with no connection between them. Note that these changes have been included in our tables.

We have moved all services which operate between the Rhein-Ruhr region and Berlin from Table 800 to an expanded Table 810.

A new daily through ICE service between Berlin and Saarbrücken has been introduced. Train 1035 departs Berlin Hbf at 0757, arriving Saarbrücken at 1440. In the opposite direction Train 1034 leaves Saarbrücken at 1328, arriving in the German capital at 2004. Both services run non-stop between Berlin Spandau and Frankfurt (Tables 902 and 919).

The long-distance through IC services to and from Oberstdorf are temporarily suspended until February 28 due to problems with the signalling system in the Oberstdorf area (Table 935). The trains affected are IC 2012/2013 *Allgäu*, which operates to and from Dortmund, and IC 2082/2083 *Nebelhorn*, the through service to and from Hamburg. The southbound trains will recommence on March 1 with the northbound services restarting the following day.

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AUSTRIA

The 8371m Tauern Tunnel (located between Bad Gastein and Mallnitz-Obervellach) is closed to all rail traffic until July 13, 2025 so that modernisation work can take place. Infrastructure work will also take place at other locations along the route between Schwarzach-St Veit and Villach at certain times during this period. The work will take place in two main phases, the first running until March 2. During this period rail services will continue to run as far as Bad Gastein (north of the blockade) and to Mallnitz-Obervellach (south of the tunnel). The second phase, from March 3, will also entail the closure of the Schwarzach-St Veit to Bad Gastein section with rail replacement buses serving places on that line. For longer distance journeys during the whole closure period, a fast bus connection will be provided between Bischofshofen and Spittal-Millstättersee. Note that from June 28 to July 13 the Spittal-Millstättersee to Villach section will also be closed with the fast bus service extended south to and from Villach. Overnight services that normally use this route are either suspended or diverted. The following overnight services will be suspended until July 13 (Table 71):

- **NJ237/236** Stuttgart – Venezia
- **NJ295/294** München – Roma
- **NJ40295/40235** München – La Spezia

The following overnight services will be retimed and diverted via Graz for the duration of the work:

- **EN40237/414** Stuttgart – Zagreb (Table 62)
- **EN40465/40414** Zürich – Zagreb (Table 86)

Full details of the amended services on this route will be found in a special version of Table 970 on page 580. Note that a further phase of work during 2027 will affect services south of the tunnel portal.

Independent operator *WESTbahn* has expanded its sphere of influence with services extending beyond Innsbruck to Bregenz and Lindau. In addition, all of its services via Innsbruck will call additionally at Jenbach (Table 951). Two daily services in each direction on its Wien – München route will extend to and from Stuttgart (Table 910).

CZECH REPUBLIC

Table 1150: Trains **EC283/282** are extended to and from Nové Zámky in Slovakia. Open-access operator *Regiojet* has introduced an additional through service between Praha and Budapest.

Table 1160: *Regiojet* services now call additionally at Česká Třebová. The Praha to Kraków service operated by *Leo Express* now runs from Praha on Wednesdays to Sundays, returning from Kraków on Thursdays to Mondays; a separate train operating from Praha on Fridays and Sundays, returning from Kraków on Mondays and Saturdays, has been introduced.

Table 1165: Following the introduction of the new *Baltic Express* services between Praha and Gdynia (see the international entry for Table 63), the local service in this table has been recast.

SLOVAKIA

Table 1170: Due to long-term engineering work, all long-distance services continue to be operated by bus between Kozárovce and Nová Baňa.

Table 1172: Services in this table have been simplified and now run Nové Zámky – Nitra and Nitra – Topoľčany every two hours (with some additional trains running on Mondays to Fridays).

Table 1180: Services in this table have been extensively altered with all *J/C* trains being withdrawn, including the through service from and to Wien. There is now an hourly Bratislava – Žilina – Košice *Ex* service for most of the day, supplemented by hourly Bratislava – Púchov trains which extend to/from Žilina every two hours. After not running for several years, local trains between Púchov and Horní Lideč have resumed and are included in a new sub-table of Table 1180.

Table 1181: Trains between Bratislava and Prievidza are recast to run every two hours on a daily basis with all services now running through from Bratislava rather than some starting/terminating at Leopoldov. The hourly Trnava – Nitra service is extended from and to Bratislava every two hours but through trains from and to Nové Zámky are withdrawn.

Table 1190: Trains between Zvolen and Košice now run every two hours.

Table 1196: The service between Košice and Lipany has been enhanced to run hourly on all days, but the weekend trains between Košice and Stará Ľubovňa are withdrawn.

SERBIA

Serbian Railways is now operating a full daily *Soko (Falcon)* high-speed service between Beograd and Novi Sad. From approximately 0700 to 2240 *Intercity* and *Interregional* branded *Falcon* services run roughly hourly, with two additional early morning commuter trains running Monday to Friday between the two cities. Journey time for all of these services has been reduced to 36 – 43 minutes for this 76-kilometre run (Table 1360).

A high-speed section of line from Novi Sad to Subotica is currently under construction and, once completed, most of these services are expected to extend to Subotica with some also running through to the Hungarian border at Kelebia. This will significantly improve international connections to and from Serbia as well as providing faster and more frequent domestic journeys along this important rail corridor.

BALTIC STATES

To create better journey opportunities for passengers to travel between the Baltic States by train, Estonian, Latvian and Lithuanian passenger train operators Elron, Vivi and LTG Link have harmonised their timetables in order to provide a two-change Tallinn – Tartu – Riga – Vilnius service which started running from January 6. Timings of these services can be found in a new Table 49 in the International section.

There are now seven pairs of trains between Riga and Daugavpils (previously five) but for two of them a change from electric to diesel train is required at Aizkraukle. Test runs between Vilnius and Daugavpils have taken place and it is hoped that services, which were cancelled during the Covid pandemic, will be reinstated in the spring.

BEYOND EUROPE

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