

NEWSLINES

In a change to our usual publishing schedule, and following customer feedback, the December 2024 edition of the European Rail Timetable is only available in digital format. The printed Winter 2024/2025 edition will be available from mid-January in which we hope to have collated more confirmed timings for the new timetable which should provide readers with a more accurate printed edition. This December edition still includes new schedules valid from December 15 for most European countries. However, the following sections have not yet been updated:

- Denmark
- Norway
- Hungary
- Slovenia, Croatia and Bosnia Herzegovina
- Serbia, Montenegro and North Macedonia
- Bulgaria
- Romania
- Ukraine

In the Italian section, only long-distance trains (those shown with train numbers) have been checked and updated. We will endeavour to have all of these sections fully updated in time for the printed Winter 2024/2025 edition.

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: **EN497/496** 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 in to 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.

Table 70: Trains **RJ83/82** 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 have been introduced between München and Zürich. **EC297** departs Zürich at 0535 with **EC296** 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 allowing a later departure from Wien.

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

GREAT BRITAIN

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.

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.

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**).

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.

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GREAT BRITAIN (continued)

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.

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).

From December 2, the northern section of the Poitiers to Limoges line will be closed for eleven months so that major route upgrade work can take place. The 83-kilometre section between Poitiers and Le Dorat is to be 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-Dranguignan and Ventimiglia have been completely revamped with a much enhanced service now provided (Table 361). The stopping service between Les Arcs-Dranguignan 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).

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

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

SPAIN

Spanish Railways has introduced additional *av/lo* 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.

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) and have been retimed.

The line between València and Alacant is currently closed due to the after effects of Storm Dana in October. Rail replacement bus services will operate between the two cities until further notice (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 *av/lo* 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.

SWEDEN

Services operated by SJ (Swedish Railways) are valid to March 17. There are currently no through trains between Stockholm and København (Table 730) and a change is therefore required at Malmö; through trains may recommence in the summer.

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. Bus substitution on the line to Uddevalla in Table 739 will only affect selected journeys from the end of January.

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FINLAND

The Finnish section has been fully updated with services valid until March 29. Since August 2022 the 3 kilometre section between Kupittaa and Turku has been closed with passengers having to transfer to and from Turku city centre by bus. However, through services have now been restored 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).

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 IC 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 Lubovňa are withdrawn.

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, Vīvi and LTG Link will harmonise their timetables in order to provide a two-change Tallinn – Tartu – Riga – Vilnius service from January 6. At the time of writing schedules for this new connection were not available.

All tables have been updated with the latest information available. 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.