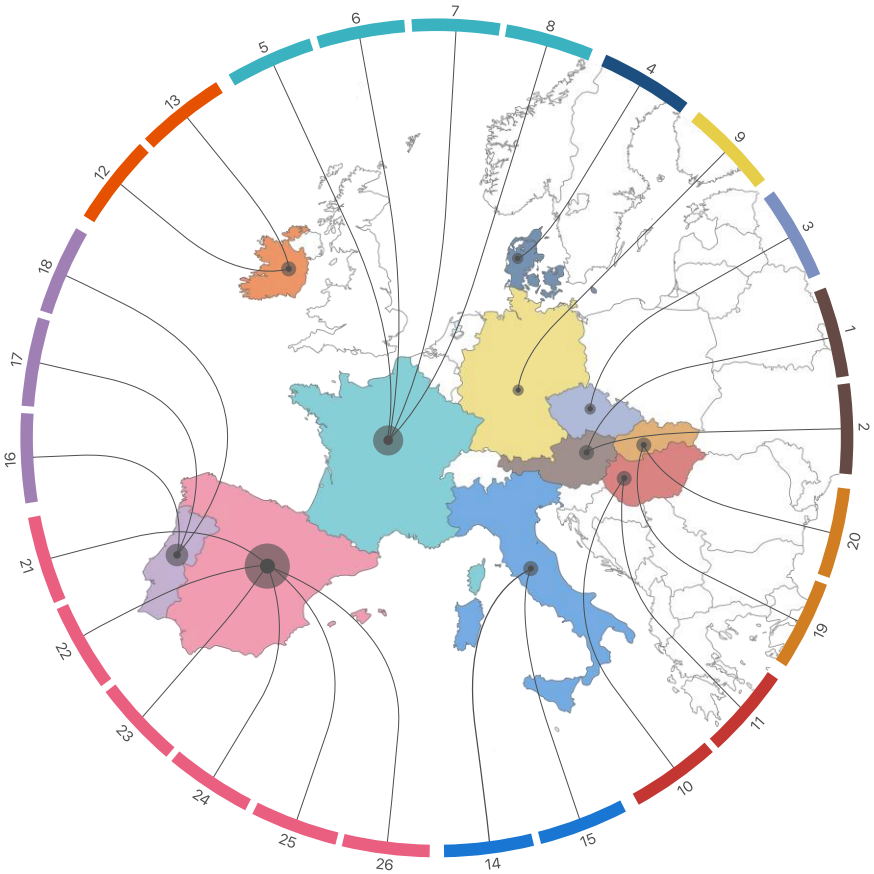
TOUR&RAIL

COMPENDIUM OF SUCCESSFUL CASES OF TOURISM REACTIVATION OF LOW-TRAFIC LINES ACROSS EUROPE



Co-funded by
the European Union

Project

TOUR&RAIL

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June 2026

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1. Low traffic and high value. Introduction to the successful cases

1.1. Troubles and challenges of Low traffic railways lines

This book is one of the outcomes of the European project entitled TOUR&RAIL. Collaborative ecosystem for ecological transition in rural areas through a sustainable tourism model applied to low traffic railway lines in Europe. Funded by an Erasmus+ KA220-HED grant, this three-year project reflects upon the fundamental role of conventional railways in fostering the cohesion of rural territories across Europe.

Over the last 20 years, the European railway network has shrunk by approximately 6% (Rudolph, F. et al., 2023). Most of the decommissioned infrastructure, amounting to nearly 14 000 km, corresponds to conventional low traffic railway lines that run through areas with low population densities. Closure brings an end to a cycle of decline that begins with a drop in passenger numbers caused by various factors such as competition from other modes of transport, rural depopulation and an ageing population continues with the subsequent reduction of public investment to improve infrastructure, and ultimately culminates in a gradual deterioration that renders the continuity of the service socially and economically unviable.

Nevertheless, European transport decarbonisation policy, driven by milestone initiatives such as the European Green Deal and the Sustainable and Smart Mobility Strategy, champions the railway as the backbone of an intermodal European mobility model (European Commission, 2019, 2020). In this regard, it is worth noting that rail is the transport mode that generates the lowest greenhouse gas emissions per passenger, provided that its occupancy level is significant. Consequently, high-speed rail, a high-capacity model involving few intermediate stops, has been reinforced over the past decade, as it is designed to connect major population hubs. Since 2008, the European high-speed network has grown by more than 80%, expanding from around 5,800 km to over 8,500 km (European Commission, 2025).

This network, however, leaves vast rural territories uncovered, those with the lowest population density. In Europe, rural regions account for approximately 45% of the land area, and around 25% of the total population resides within them (World Bank, 2024). For this reason, the conventional railway network, with its mesh-like structure and high level of capillarity, represents a potential source of safe and sustainable mobility for the inhabitants of these regions. It is a fully amortised infrastructure, the basic maintenance of which is substantially lower than the cost of any equivalent alternative infrastructure. The value of this network transcends its mere use value, as it enables territorial accessibility for regions facing structural problems and issues of social cohesion. Furthermore, it serves as a tool for achieving social equity, being a universal and affordable mode of transport, which ultimately helps to retain the population in environments with demographic deficits and low-income levels. Conversely, its decommissioning means relinquishing a public asset of high heritage value, which could only be reversed at very high costs, making it technically, legally, and socially almost unfeasible. In addition, closure eliminates future strategic options, such as the reinforcement of freight transport, redesigned

regional services coordinated with other modes, or diversions in the event of incidents on the main network, amongst others.

In this context, tourism initiatives on low traffic railway lines threatened with closure can act as a stimulus, increasing passenger numbers and showcasing both the railway heritage and the territorial capital of the regions they traverse (Ferrerol, 2006; Carter, 2008). Whilst this is not a standalone solution for the future of conventional low traffic railway lines, it can indeed serve as a lever for change against the trend of abandonment. This is the hypothesis underpinning the TOUR&RAIL project, which is structured into four work packages that successively address essential questions to tackle this compelling and complex challenge from a global perspective.

1.1.1. High value of low traffic railways lines and their territories

The success of a tourist service on a low traffic railway line, as a disruptive element in the degradation process it suffers, depends *a priori* on several factors. Firstly, it depends on the state of conservation of the line and its stations. This factor is a deal-breaker, since if the infrastructure is completely abandoned or in an advanced stage of deterioration, the investment required for its rehabilitation may lead to the project being rejected. In this regard, the *TOUR&RAIL* project proposes the definition and analysis of conventional low traffic railway lines in its first WP. This methodology is valid for any European country and has been applied to Spain as a case study.

The results for Spain yield interesting data. On the one hand, 40 line's sections belonging to 38 different lines have been identified, totalling 4 319 km. This represents approximately 25% of the Spanish railway network, around 35% of its conventional network, and includes 666 stations or halts (Berrocal et al., 2026). The assessment of their state of conservation and the suitability of each section for a potential tourism project resulted in the identification of 53 homogeneous sections. Amongst these, well-maintained lines suitable for hosting a tourism service account for 77% of the total (34% electrified and 43% non-electrified); 11% consists of lines with a state of conservation that could be improved, all of which are non-electrified. Finally, out-of-service lines make up the remaining 12%, with 8% being completely deteriorated or dismantled (Berrocal & Zamorano, 2026). This information allows for the identification of the technical, political, and economic viability of tourism revitalisation projects.

Nevertheless, the state of conservation of the line is not the sole factor relevant to the success of a tourist service. Naturally, the attractiveness of the territory it traverses is key in this regard. The tangible factors of the territory, in terms of heritage assets, natural spaces, and landscape quality, constitute the territorial capital of the lines. For this case study, these tangible values of the territory have been mapped and assessed using a meticulous methodology. The result is a conglomerate of lines that possess a certain merit for promotion, based on their territorial capital and their state of conservation.

Indeed, whilst both factors are necessary to define candidate lines for a potential tourism service, they are not sufficient. Experience shows that the failure of certain public investments is not due to a lack of need or technical justification, but rather because local communities have been neither informed nor empowered, either institutionally or socially, to take ownership of them (Babaei et al., 2023; UIC, 2024). Consequently, local communities fail to develop a sense of co-responsibility or control over the asset, and it is therefore not integrated into the local social and

economic dynamics, a phenomenon already noted in transport planning when social cohesion indicators are ignored (Agustín Escriche, 2018; Berrocal-Menárguez et al., 2025).

The project integrates the perception of local communities through the involvement of Local Action Groups (LAGs) from the territories affected by low traffic railway lines. Local Action Groups are non-profit associations representing public and private stakeholders within a specific rural territory, whose objective is to implement regional rural development programmes in their district using the LEADER methodology of the European Agricultural Fund for Rural Development (EAFRD) (MAPA, n.d.). The participation dynamic is based on face-to-face discussion panels organised by sections, aimed at determining the local perception of the railway line as an economic asset, as well as the perceived robustness of the social fabric in terms of entrepreneurial capacity, community associations, etc.

The results reveal a diversity of sensibilities regarding the potential of the railway depending on the district, as well as varying levels of social self-perception. These range from enthusiastic stances towards the idea of a tourist service that could revitalise rail usage and add value to the territory, to indifference towards the project's tenets, manifested as absenteeism from the face-to-face meetings.

This more socially oriented research is complemented by a complex statistical analysis to determine socio-ecological coupling. This measures the coherence between territorial configuration and economic activities using multivariate analysis applied to land use and socio-economic variables. The results show diverse territorial configurations between urban and rural settings, with varying levels of coupling, revealing more functional or coupled models alongside other more dysfunctional or decoupled ones. The former are, *a priori*, territories better suited to receive a specific investment because they are presumed to possess a certain capacity for self-management and empowerment. However, this interpretation could penalise the very rural territories in need of revitalisation, which require public policies targeted at demographic challenges and territorial cohesion.

Finally, the research team distributed an online survey through the LAGs, aimed at broadening the sample profile to include other actors involved in district development, such as local councils, educational centres, hospitality and rural accommodation businesses, and associations. This outcome, combined with the feedback from the LAGs and the socio-ecological coupling analysis, provides a picture more closely aligned with the social reality of the territories affected by low traffic railway lines, serving as a useful tool for decision-making support.

The project concludes with the production of a handbook of governance models for the tourism revitalisation of railways in rural districts. This work package integrates all the knowledge acquired in the previous packages to propose best practices for promoting the lines and their territories, such as partnership models, multi-scale institutional work, and the involvement of local public and private agents. Governance is, indeed, an essential aspect for the viability and sustainability of tourism projects, given that the stakeholders with interests and competences are numerous: railway infrastructure managers, service operators, regional, district, and local public bodies, civil society, lobbies, etc. The proposed governance models derive, in part, from this compendium of successful cases, as it contains an abundant sample of sustainable and profitable tourist services that have successfully revitalised the lines on which they operate.

1.1.2. Compendium of Successful Cases

This compendium gathers the most relevant examples in Europe of regional low traffic railway lines that have experienced a resurgence thanks to tourist services. It constitutes one of the outputs of the penultimate work package of the *TOUR&RAIL* project and aligns with the project's general objectives to assess the potential of tourist services in reversing the processes of abandonment and disuse of low traffic railway lines. Furthermore, it serves as a demonstrator of the viability and applicability of the theses put forward by the project, allowing for the verification and weighting of the importance of each factor analysed as relevant to the sustainability of this type of investment:

- The state of conservation and suitability of the line for a potential tourism service.
- The territorial capital of the lines in terms of landscape quality, heritage value, and the presence of protected spaces.
- The robustness of the social fabric and the self-perceived image regarding its capacity to provide continuity and support to such investments.

This compendium can be used in multiple ways. It constitutes an informative document for curious travellers wishing to experience new adventures aboard European trains. It is a reference book for organisations promoting new tourist services, which will find inspiring examples within its pages. Yet, it is also an updated and rigorous technical document on railway planning and rural development models, to be considered by European institutions in their public policies.

Whichever purpose you consult this book for, the *TOUR&RAIL* team hopes it meets your expectations and inspires your own initiatives.

2. Identification of the lines

To further research the potential of tourism to support the preservation and development of low-traffic railway lines, multiple surveys were conducted among members of two UIC expert groups: TopRail and Commuter and Regional Train Services (CRTS). The objective was to identify concrete European examples where tourism attractiveness has contributed to maintaining or improving railway services in rural areas.

The results of the surveys provide insight into the characteristics of these lines, the type of services they provide, the level of tourism influence on investment and funding decisions, and their broader socioeconomic impact. The collected cases also offer valuable evidence for the development of strategies directed at revitalizing low-traffic railway lines through sustainable tourism. Figure 1 illustrates the line identification and selection process carried out during WP4.

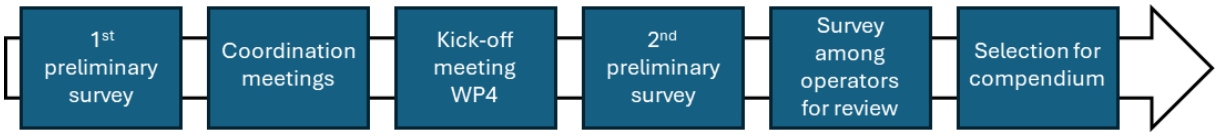
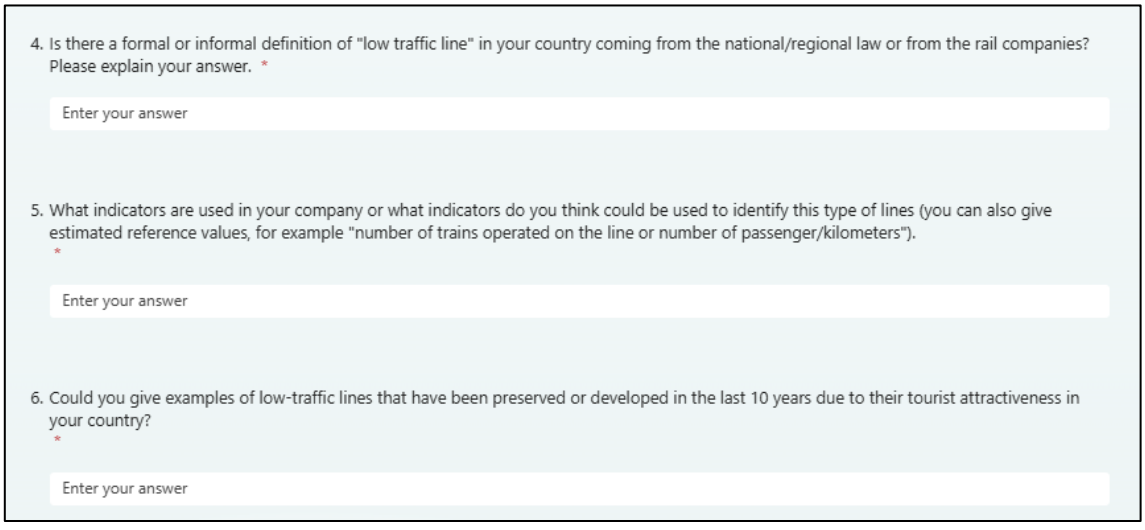


Figure 1. Timeline of the line identification and selection process for the compendium

2.1. Preliminary survey

The launch of Work Package 4 (WP4) was officially initiated with the transnational meeting held at the University of Florence on October 24, 2025, in the presence of all consortium partners.

However, preparatory work had already begun in April 2024 with the launch of a preliminary survey targeting UIC members from the CRTS (Commuter and Regional Transport Services) and TopRail (Tourism Opportunities for Railways) expert groups. The preliminary survey pursued two objectives. The following questionnaire (fig. 2) was designed as a first approach to the definition of what a low-traffic line is, and also to gathered examples of low-traffic lines that had been preserved or developed in the last decade due to their tourist attractiveness.


4. Is there a formal or informal definition of "low traffic line" in your country coming from the national/regional law or from the rail companies? Please explain your answer. *

Enter your answer

5. What indicators are used in your company or what indicators do you think could be used to identify this type of lines (you can also give estimated reference values, for example "number of trains operated on the line or number of passenger/kilometers"). *

Enter your answer

6. Could you give examples of low-traffic lines that have been preserved or developed in the last 10 years due to their tourist attractiveness in your country? *

Enter your answer

Figure 2. Preliminary survey questionnaire.

The survey highlighted the absence of a shared definition of low-traffic railway line across Europe and showed that actors often rely on informal and context-specific understandings. In this sense, the notion of a low-traffic line functions mainly as an operational category used by railway stakeholders to classify and hierarchize their networks.

Regarding the identification of the railways, seven members answered to this first survey leading to the identification of several lines:

- SBB (Swiss Federal Railway) proposed the following lines:
  - Vevey - Palézieux Railway
  - Stoss - Altstätten (Appenzellerbahn)
  - Lucerne - Stans - Engelberg Railway
  - Immensee - Chiasso Railway (Gotthard Railway)
  - Lötschberg panoramic
- ZSSK (Railway Company Slovakia) proposed the following line:
  - Lupkow - Medzilaborce Railway
- OBB (Austrian Federal Railways) proposed the following line:
  - Reblaus Express line
- CP (Portuguese Railways) proposed the following lines:
  - Vouga Line
  - Douro Line
- FGC (Railways of the Government of Catalonia) proposed the following line:
  - Lleida - La Pobla de Segur Line
  - Tren Cremallera de Núria
- Renfe (Spanish National Railways) did not answered with any specific lines but noted that "all regional lines with low traffic are on service until another decision is taken. Besides regional traffic we offer tourist trains to in agreement with regions or local authorities."
- DSB (Danish State Railways) proposed 8 vintage trains lines and railway museum.

Coordination meetings were also held prior to the transnational meeting in Florence to establish a shared research framework. With the results from the preliminary survey, the characteristics of a low-traffic line were narrowed down to three requirements: low or moderate passenger traffic, location in rural or sparsely populated areas, and existing or potential links with tourism. It was also agreed that lines exclusively dedicated to tourism, high-speed rail, lines shorter than 2 km and industrial sections would be excluded from the research. Selected lines were expected to demonstrate measurable forms of success, in terms of profitability and/or increased demand.

These coordination meetings also enabled the launch of an initial research phase, during which consortium partners identified preliminary examples of relevant cases across Europe. In parallel, a common analytical framework was developed to ensure a consistent level of information across all case studies. This framework consisted in technical fact sheets designed to collect information on:

- Technical infrastructure characteristics: track gauge, electrification, signalling, etc.
- Supply and demand: frequency, travel time, commercial speed, ridership, etc.
- Tourism potential of the territories served: natural features, points of interest, etc.

- Stakeholders: operator, infrastructure manager, transport authority, etc.
- History of the line: opening date, closures, reasons for closure, etc.
- Other general information: maps, historical summary, etc.

In addition, four guiding questions were introduced to assess the relevance of each line for the *TOUR&RAIL* project:

- Can the line be categorized as “Low traffic or rural line”?
- How important is the potential for tourism development on this line?
- Does tourism influence the funding of the line?
- Is tourism a vital activity to keep the line in operation?

2.2. Second survey

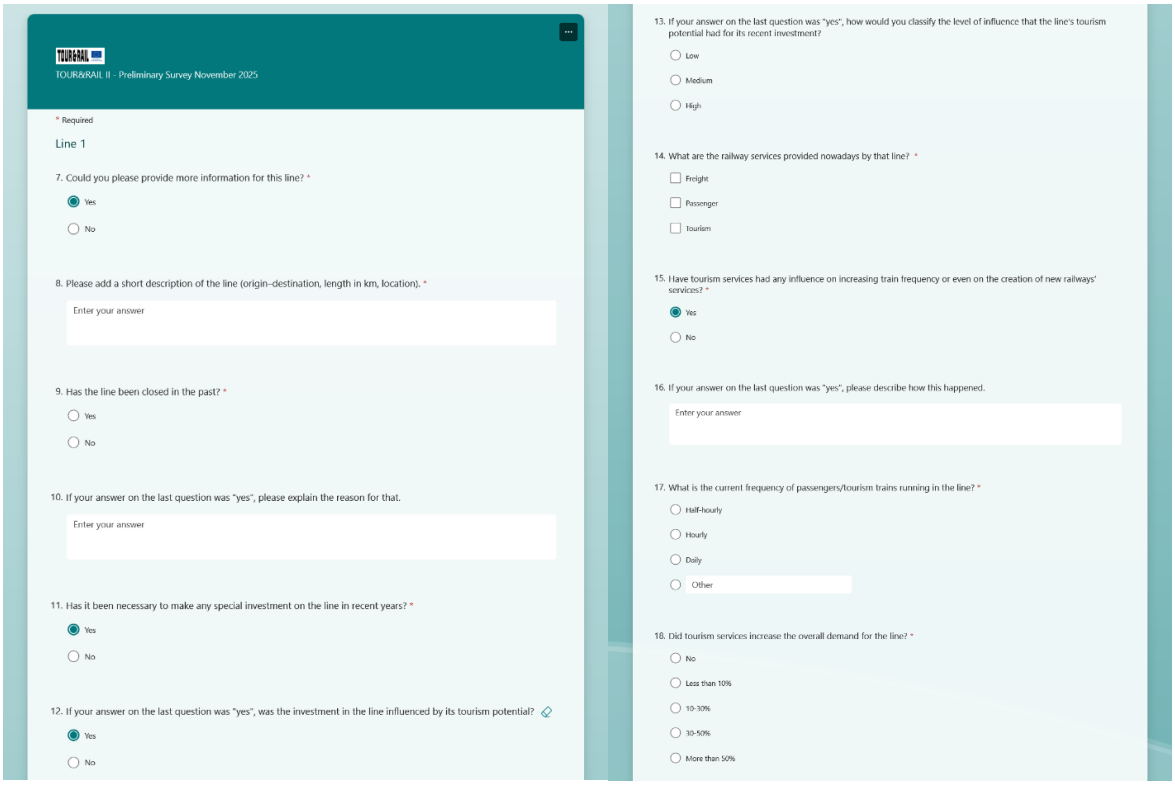
A second survey was launched in November and December 2025 to complement the results of the first one. During this second round, experts identified additional lines and were invited to provide information on how tourism may have influenced the maintenance, development, or revitalization of these lines:

- MAV (Hungarian State Railways) proposed the following lines:
  - Balatonfenyves - Csisztafürdő Line (Balatonfenyves Railway)
  - Eger - Szilvásvárad Line (Route 87)
- Trenitalia (Italian Railways) proposed the following lines:
  - Terni - Sansepolcro Line (Central Umbrian Railway)
  - Lucca - Aulla Line
- DB (German Railways) proposed the following line:
  - Schwarzatalbahn
- ZSSK (Railway Company Slovakia) proposed the following line:
  - Banská Bystrica - Červená Skala Line
- CP (Portuguese Railways) proposed the following line:
  - Beira Baixa Line
- FGC (Railways of the Government of Catalonia) did not propose any additional lines.
- RENFE (Spanish National Railways) did not identify any lines falling within the scope of the project.

The second survey included the following questions:

- Identification of rural low-traffic lines where tourism attractiveness has been an important factor in preservation or development.
- Reasons why the line represents a good example of maintaining or improving railway services.
- Basic technical description (origin-destination, length, location).
- Recent investments and whether tourism potential influenced these investments.
- Current railway services operating on the line.
- Influence of tourism on train frequency or the creation of new services.
- Current train frequency.
- Impact of tourism on passenger demand.

- Influence of tourism on funding decisions.
- Impact on the local economy.
- Existence of intermodal accessibility plans.



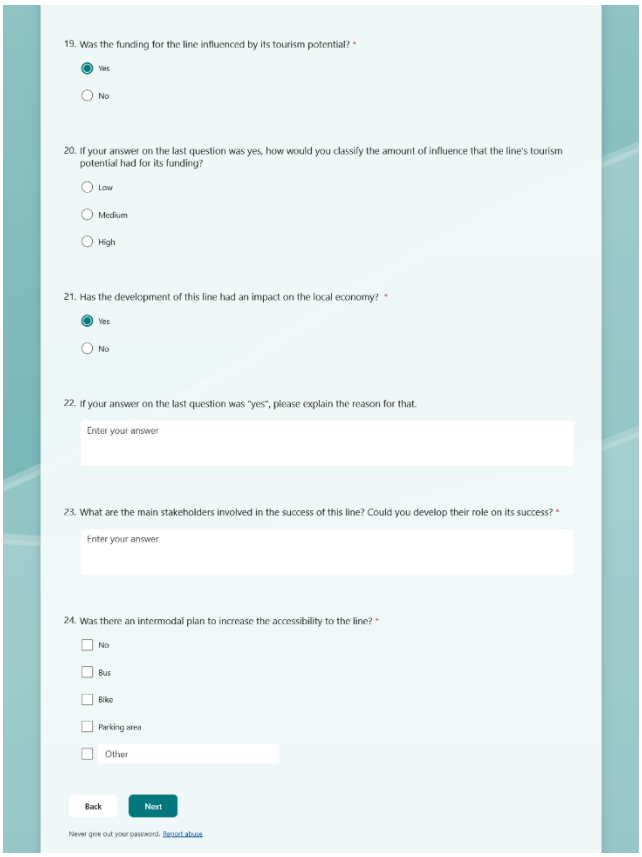


Figure 3. Second survey questionnaire.

2.3. Results validation

Overall, the surveys collected data from ten operators and identified eighteen lines that fall within the scope of the *TOUR&RAIL* project. The technical fact sheets were therefore completed combining inputs from UIC members and consortium partners. Additional lines identified by *TOUR&RAIL* partners were also documented. In total, the analysed lines cover fifteen countries across Europe (Austria, Hungary, Switzerland, Germany, Denmark, France, United Kingdom, Ireland, Belgium, Czech Republic, Poland, Portugal, Spain, Slovakia & Italy).

Once the sheets were completed, the information was sent to UIC members for verification, completion and validation. In total, 101 fact sheets were documented, and 72 were sent to seventeen operators including:

- OBB (Austrian Federal Railways)
- MAV (Hungarian State Railways)
- SBB (Swiss Federal Railways)
- DB (German Railways – Deutsche Bahn)
- DSB (Danish State Railways)
- SNCF Voyageurs (SNCF Passenger Services)
- FEDECRAIL (European Federation of Museum and Tourist Railways)
- Irish Rail (Iarnród Éireann – Irish Rail)
- SNCB (Belgium Railways)
- CD (Czech Railways)
- PKP (Polish State Railways)
- CP (Portuguese Railways)
- FGC (Railways of the Government of Catalonia)
- RENFE (Spanish National Railways)
- ZSSK (Railway Company Slovakia)
- Trenitalia (Italian Railways)
- Trenord (Lombardy Regional Railways)

Thirteen operators representing twelve countries responded, allowing the verification of 36 fact sheets. The gap between the number of fact sheets sent and those returned is explained by the absence of verification from four operators (SBB, Trenord, SNCB and FedeCrails), as well as by the fact that some of the selected lines were not operated by the corresponding UIC members.

2.4. Survey analysis

In total, the surveys collected eighteen different lines. However, for the analysis Swiss lines were excluded because of the absence of verification by the operator, and the project members later identified lines deemed of great interest within the project after successive discussions with the partners. Thus, the analysis will also include the following lines:

- France:
  - Cerdagne Line (Train Jaune)
  - Nice - Breil-sur-Roya Line
  - Montréjeau - Luchon Line

    - Nice - Digne-les-Bains Line
- Austria:
    - Stainach-Irdning - Attnang-Puchheim Line (Salzkammergutbahn)
    - Krimml - Zell am See Line (Pinzgauer Lokalbahn)
- Ireland:
    - Mallow - Tralee Line
    - Dublin - Rosselare Line
- Spain:
    - Ferrocarril de La Robla
    - Pravia - Ferrol Line
    - Redondela - Monforte de Lemos Line
    - Tren de Sóller
- Denmark:
    - Lille North

In total, adding these later identified lines to the ones provided by the expert groups, the analysis will englobe the following 26 low-traffic lines:

LINE	COUNTRY	LENGTH (km)	GAUGE	ELECTRI-FICATION	TOURISM INFLUENCE ON FUNDING	TOURISM-RELATED SERVICE IMPROVEMENT	SERVICES	AVERAGE DAILY PASSENGER TRAINS	IMPACT ON LOCAL ECONOMY	TOURISM-RELATED DEMAND INCREASE	INTERMODAL ACCESSIBILITY
Salzkammergutbahn	Austria	108	Standard	Yes	Medium	Yes	Passenger, freight, tourism	26	Yes	10-30% (1)	Bus, parking area, bike
Pinzgauer Lokalbahn	Austria	53	Narrow	No	High	Yes	Passenger, tourism	40	Yes	10-30% (1)	Bus, parking area
Třemešná ve Slezsku - Osoblaha Line	Czech Republic	20	Narrow	No	High (1)	No	Passenger, tourism	8	Yes	10-30% (1)	No
Lille North	Denmark	24	Standard	No	Medium	Yes	Passenger, tourism	44	Yes	<10% (1)	Bus, parking area, bike
Train Jaune	France	63	Narrow	Yes	High (1)	Yes	Passenger, tourism	20	Yes	10-30% (1)	Bus, parking area, bike
Nice - Breil-sur-Roya Line	France	44	Standard	No	Medium (1)	No	Passenger, tourism	32	Yes	<10% (1)	Bus, parking area, bike
Montréjeau - Luchon Line	France	36	Standard	No	Medium (1)	Yes	Passenger, tourism	12	Yes	10-30% (1)	Parking area
Nice - Digne-les-Bains Line	France	150	Narrow	No	Low (1)	No	Passenger, tourism	6	Yes	No (1)	Bus, parking area, bike
Schwarzatalbahn	Germany	25	Standard	No	High	Yes	Passenger, tourism	34	Yes	>50%	Bus, parking area
Balatonfenyves Railway	Hungary	14	Narrow	No	High	Yes	Passenger, tourism	10	Yes	>50%	Bike
Eger - Szilvásvárad Line	Hungary	34	Narrow	No	Medium	No	Passenger, freight	8	Yes	No	Bus, parking area
Mallow - Tralee Line	Ireland	99	Irish	No	Medium (1)	No	Passenger, tourism	8	Yes	10-30% (1)	Bus, parking area, bike
Dublin - Rosslare Line	Ireland	168	Irish	Yes (partially)	Low (1)	No	Passenger, tourism	6	Yes	<10% (1)	Bus, parking area, bike
Lucca - Aulla Line	Italy	89	Standard	No	Low	Yes	Passenger, freight, tourism	28	Yes	<10%	Bus, parking area, bike
Terni - Sansepolcro Line	Italy	147	Standard	Yes	Medium	Yes	Passenger	24	Yes	<10%	Bus, parking area, bike
Douro Line	Portugal	165	Iberian	Yes (partially)	Medium	Yes	Passenger, freight, tourism	12	Yes	10-30% (1)	Bus, parking area, bike

LINE	COUNTRY	LENGTH (km)	GAUGE	ELECTRI-FICATION	TOURISM INFLUENCE ON FUNDING	TOURISM-RELATED SERVICE IMPROVEMENT	SERVICES	AVERAGE DAILY PASSENGER TRAINS	IMPACT ON LOCAL ECONOMY	TOURISM-RELATED DEMAND INCREASE	INTERMODAL ACCESSIBILITY
Beira Baixa Line	Portugal	240	Iberian	Yes	Medium	Yes	Passenger, freight, tourism	14	Yes	10-30% [1]	Bus, parking area, bike
Vouga Line	Portugal	95	Narrow	No	Low	No	Passenger, tourism	16	Yes	<10% [1]	Bus, parking area, bike
Banská Bystrica - Červená Skala Line	Slovakia	80	Standard	No	Low	No	Passenger, tourism	12	Yes	10-30%	Bus, parking area
Lupków - Medzilaborce Railway	Slovakia	123	Standard	Yes (partially)	High	Yes	Passenger, freight, tourism	2	Yes	10-30%	No
Tren Cremallera de Núria	Spain	13	Narrow	Yes	High	Yes	Passenger, tourism	20	Yes	>50%	Parking area
Lleida - La Pobla de Segur Line	Spain	90	Iberian	No	Low	No	Passenger, tourism	14	Yes	<10%	Bus, parking area
Tren de Sóller	Spain	27	Narrow	Yes	High	Yes	Passenger, tourism	14	Yes	>50%	Bus, parking area
Pravia - Ferrol Line	Spain	270	Narrow	Yes (partially)	Low	No	Passenger, freight, tourism	4	Yes	<10% [1]	Bus, parking area
Ferrocaril de La Robla	Spain	310	Narrow	Yes (partially)	Medium	No	Passenger, freight, tourism	2	Yes	10-30% [1]	Parking area
Redondela - Monforte de Lemos Line	Spain	165	Iberian	Yes	Low	No	Passenger, freight, tourism	12	Yes	10-30% [1]	Bus, parking area

[1] Estimated values.

Table 1. Characteristics of the identified lines.

The following line numeration will be used for the rest of the chapter:

LINE	COUNTRY	NUMBER
Salzkammergutbahn	Austria	1
Pinzgauer Lokalbahn	Austria	2
Třemešná ve Slezsku - Osoblaha Line	Czech Republic	3
Lille North	Denmark	4
Train Jaune	France	5
Nice - Breil-sur-Roya Line	France	6
Montréjeau - Luchon Line	France	7
Nice - Digne-les-Bains Line	France	8
Schwarzatalbahn	Germany	9
Balatonfenyves Railway	Hungary	10
Eger - Szilvásvárad Line	Hungary	11
Mallow - Tralee Line	Ireland	12
Dublin - Rosslare Line	Ireland	13
Lucca - Aulla Line	Italy	14
Terni - Sansepolcro Line	Italy	15
Douro Line	Portugal	16
Beira Baixa Line	Portugal	17
Vouga Line	Portugal	18
Banská Bystrica - Červená Skala Line	Slovakia	19
Lupków - Medzilaborce Railway	Slovakia	20
Tren Cremallera de Núria	Spain	21
Lleida - La Pobla de Segur Line	Spain	22
Tren de Sóller	Spain	23
Pravia - Ferrol Line	Spain	24
Ferrocaril de La Robla	Spain	25
Redondela - Monforte de Lemos Line	Spain	26

Table 2. Lines numeration.

As stated previously, 26 low-traffic lines were identified all throughout Europe, with the most railways in Spain, with six corridors of interest, followed by France, with four lines. The length of the corridors ranges from 10 to 300 kilometres, with an average length of 102 kilometres, which reflects the fact that tourism can support both short local branch lines and longer regional corridors. The average number of daily passenger trains also varies significantly, with 65% of lines under the value of 16 daily passenger trains in both directions, exemplifying the low ridership of the corridors.

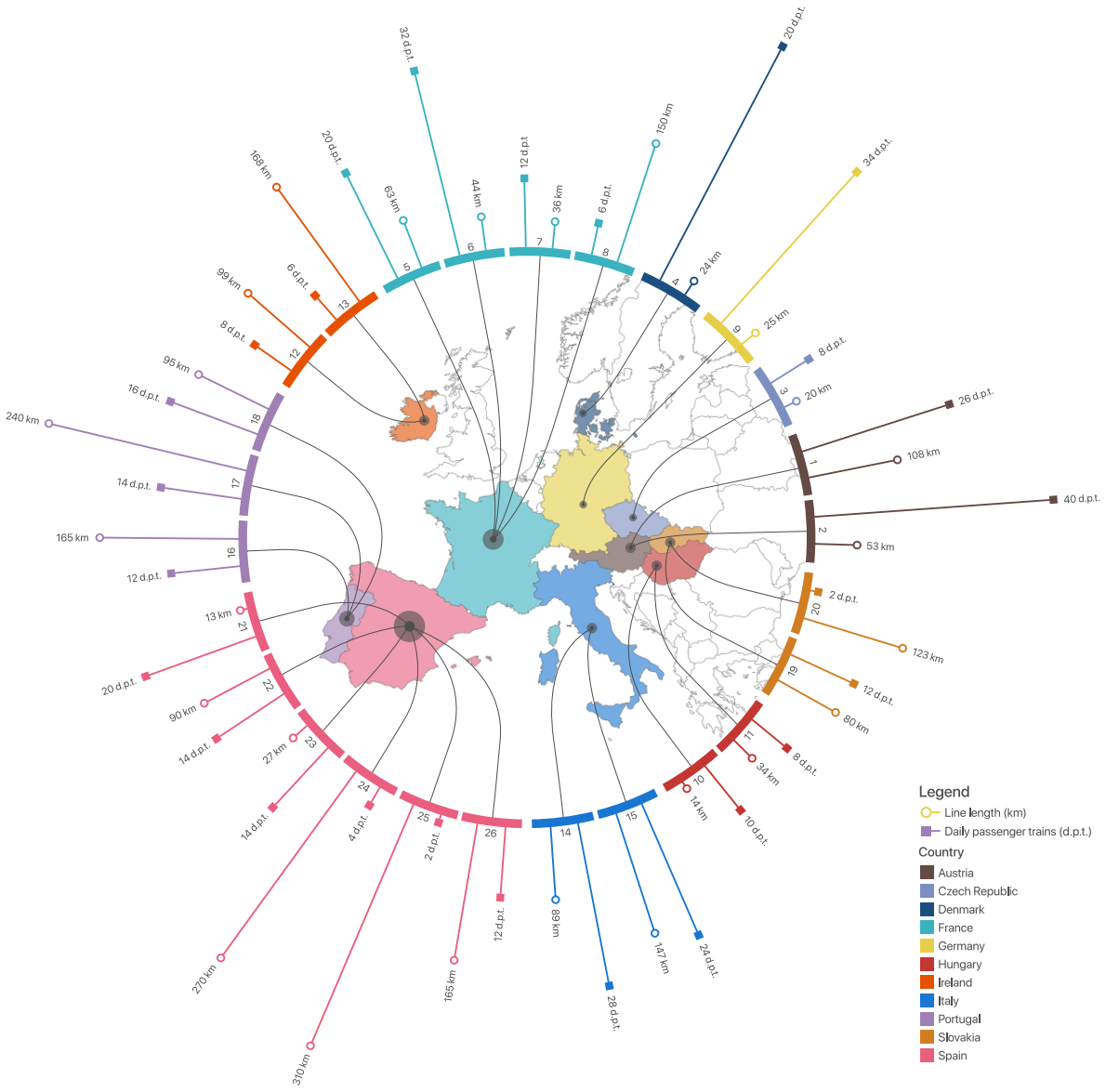


Figure 4. Length and average number of daily passenger trains on each line by country.

Regarding track gauges, approximately 40% of the identified lines are narrow-gauge railways. This is particularly significant, as this type of track gauge plays a minor role in the European railway network, with a share of only 1.6% in the total length of the network (Eurostat, 2026). Nevertheless, these lines often have strong tourism appeal due to their scenic routes, as narrow gauges are commonly used in mountainous regions. In addition, more than half of the surveyed lines are non-electrified, reflecting the predominantly rural character of the identified corridors.

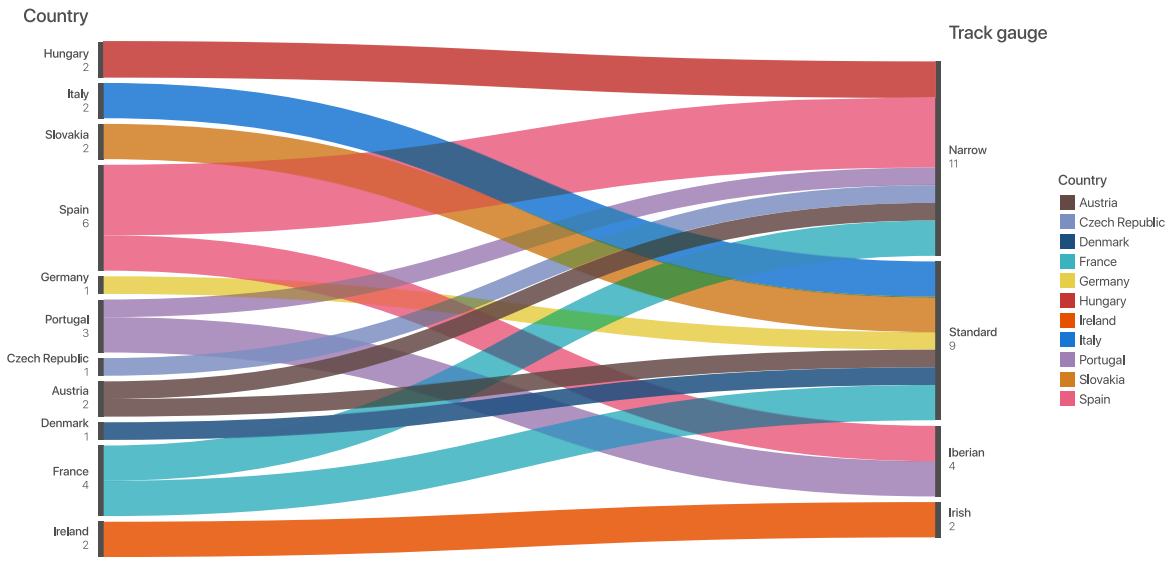


Figure 5. Track gauge of the lines by country.

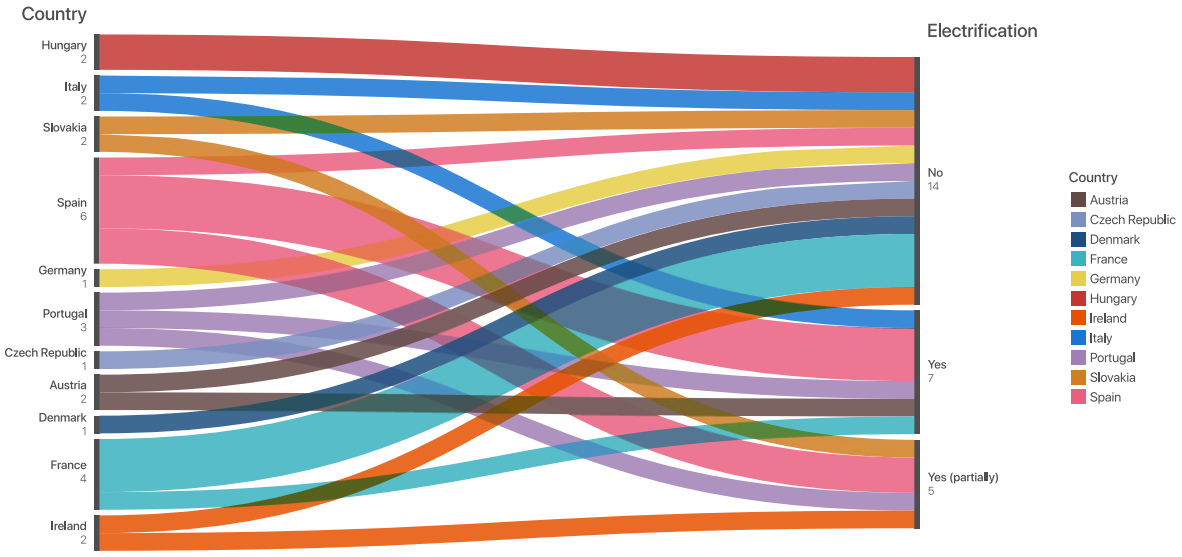


Figure 6. Electrification of the lines by country.

One of the main questions of the survey concerned the extent to which tourism potential influenced funding decisions for the railway lines. The responses show an even distribution across influence levels: 30.8% show a high influence, 38.4% show a medium influence, and 30.8% show a low influence. This suggests that tourism is rarely the sole driver of railway funding but often acts as an important complementary factor.

Lines with high tourism influence on funding are typically located in scenic regions or areas with strong tourism demand, such as the Tren Cremallera de Núria in Spain, the Balatonfenyves Railway in Hungary or the Schwarzatalbahn in Germany. In these cases, tourism contributes to the economic justification of maintaining railway services that might otherwise face closure due to low local demand. By contrast, lines with low tourism influence tend to maintain their relevance primarily due to regional mobility needs, with tourism representing only a secondary

benefit. Examples of these types of lines are the Lucca - Aulla Line in Italy, the Vouga Line in Portugal and the Redondela - Monforte de Lemos Line in Spain.

Most experts reported a positive impact of tourism on passenger demand (92.3%). This indicates that tourism can produce moderate but significant demand growth, particularly during peak seasons. Four lines have experienced a demand increases above 50%, and they are typically located in highly attractive tourist regions or offer particularly scenic routes, such as the Balatonfenyves Railway in Hungary or the Tren de Sóller in Spain. It is also interesting to note that in all lines with more than 50% growth in demand tourism has a high level of influence on funding decisions, showing a clear correlation between the two characteristics.

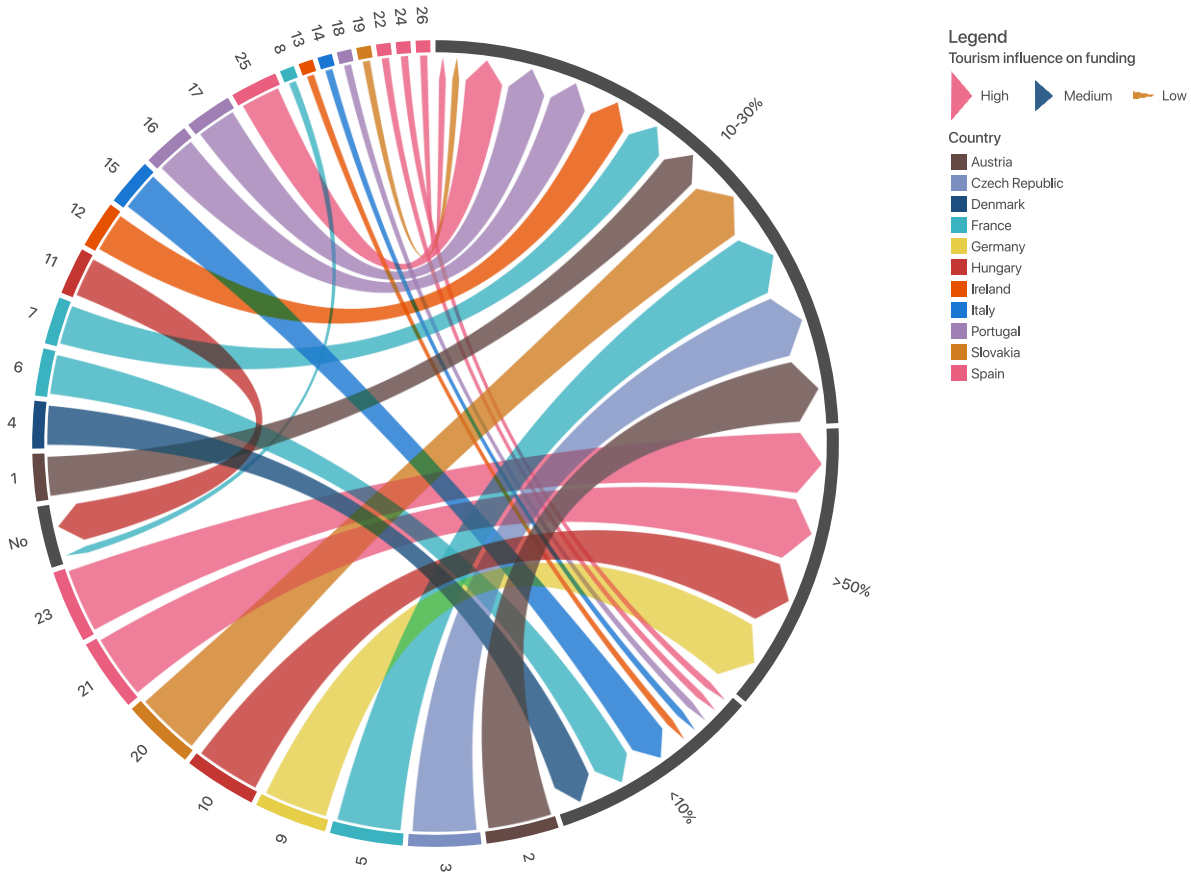


Figure 7. Increase of the Tourism-related demand and influence of tourism on funding decisions of each line.

The survey results suggest that tourism has led to railway service improvements in 53.8% of the cases. These tourism-related improvements include increased train frequency (Balatonfenyves Railway, Schwarzatalbahn), the introduction of seasonal or special tourist services (Beira Baixa Line, Pravia - Ferrol Line) and enhanced station accessibility (Lucca - Aulla Line). Moreover, the findings also indicate that infrastructure upgrades are not always necessary. In many cases, operational adjustments alone are sufficient to improve the attractiveness of the railway line for visitors.

It is also observed that trains with the least number of daily passenger trains are also the ones that have not experienced any service improvements related to the tourist potential of the

corridor. The Lupków - Medzilaborce Railway is the only exception to the trend. This is because the section of interest within the TOUR&RAIL project is the cross-border link between Poland and Slovakia, and this section only operates a summer seasonal passenger and tourist service, while the rest of the line offers a regular annual schedule. Because of this, the service in the section is almost entirely dependent on grants, and tourism is the main driver for keeping the crossing active.

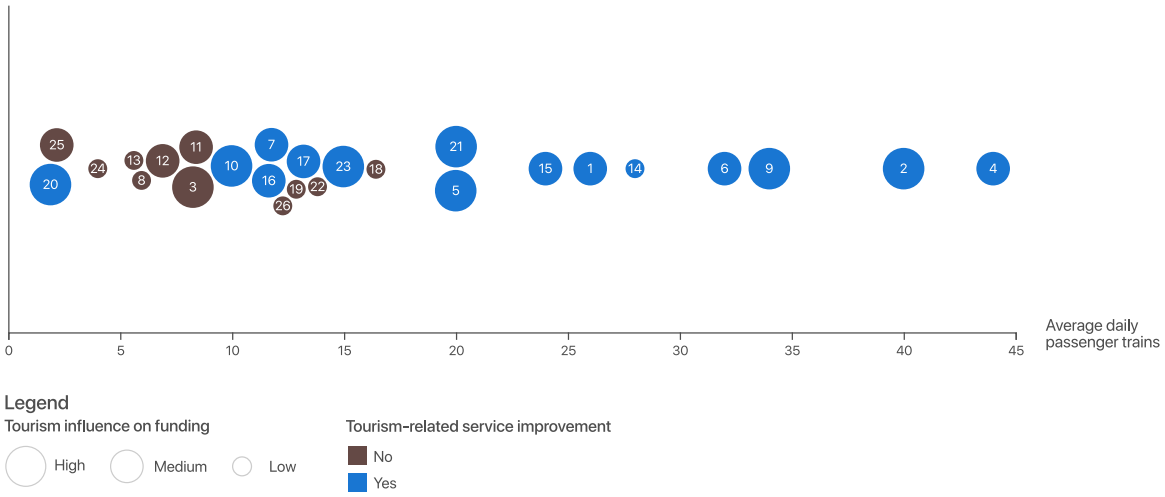


Figure 8. Number of daily passenger trains, tourism-related service improvement and influence of tourism on funding decisions of each line.

The surveyed lines typically operate multiple service types, always combining regular passenger transport with tourism or freight services. This demonstrates that tourism does not and should not replace existing services but instead complement regular operations. The coexistence of freight, passenger and tourism can be seen in longer corridors, where the railway plays a multifunctional role in the region, which is the case for many Spanish lines (Pravia - Ferrol Line, Ferrocarril de La Robla, Redondela - Monforte de Lemos Line).

The number of daily passenger trains varies considerably. Higher frequencies are common in German, Danish and Austrian lines (Schwarzatalbahn, Lille North, Pinzgauer Lokalbahn, Salzkammergutbahn), lines with high tourist usage (Tren Cremallera de Núria, Train Jaune) or lines integrated into regional mobility networks (Lucca - Aulla Line, Nice - Breil-sur-Roya Line). Lower frequencies are in more remote rural corridors (Ferrocarril de La Robla, Pravia - Ferrol Line).

Accessibility through intermodal connections is another factor that could influence tourism demand, as integrated mobility systems can enhance the overall attractiveness of railway travel for tourists. Even though the surveys revealed a large range of accessibility solutions, the results do not show a clear correlation between the number of intermodal connections and the growth in tourism-related demand. Instead, intermodal accessibility seems to reflect regional or national mobility policies rather than individual line necessities. For instance, all lines from Portugal, Italy and Ireland have access to parking area, bus stops and bike docks. On the other hand, Spain prioritizes access to vehicle parking, with some railways also connected to bus

networks. Eastern Europe countries are the ones with the least intermodal accessibility, as some of their lines do not have access to any other transportation mode.

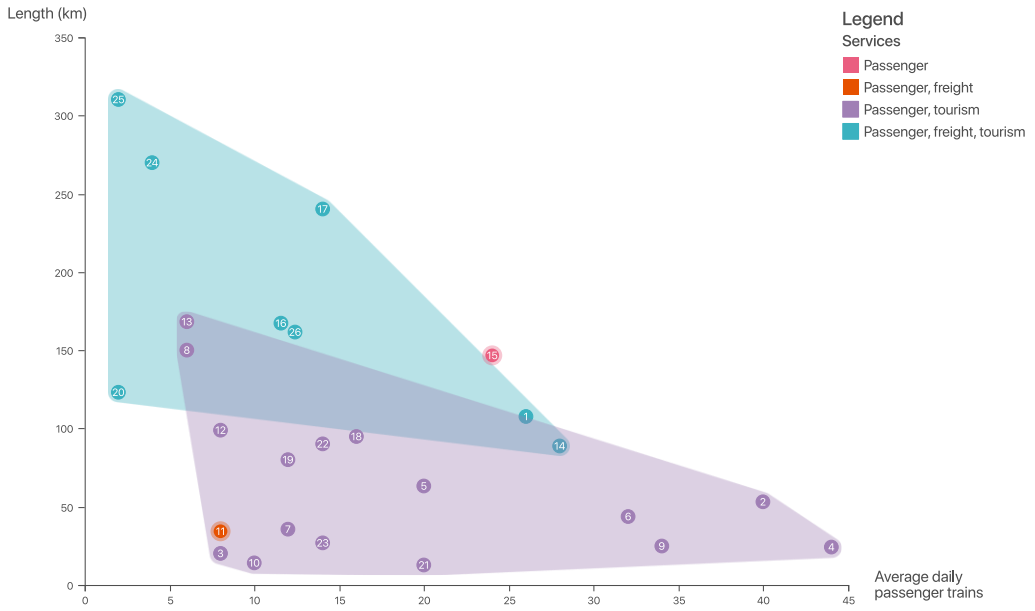


Figure 9. Number of daily passenger trains, lengths and services operating on each line.

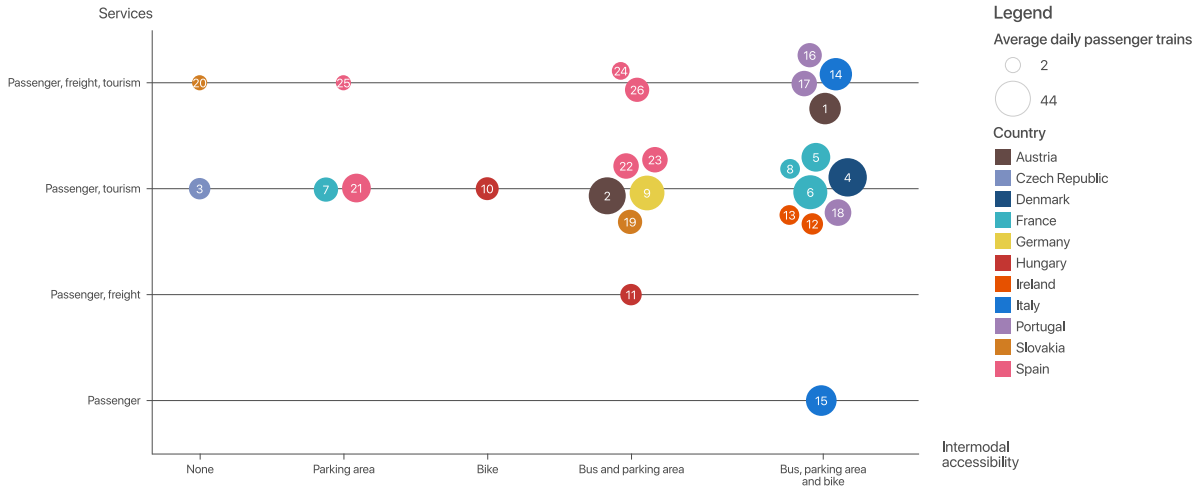


Figure 10. Number of daily passenger trains, intermodal accessibility, and services operating on each line.

Lastly, all partners surveyed indicated that the railway lines have had a positive impact on local economies. These benefits include creation of employment for local hospitality and tourism businesses (Tren Cremallera de Núria, Schwarzatalbahn, Banská Bystrica - Červená Skala Line), improved accessibility to rural towns (Lucca - Aulla Line, Beira Baixa Line), improved access to tourist attractions (Balatonfenyves Railway) and increased visitor numbers in rural destinations (Lleida - La Pobla de Segur Line, Douro Line). These results confirm that regional railway lines can act as catalysts for sustainable rural development.

2.5. Conclusion

The surveys conducted among members of the UIC expert groups provide valuable evidence on the relationship between tourism and the sustainability of low-traffic railway lines in Europe.

It was observed that tourism is rarely the sole justification for maintaining a railway line, but it often plays a decisive complementary role. In this sense, tourism can increase passenger demand, typically between 10% and 30%, with some cases exceeding 50%. Because of this, most successful lines combine tourism services with regular passenger transport, and in some cases with freight operations. Additionally, in most cases operational adjustments, such as increased train frequency or targeted services, are sufficient to capture tourism demand.

Overall, all surveyed cases report positive economic impacts on local communities, confirming the role of railways in supporting rural development. These results highlight the potential of tourism as a strategic tool for revitalizing regional railway lines. By integrating tourism into broader mobility and territorial development strategies, the long-term viability of these lines can be improved while contributing to sustainable tourism and regional cohesion.

The following section presents the railway lines selected based on surveys conducted among UIC members, as well as additional lines identified by members of the *TOUR&RAIL* consortium.

3. Successful cases

Prior to the detailed presentation of the documented railway lines, Figure 11 illustrates their geographical distribution across Europe, providing an overview of the cases examined in this study.

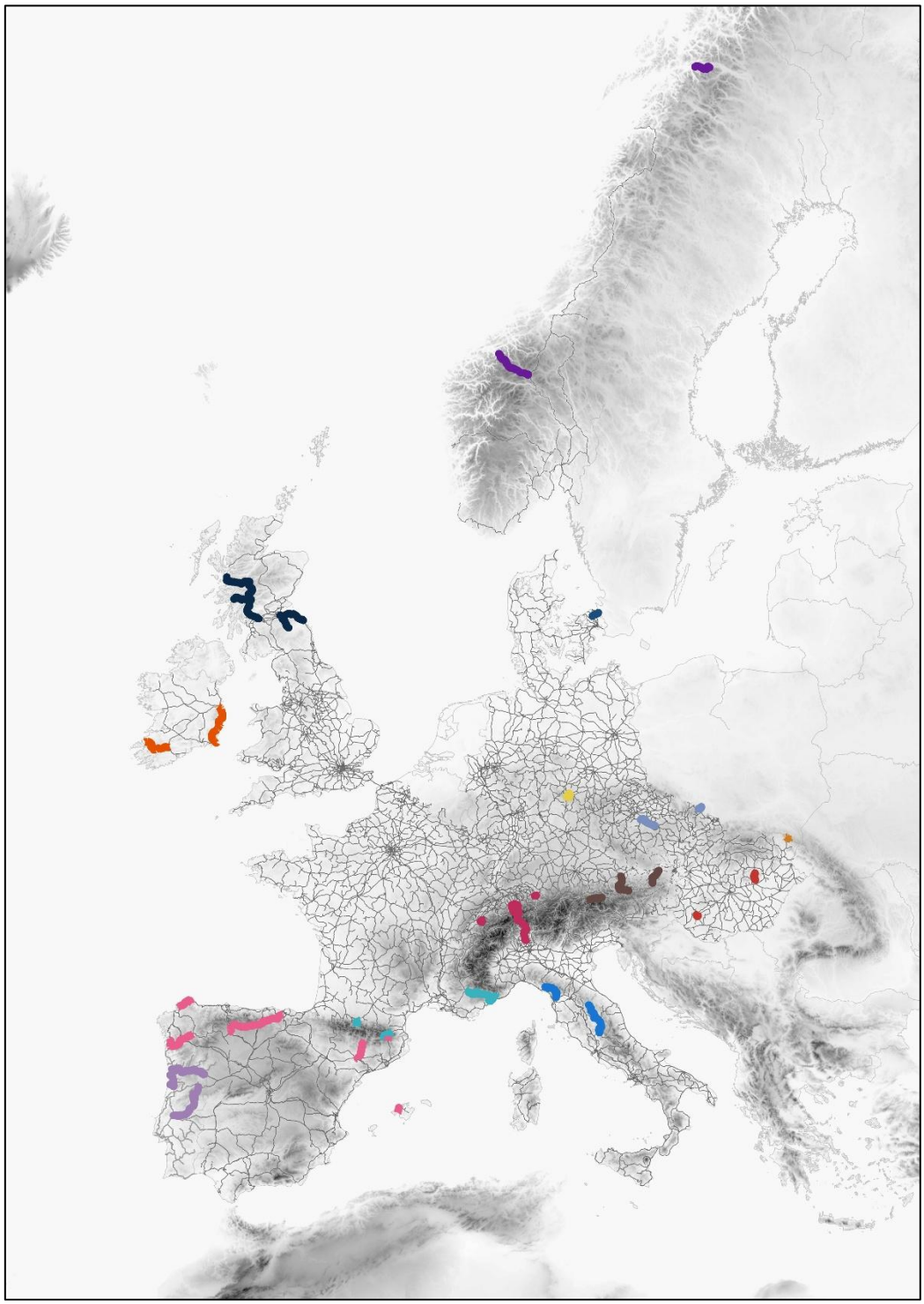


Figure 11. Geographic distribution of the selected lines across Europe. Source: own elaboration.

3.1. Austria

Overview of the Austrian Railway Network

The Austrian railway network is a dense and well-developed system, based almost entirely on the standard gauge (1 435 mm), with some regional narrow-gauge lines mainly used for local and tourist services. The core of the network is the federal railway infrastructure managed by ÖBB-Infrastruktur, a subsidiary of ÖBB, which oversees approximately 5 000 kilometres of track. The network includes both conventional and high-performance lines, notably designed to accommodate international transit traffic across the Alps. Rail services are organized around long-distance, regional, suburban (S-Bahn), and freight operations, largely running on shared infrastructure. In addition to the federal network, several regional operators manage secondary and narrow-gauge lines, particularly in alpine and rural areas. A significant proportion of the network is electrified (74%), making Austria one of the most electrified railway systems in Europe. The system is strongly integrated into the European rail network, with major cross-border corridors connecting Germany, Italy, Switzerland, Hungary, and the Czech Republic.

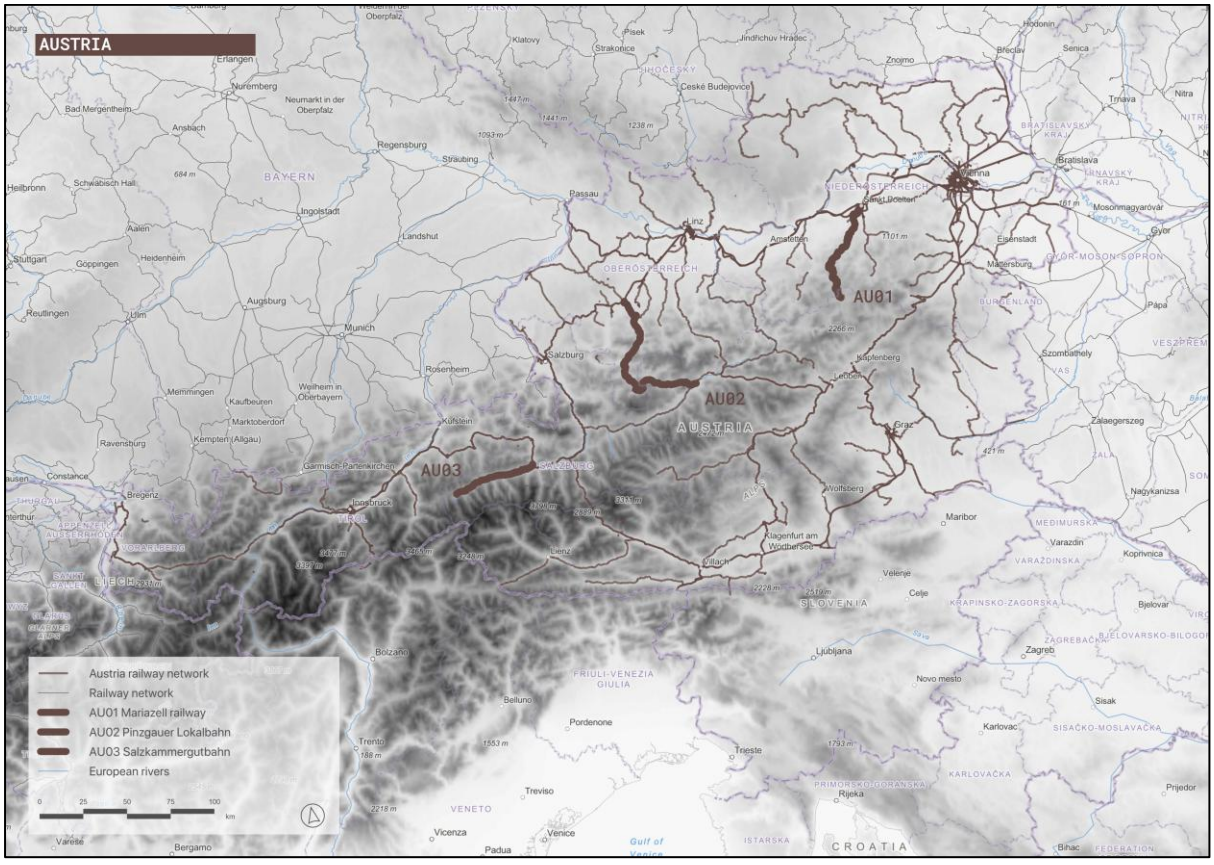


Figure 12. Austrian railway network in 2026, showing the lines selected for this study. Source: own elaboration.

History of the Austrian Railway Network

The development of the Austrian railway network began in 1837 with the inauguration of the first line of the Kaiser Ferdinands-Nordbahn between Floridsdorf (Vienna) and Deutsch-Wagram. During the 19th century, railway construction expanded rapidly across the Austrian Empire, initially driven by private companies and supported by the state to improve connectivity within a vast and geographically diverse territory. Major lines were developed to link Vienna with key regions such as Bohemia, Galicia, and northern Italy. From the 1850s onwards, the state progressively increased its control over the railway system, leading to a wave of nationalizations and the consolidation of several private companies into a more unified network.

A major institutional turning point occurred in 1884 with the creation of the Imperial Royal Austrian State Railways (kkStB), which became the main operator of the network. By the early 20th century, Austria had developed a dense railway system adapted to mountainous terrain, including major alpine routes such as the Semmering line. After the collapse of the Austro-Hungarian Empire in 1918, the railway network was significantly reduced and reorganized within the borders of the new Austrian Republic. The ÖBB (Österreichische Bundesbahnen) was established in 1923 as the national railway company, taking over the remaining infrastructure and operations.

Following World War II, the Austrian railway system was rebuilt and modernized, with a strong emphasis on electrification and the improvement of alpine transit routes. During the second half of the 20th century, the network was progressively upgraded to support both domestic mobility and international transit across the Alps. Austria joined the European Union in 1995 and subsequently adapted its railway system to European regulations, including institutional reforms and the gradual opening of the market. Since the late 20th century, significant investments have been made in high-performance infrastructure, particularly through major projects such as the Semmering Base Tunnel and the Brenner Base Tunnel, aimed at strengthening transalpine rail corridors.

Tourist train services in Austria

Railway tourism in Austria is supported by a combination of heritage railways, narrow-gauge regional lines, and scenic routes operated within the regular rail network. Several services are explicitly oriented toward tourism, either through the preservation of historic rolling stock or through the valorisation of alpine landscapes.

A key example is the Mariazellerbahn, a 760 mm gauge line connecting St. Pölten to Mariazell. Operated by Niederösterreich Bahnen, it provides regular passenger services and runs dedicated tourist trains such as the “Ötscherbär”, using refurbished panoramic carriages. The line is one of the longest electrified narrow-gauge railways in Europe and is widely promoted for its scenic value. Another important line is the Pinzgauer Lokalbahn, linking Zell am See to Krimml. This line, operated by Salzburger Lokalbahn, serves both daily mobility and tourism, notably providing access to the Krimml Waterfalls. In addition to regular services, steam-hauled trains are operated on certain sections during the tourist season. Austria also hosts several heritage and museum railways. The Waldviertelbahn, operated by Niederösterreich Bahnen, runs seasonal steam and diesel trains on preserved narrow-gauge lines between Gmünd, Groß Gerungs and Litschau.

Similarly, the Steyrtalbahn is a preserved standard-gauge line operated by an association, offering steam train excursions between Steyr and Grünburg.

In addition to these dedicated services, some major alpine railway lines are recognized for their touristic significance. The Semmering Railway, opened in 1854, is one of the earliest mountain railways in Europe and is listed as a UNESCO World Heritage Site. Although it is part of the regular ÖBB network, it is widely used for scenic travel due to its viaducts, tunnels, and mountain landscapes. These examples illustrate that railway tourism in Austria is based on a mix of preserved heritage lines and active regional railways, where tourist-oriented services coexist with regular passenger operations.

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3.1.1. St. Pölten - Mariazell Line (Mariazell Railway)

The St. Pölten - Mariazell Line or Mariazell Railway is a narrow-gauge (760 mm) railway corridor that connects the city of St. Pölten (capital of Lower Austria) with the pilgrimage town of Mariazell, located in the federal state of Styria. The railway infrastructure is owned by the regional public company Niederösterreichische Verkehrsorganisationsgesellschaft (NÖVOG), which is also the current operator of passenger services. At its eastern end, the line connects with the Austrian mainline network toward Vienna, while Mariazell station constitutes its western terminus.

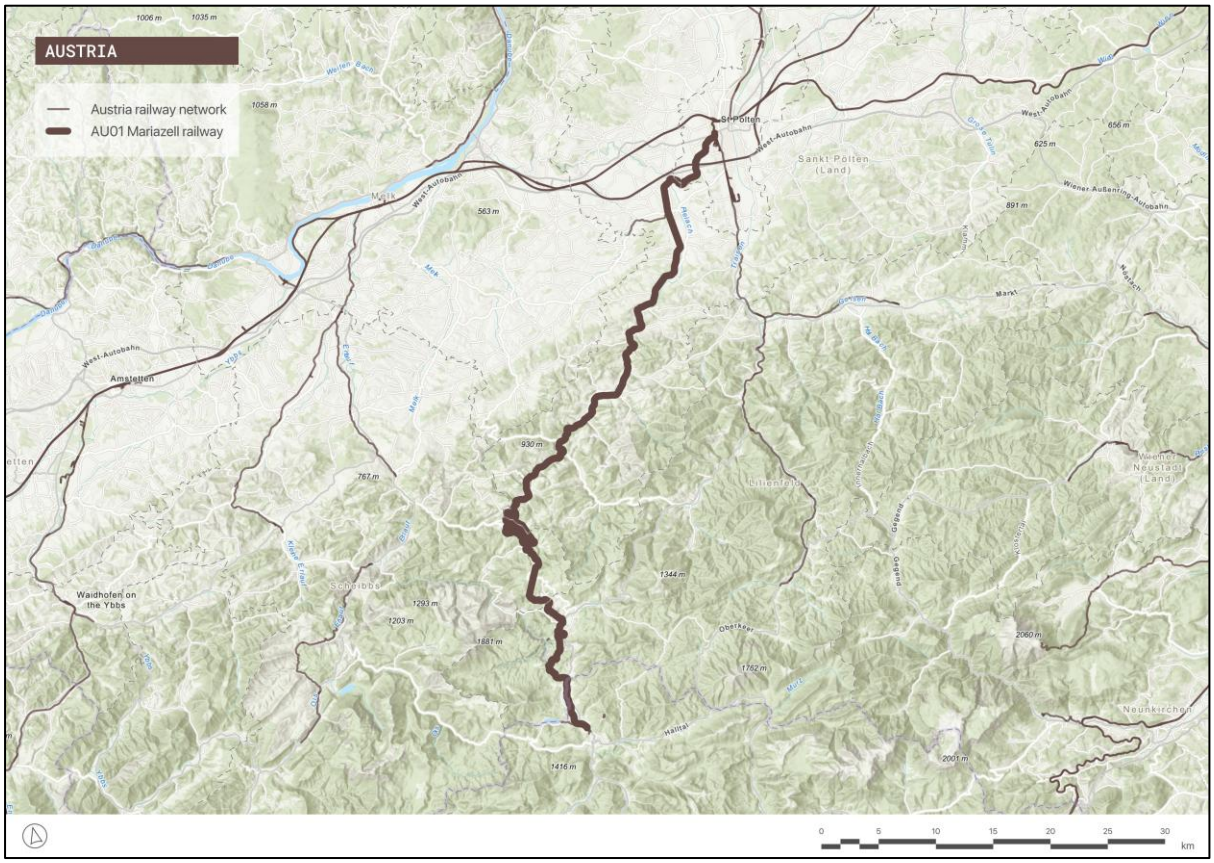


Figure 13. The Mariazell railway from St. Pölten - Mariazell. Source: own elaboration.

The railway project was initiated in the late 19th century primarily to improve access to Mariazell, a major Catholic pilgrimage destination centred on the Basilique de Mariazell. Construction began in 1898, and the full opening of the line occurred in 1907. Beyond its religious function, the railway aimed to integrate remote Alpine valleys and support regional economic activities, particularly forestry. The line was electrified as early as 1911, making it one of the first electrified mountain railways worldwide and reflecting a strong ambition of technical modernization.

The infrastructure, approximately 84 kilometres long, consists of a single electrified track (6.5 kV, 25 Hz) crossing challenging mountainous terrain with steep gradients, numerous bridges and tunnels. It is commonly divided into two operational sections: the lower segment between St. Pölten and Laubenbachmühle, which partly serves regional mobility, and the upper segment toward Mariazell, which has a stronger touristic and scenic character. This latter section concentrates the most significant engineering features and landscape value.

The tourist appeal of the corridor lies in its route through the Alpine foothills, offering panoramic views of valleys, forests, and gorges. The line passes near the Ötscher-Tormäuer Nature Park and several traditional mountain settlements. Its terminus, Mariazell, combines religious heritage and mountain tourism, reinforcing the attractiveness of the route. In addition, the railway itself is part of the experience, with modern panoramic trainsets ("Himmelstreppe") and heritage services contributing to its identity as a tourism-oriented line.

Daily operations consist exclusively of passenger services, combining regional mobility and tourist-oriented offers. The full journey takes approximately 2 hours and 40 minutes. The service is structured around a regular timetable, with additional seasonal and thematic trains, including steam-hauled services. The financial model relies on fare revenues and substantial public funding from the federal state of Lower Austria, reflecting its dual function as a public service and tourism infrastructure.

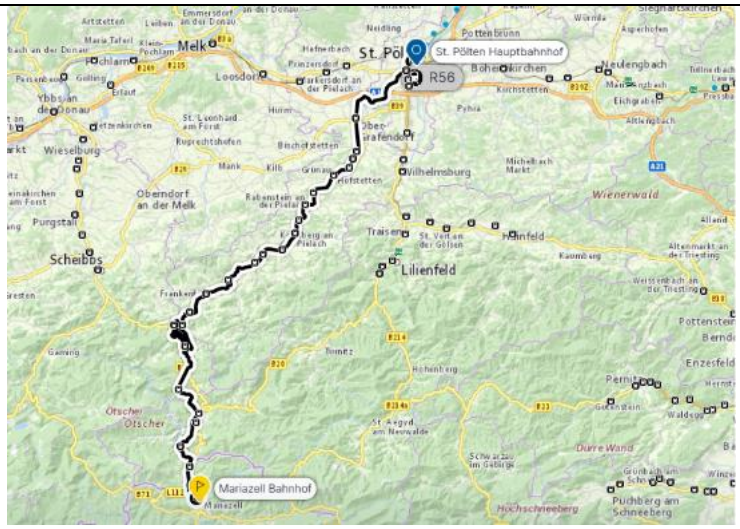
In terms of territorial impact, the Mariazellbahn has historically played a key role in reducing the isolation of Alpine communities and structuring regional development. Today, while it continues to serve local populations, its tourism dimension has become increasingly central. Public investment focuses on maintaining infrastructure quality and service attractiveness, while tourism enhances visibility and demand. The line thus represents a hybrid model combining public service obligations with a strong positioning as a flagship Alpine tourism railway.

Summary	
	Updated: 24/02/2026
Line name	Mariazell Railway
Country	Austria
Region or Canton	Styria
Description of the line	
Origin / Destination	St. Pölten / Mariazell
Category	Single-track (1)
Line length (km)	84 Km (1)
Track Gauge (standard, narrow, broad)	Narrow (760 mm) (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes 6.5kv 25 Hz single phase system (1)
Signalling System	-

General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	St. Pölten (48.20794423626836, 15.624668522137274) Mariazell (47.78331021630468, 15.30770223827336)
Route Map Link	https://maps.app.goo.gl/Up8xMQvr6VnSUHBE7
Tourism Attractiveness	
Main Towns / Cities on the Route	St. Pölten, Kirchberg an der Pielach, Laubenbachmühle, Mariazell
Natural Features (mountains, rivers, coasts)	Pielach Valley; Ötscher-Tormäuer Nature Park (2); Ötscher mountain
Cultural Sites (UNESCO, historical stations)	Mariazell Basilica (Piligrimage site) (3)
Unique Selling Points	Austria's longest narrow-gauge railway.
Visitor Services (hotels, tours, local crafts)	The Himmelstreppe ("stairway to heaven"): - with the possibility to have a ticket combining both travel and entry to Nature Park. (4) - First-class panoramic carriages (5) - Catering service with regional and seasonal food and drinks (5) Steam train (charter train) (6) The adventure train (7): - Buffet carriage with regional food - Onboard activities for childrens Guided tours (8) Driver's cab rides (9) Activities along the line (10): Hiking, cycling, pilgrimage tourism, outdoor sports, local gastronomy
Current Operation info	
Opening date	1907 (1)
Current Services • (Freight / Passenger / Tourism)	Passenger/Tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	Frequency (11): - One train to Mariazell every two hours (last departure around 16:30) - One train to Laubenbachmühle every two hours

	- Additional hourly services to Kirchberg an der Pielach between 13:00 and 16:00. >> hourly frequency until about 12:30, a half-hourly service until approximately 18:30, and then a return to hourly services in the evening, operating only as far as Laubenbachmühle. Time travel: 2019 Ridership: 579 000 (12)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	Increasing (13)
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies,
Ticket price (€)	Himmelstreppe & adventure train: - 22€ (single trip) & 42.90€ (round trip) (14) (16) Steam train: - 68€ (round trip) (15)
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	**No**
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	NÖVOG (Niederösterreich Bahnen)
Infrastructure manager	NÖVOG

National Authorities	Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology
Regional / Cantonal Authorities	Government of Lower Austria
Local Authorities	-
Community Involvement Level (low, medium, high)	**High** - The Mariazellerbahn is strongly embedded in regional development and tourism policies (operated by a public company of the State of Lower Austria, explicitly integrated into regional tourism strategies, partnered with natural parks and local destinations, and hosting themed trains and events), indicating a high level of territorial and institutional integration.
Impact on Local Economy • (jobs, local business synergy)	**High** - The Mariazellerbahn is deeply embedded in the regional tourism and mobility strategy of Lower Austria, generating significant synergies with local tourism, pilgrimage activity, outdoor recreation businesses, and regional accessibility, which amplifies its economic impact beyond direct railway employment.
Objectives and challenges	
Works required for reopening/revitalization	Significant modernization following the transfer to the Region to NOVOG in 2010 (17) (12, p.45)
Estimated reopening or revitalization cost	-
Associated projects	
Local	Current modernization program (18)
National	-
International	-
Other information	
Historic Summary	The Mariazellerbahn opened in 1907 as a narrow-gauge railway linking St. Pölten to the pilgrimage town of Mariazell, quickly becoming a key access route for religious tourism and alpine travel. Electrified as early as 1911, it was one of the first mountain railways in Europe to adopt electric traction. Throughout the 20th century, it combined regional transport with strong leisure and pilgrimage demand. After facing decline in the 2000s, the line was taken over by the State of Lower Austria in 2010 and comprehensively modernised. Today, it operates as a hybrid regional and tourist railway, marketed for its panoramic Alpine scenery and heritage character.

Maps/Photographic Documentation	 Source : https://routing.leopoldi.info/  Source: https://www.mariazellerbahn.at/
Bibliography	1. MZB-Stromversorgung-english-web.pptx.pdf 2. Nature Park Ötscher-Tormäuer 3. https://www.mariazellerbahn.at/en/a-basilika-mariazell 4. The Himmelstreppe - Offers for passengers 5. The panorama carriages - Offers for passengers 6. Nostalgia | steam locomotive - Offers for passengers 7. Adventure train | Ötscherbär - Offers for passengers 8. Tours of the operations centre - Offers for passengers 9. Driver's cab rides - Offers for passengers 10. Stops - Experiences along the route 11. Timetable - Timetable & Tickets 12. Revitalization of Branch line railways in Lower Austria - Case study of the Donauuferbahn 13. 2025: Neuer Fahrgastrekord für NÖ Bahnen - noe.ORF.at 14. Stairway to Heaven | Lower Austria Railways 15. Steam train Mh.6 | Lower Austria Railways 16. Ötscherbär Adventure Train | Lower Austria Railways 17. History - Experiences along the route 18. Network study Mariazellerbahn - Enotrac

Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes** - The Mariazellerbahn can be categorized as a low-traffic rural line, as it serves sparsely populated Alpine and valley areas with relatively moderate passenger volumes compared to mainline railways. (The half hourly frequency can question its belonging to the low traffic category)
How important is the potential for tourism development on this line? (low/medium/high)	**High** - Tourism development potential is strong due to the line’s Alpine scenery, historic electric narrow-gauge character, direct access to the Mariazell pilgrimage destination, integration with hiking and cycling networks, and existing themed/panoramic services that demonstrate tourism as a core pillar of its development.
Is tourism influencing funding for the line? (low/medium/high)	**High** - Tourism significantly influences funding decisions, as the line is explicitly positioned as both a regional mobility service and a flagship tourist railway of Lower Austria, with investments (modern rolling stock, panoramic coaches, station upgrades, marketing) justified partly through its role in attracting leisure and pilgrimage visitors.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High** - Tourism plays a vital role in maintaining the line’s viability, as leisure and pilgrimage travel significantly support ridership, visibility, and investment justification alongside regional transport functions.

3.1.2. Krimml - Zell am See Line (Pinzgauer Lokalbahn)

The Pinzgauer Lokalbahn is a narrow-gauge (760 mm) railway corridor that connects the town of Zell am See with Krimml, in the Pinzgau region (federal state of Salzburg). The infrastructure is owned and operated by Salzburger Lokalbahn (SLB). At its eastern end, the line connects with the Austrian standard-gauge network at Zell am See, while Krimml constitutes the historical western terminus. At present, railway services operate between Zell am See and Mittersill, while the section from Mittersill to Krimml is not in service.

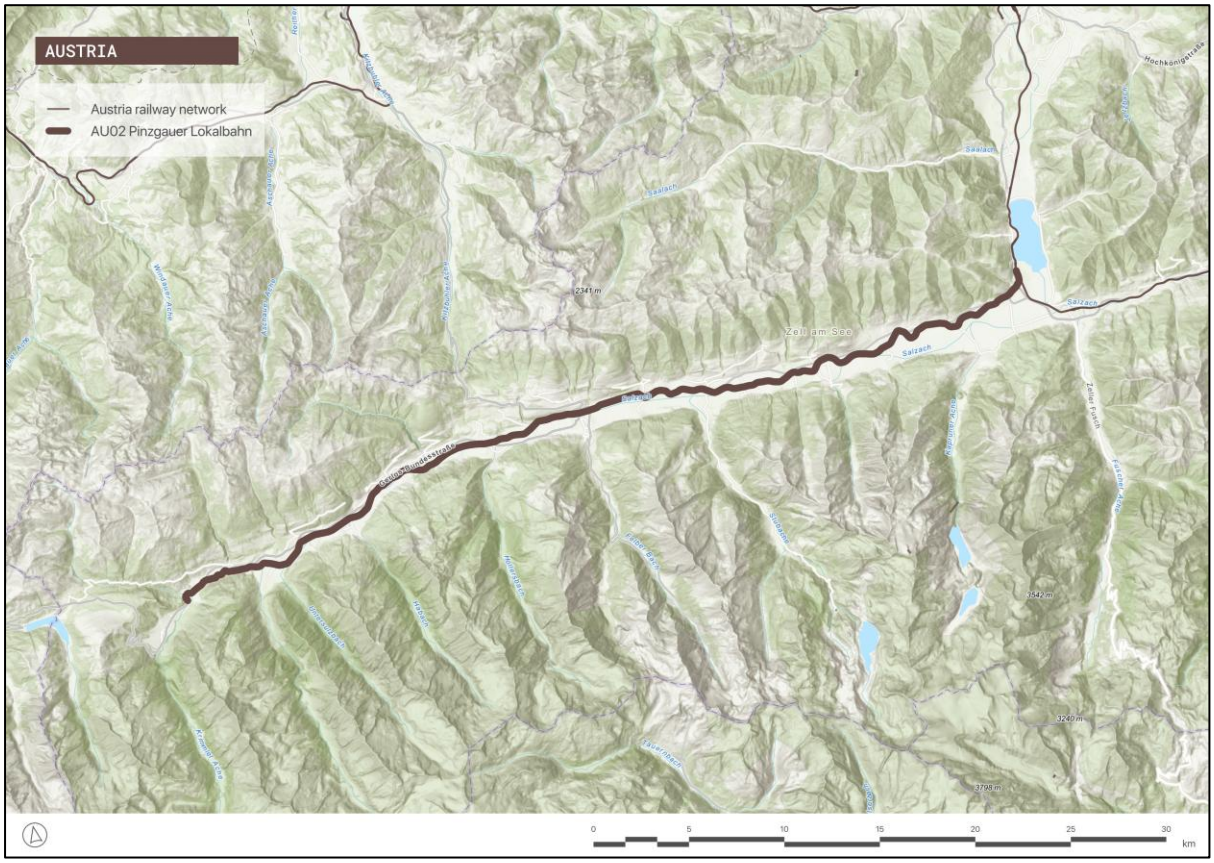


Figure 14. The Pinzgauer Lokalbahn from Zell am See to Krimml. Source: own elaboration.

The railway was constructed between 1896 and 1898 to support regional development in the Salzach valley, facilitating the transport of timber and agricultural goods while improving accessibility to Alpine communities. It also contributed to the development of tourism, particularly toward the Krimmler Wasserfälle. Initially operated by the Austrian Federal Railways, the line was later transferred to regional management, reflecting broader institutional changes affecting secondary railway lines in Austria.

The infrastructure, approximately 53 kilometres long, consists of a single non-electrified track following the Salzach valley. The line presents relatively moderate gradients but is exposed to natural hazards such as flooding. A major flood event in 2005 led to significant damage and a temporary closure of the western section, which was reopened in 2010. Further weather-related disruptions occurred in 2014 and 2021, the latter leading to the current interruption between Mittersill and Krimml. Reconstruction works are ongoing on this section.

The tourist appeal of the corridor lies in its route through a wide Alpine valley, offering views of traditional villages, agricultural landscapes, and surrounding mountain ranges. The line provides access to natural and recreational areas, including the Parc national du Hohe Tauern and the Krimml waterfalls. In addition, the railway itself contributes to the experience, with panoramic carriages and heritage trains operated during the summer season.

Daily operations consist exclusively of passenger services, with a regular interval timetable adapted to both local mobility and tourist flows. The journey time between Zell am See and Mittersill is approximately one hour. Seasonal and heritage services complement the regular offer. The financial model relies on fare revenues and public funding from the Land of Salzburg, reflecting its role within the regional transport system.

In terms of territorial impact, the line connects the communities of the Pinzgau valley to the regional centre of Zell am See and forms part of the regional public transport network. It supports both everyday mobility, and visitor flows within the valley.

Summary	
	Updated: 06/03/2026
Line name	Pinzgauer Lokalbahn
Country	Austria
Region or Canton	Salzburg
Description of the line	
Origin / Destination	Zell am See / Krimml
Category	Single track
Line length (km)	53km (1)
Track Gauge (standard, narrow, broad)	Narrow (760mm) (2)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No (3)
Signalling System	Modern computer-controlled train traffic control system (Siemens RZL)
General Condition of the line (bad/medium/good)	Good (Mittersill - Krimml under repair for accumulated flood damage) (4)
GPS Coordinates of Origin and Destination	Zell am See (47.32079412897774, 12.796666429979053)

	Krimml (47.22089710000173, 12.177277243923381)
Route Map Link	Plan_Ausflugsziele_PLB_2014.indd
Tourism Attractiveness	
Main Towns / Cities on the Route	Zell am See, Kaprun (station Fürth-Kaprun in Piesendorf) Piesendorf, Niedernsill, Stuhlfelden, Mittersill, Hollersbach, Bramberg, Neukirchen, Wald im Pinzgau (Bf. Krimml), Krimml (Shuttle from Bf. Krimml to Krimml);
Natural Features (mountains, rivers, coasts)	Hohe Tauern National Park Salzach Valley Krimml Waterfalls Pinzgau alpine forest
Cultural Sites (UNESCO, historical stations)	-
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	Charter steam trains (5) Hiking & Cycling activities are indicated on the operator website (6) Ski pass to go the ski station by train (7)
Current Operation info	
Opening date	1898 (2)
Current Services • (Freight / Passenger / Tourism)	Passenger/Tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	1 train/hr every day from 5am to 23pm and 1 train/half-hour on weekdays between 7h30 and 18h30 (8) 80km/h (2)
Annual Tourist Ridership (last 5 years)	-
Ridership Trend (increasing / stable / declining)	increasing
Revenue Sources (ticket sales, subsidies, other)	Province subsidies, ticket sales
Ticket price (€)	11.10€ (9)
Historic Operation info (if applicable)	

Has the line been closed in the past? • Yes / No	Yes, partially (segments have been closed due to natural events such as mudslides and flooding, notably in 2005, 2014, 2021)
Closure date	10 July 2005 (Piesendorf - Krimml), 31 July 2014 (Niedernsill - Krimml), 2021 (Niedernsill - Krimml)
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	Freight had closed in 2000 (resumed in 2008 but stopped again), daily two passenger trains
Services before closure • (Freight / Passenger / Tourism)	Passenger, tourism
Reason for closure	Flooding, mudslides
Reopening date	2005: 11 September 2010 2014: October 2014 2021: 17 June 2024 (to Mittersill. Mittersill - Krimml segment remains closed)
Stakeholders involved	
Service provider (Operator)	Salzburg Linien Verkehrsbetriebe GmbH
Infrastructure manager	Salzburg Linien Verkehrsbetriebe GmbH
National Authorities	Austria
Regional / Cantonal Authorities	Province of Salzburg
Local Authorities	Salzburg municipality
Community Involvement Level (low, medium, high)	**High** - The railway shows community involvement through cooperation with local tourism and regional events (e.g., seasonal excursions, local festivals, and tourism promotion linked to the Pinzgau region), which reflect integration with local stakeholders.
Impact on Local Economy • (jobs, local business synergy)	**High** - The railway contributes to the local tourism economy by providing direct access to major attractions such as the Krimml waterfalls, hiking areas, and cycling routes like the Tauern Cycle Path, helping distribute visitors along the valley and supporting accommodation, gastronomy, and leisure businesses. However, its economic impact remains moderate with no strong partnership with local actors.
Objectives and challenges	

Works required for reopening/revitalization	Modernization to withstand natural events destruction (floods, mudslides), line repair for Mittersill - Krimml segment (4) Project of electrification expanded to the entire line (3)
Estimated reopening or revitalization cost	@Land Salzburg Referat öffentlicher Verkehr und Verkehrsplanung
Associated projects	
Local	-
National	-
International	-
Sources	-
Other information	
Historic Summary	Opened in 1898 between Zell am See and Krimml, the Pinzgauer Lokalbahn long served both local commuters and tourists to the Krimml Waterfalls. Flood damage in 2005 cut the line back to Mittersill until reconstruction funded by the Land Salzburg restored full service to Krimml in 2010. Ridership rose from around 230,000 in 2008 to nearly 900,000 in 2012, driven largely by tourism. Major floods again disrupted the upper section in 2014 and 2021; reopening beyond Mittersill is still ongoing and planned for 2025. Tourism remains central to the line's viability, alongside strong commuter use.
Maps/Photographic Documentation	Plan_Ausflugsziele_PLB_2014.indd
Bibliography	(1) Route (2) History (3) Beantwortung (4) SEV Niedernsill - Krimml 2021 (5) Nostalgia Cruises Summer (6) Hiking (7) Ski pass = ticket (8) Fahrplan_Krimml_2024_ab_2024-06-17_SEV_Mittersill_RAD_2.pdf (9) Fares & tickets
Contact person	Salzburg Linien Verkehrsbetriebe GmbH: tel.: +43 6562 40600 email: pinzgauerlokalbahn@salzburg-ag.at
Relevance: How relevant is this line for T&R?	

Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes** - It is a secondary narrow gauge local line serving rural areas
How important is the potential for tourism development on this line? (low/medium/high)	**High** - Tourism attractivity (nature, spas, ski resorts) is very high
Is tourism influencing funding for the line (low/medium/high)	**Medium** - Tourism plays a significant role in justifying continued investment by supporting visitor access to key destinations such as the Krimml waterfalls and the Hohe Tauern region, which strengthens the political case for maintaining the line. However, funding is also strongly driven by regional mobility and public service objectives, meaning tourism is an important but not a dominant factor.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High** - Funding for the line and service viability depends heavily on tourist use.

3.1.3. Stainach-Irdning - Attnang-Puchheim Line (Salzkammergutbahn)

Salzkammergutbahn, a standard-gauge railway corridor linking the federal states of Styria and Upper Austria. The infrastructure is owned and operated by ÖBB-Infrastruktur AG, while passenger services are provided by ÖBB Personenverkehr AG. At its southern end, the line connects with the Enns Valley Railway at Stainach-Irdning, providing access toward Graz and Salzburg. At its northern end, it joins Austria's main Westbahn corridor at Attnang-Puchheim, offering direct connections to Linz, Salzburg, and Vienna.

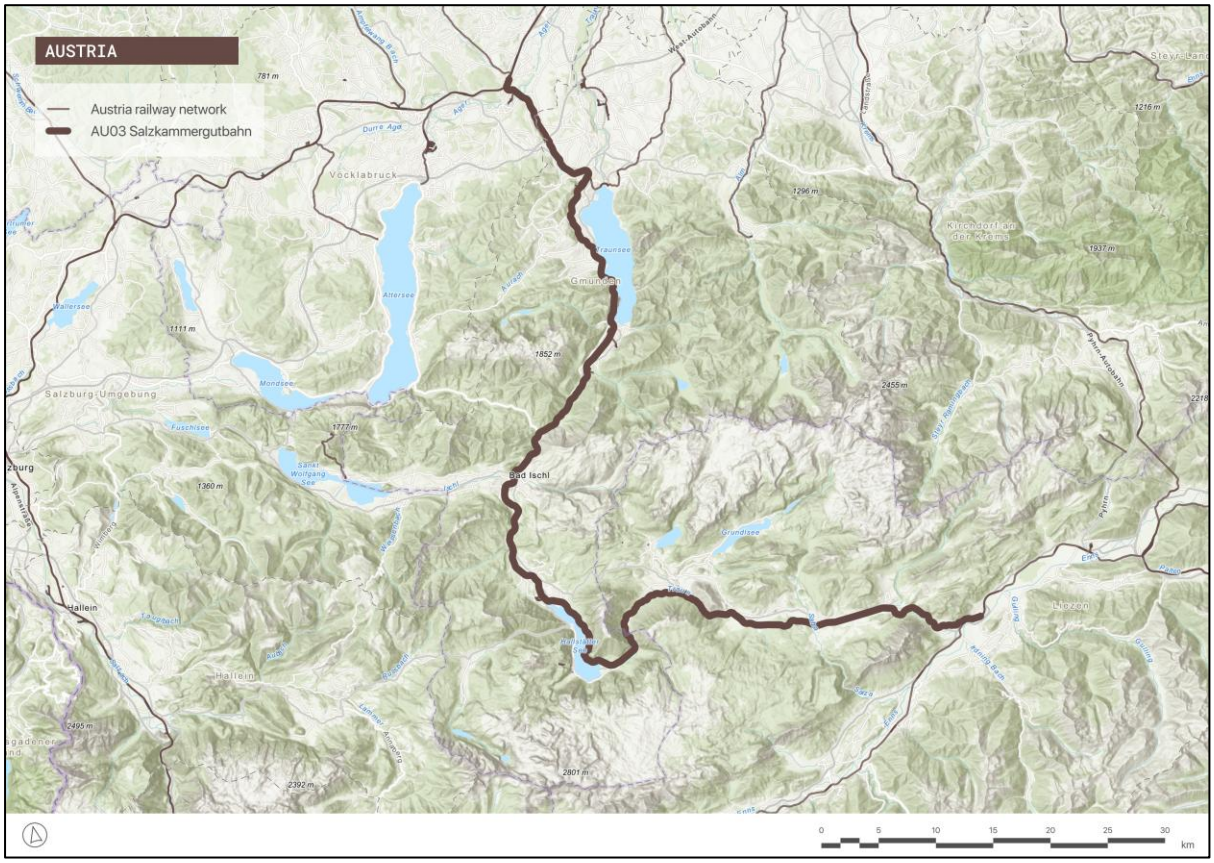


Figure 15. The Salzkammergutbahn from Stainach-Irding to Attnang-Puchheim. Source: own elaboration.

The railway was opened in 1877 as part of the Kronprinz Rudolf Railway network. Its original purpose was to improve access to the Salzkammergut region, long associated with salt extraction and spa tourism. By linking communities such as Bad Ischl, Hallstatt, and Bad Aussee to the national rail network, the line facilitated both the transport of goods and the growth of tourism. It played a key role in integrating this mountainous and lake-rich region into Austria's economic and social development.

The infrastructure is approximately 108 kilometres long between Stainach-Irdning and Attnang-Puchheim. It consists of a single electrified track operating at 15 kV AC. The line follows a highly scenic route through the Salzkammergut, running alongside several major lakes including Traunsee and Hallstätter See. The alignment includes numerous curves, bridges, and tunnels adapted to the mountainous terrain. Although gradients are moderate, the corridor is exposed to natural hazards such as rockfalls, floods, and severe weather events. Since 2018, the line has

been undergoing a comprehensive modernization programme, including station upgrades, signalling improvements, and the elimination of level crossings.

The tourist appeal of the line is exceptional. It traverses one of Austria's most celebrated landscapes, characterized by Alpine lakes, historic spa towns, and dramatic mountain scenery. The railway provides direct access to internationally renowned destinations such as Hallstatt, Dachstein Salzkammergut, and Bad Ischl, the former imperial summer residence of the Habsburgs and European Capital of Culture 2024. The train journey itself is widely regarded as a tourist attraction due to its panoramic views over lakes and mountains.



Figure 16. Landscape along the Salzkammergutbahn. Photo: ÖBB / Katsey.

Daily operations consist primarily of regional and Regional-Express passenger services running every two hours, supplemented by a direct InterCity service linking the Salzkammergut with Vienna. Journey time between Attnang-Puchheim and Stainach-Irdning is approximately two hours. Services cater to both residents and visitors, with increased demand during the summer tourism season. The line also carries freight traffic. The financial model relies on fare revenues and public support from the Austrian federal government and the provinces of Upper Austria and Styria, reflecting its dual role as both a regional transport corridor and a strategic tourism asset.

In territorial terms, the Salzkammergutbahn constitutes a strategic infrastructure linking two federal states and connecting internationally renowned tourist destinations to Austria's national railway network. Its continued operation supports regional cohesion, enhances the accessibility of peripheral Alpine communities, and contributes to the long-term economic resilience of the Salzkammergut region.

Summary	
	Updated: 19/03/2026
Line name	Salzkammergutbahn (southern branch) Stainach-Irdning - Attnang-Puchheim (technical ID: 206)
Service name	-
Country	Austria
Region or Canton	Styria, Upper Austria
Description of the line	
Origin / Destination	Stainach-Irdning / Attnang-Puchheim
Category	Single-track (1)
Line length (km)	108 km (12)
Track Gauge (standard, narrow, broad)	Standard (2)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes (1) 15 kV 16.7 Hz AC (2)
Signalling System	Light signals, Point-shaped train control (PZB)
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Attnang-Puchheim (48.01265205751038, 13.720471459839146) Stainach-Irdning (47.52926740501331, 14.106587285537678)
Route Map Link	Map
Tourism Attractiveness	
Main Towns / Cities on the Route	Attnang-Puchheim, Gmunden, Ebensee, Bad Ischl, Bad Goisern, Hallstatt, Obertraun, Bad Aussee, Bad Mitterndorf, Tauplitz, Stainach-Irdning
Natural Features (mountains, rivers, coasts)	Traunsee lake; Traun valley; Dachstein Alps; Salzkammergut forests.
Cultural Sites (UNESCO, historical stations)	Hallstatt-Dachstein / Salzkammergut Cultural Landscape (3) Salzwelten Hallstatt (4)

	Schloss Ort (5) Traunkirchen (Johannesberg Church / Fischerkanzel) (6) Bad Ischl (old imperial thermal station) (7)
Unique Selling Points	Hallstatt–Dachstein Salzkammergut UNESCO cultural landscape (3)
Visitor Services (hotels, tours, local crafts)	Hiking trails & large range of outdoor activities (8) Touristic Region with numerous hotels & restaurants near the railway line (9) Train as access not as touristic product
Current Operation info	
Opening date	1877 (10)
Current Services • (Freight / Passenger / Tourism)	Passenger/Freight
Service • (frequency, speed, passengers/trains per day/week/month/year)	1 Regional Express (REX – travel without any correspondence) every two hours. Travel time: 2h10 Possibility to take others railway alternatives with multiple changes (R9>REX4>IC744) (Data observed on OBB Commercial site, consulted on 24/02/2026) (11)
Annual Tourist Ridership (last 5 years)	*Not found* (is not recorded separately)
Ridership Trend (increasing / stable / declining)	Stable. At a high level
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, public subsidies
Ticket price (€)	10€ - 39€ (Price may vary. Data observed on OBB Commercial site, consulted on 24/02/2026) (11)
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	**No**
Closure date	N/a

Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	ÖBB
Infrastructure manager	ÖBB
National Authorities	Austria
Regional / Cantonal Authorities	Upper Austria, Styria
Local Authorities	-
Community Involvement Level (low, medium, high)	**Medium** - The railway is well integrated into the regional tourism ecosystem, but without strong structured partnerships or community-led involvement centred on the line itself.
Impact on Local Economy • (jobs, local business synergy)	**High** - The railway plays a major role in sustaining tourism access and regional mobility, generating strong indirect economic benefits for local businesses and employment.
Objectives and challenges	
Works required for reopening/revitalization	Salzkammergut Railway will be modernised and rebuilt by 2030 (12)
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	The Salzkammergut Railway (Stainach-Irdning – Attnang-Puchheim) opened in 1877 as part of the Kronprinz Rudolf Railway, linking alpine regions with the main Austrian rail network. Built to improve access to remote valleys and support

	economic development, it quickly enabled travel to scenic lake and mountain landscapes. The line played a significant role in the rise of tourism in the Salzkammergut, facilitating access to spa towns such as Bad Ischl and iconic destinations like Hallstatt. Its integration into the imperial-era transport system helped establish the region as a major leisure and holiday destination. Today, while primarily a regional transport corridor, it remains closely associated with scenic travel and tourism access.
Maps/Photographic Documentation	
Bibliography	(1) ÖBB – Infrastrukturnetzkarte (2) RINF - Register of Infrastructure (3) Hallstatt-Dachstein / Salzkammergut Cultural Landscape - UNESCO World Heritage Centre (4) Salzwelten Hallstatt & Skywalk – das älteste Salzbergwerk der Welt (5) Schloss Ort, Autriche | Hôtels historiques d'Europe (6) Fischerkanzel at the church (7) Bad Ischl : la ville impériale du Salzkammergut (8) 7 beautiful tips for the Salzkammergut - Our ÖBB (9) Salzkammergut | Interactive Map (10) About the Salzkammergut Railway (11) Home - ÖBB (12) Salzkammergut Railway - ÖBB-Infrastruktur AG
Contact person	christoph.hinterleitner@pv.oebb.at
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes -** The line serves rural areas and is runs mostly by a Regional Express train only every two hours.
How important is the potential for tourism development on this line? (low/medium/high)	**Medium** - The line runs through highly attractive alpine lake landscapes (Hallstatt, Traunsee, Bad Ischl), but these destinations are already well-established and mature tourism areas. While scenic value and accessibility by rail remain strong assets, the scope for substantial additional tourism growth

	driven specifically by the railway itself is moderate rather than transformative.
Is tourism influencing funding for the line? (low/medium/high)	**Medium** - Tourism plays a noticeable role because the line provides key access to major destinations such as Hallstatt and the Salzkammergut lake region, which encourages investment in accessibility, station upgrades and service quality. However, funding decisions are also strongly driven by regional mobility needs and public transport policy rather than tourism alone.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Medium** - Tourism significantly supports passenger demand (especially around Hallstatt and the Salzkammergut), but it is not the sole reason for the line's operation. The railway also serves regional mobility, daily travel and network connectivity, meaning it would likely remain active even without tourism, although with potentially lower demand.

3.2. Czech Republic

Overview of the Czech Railway Network

The Czech railway infrastructure is a highly interconnected transport system, characterized by a uniform standard-gauge network (1 435 mm) with some exceptional narrow-gauge lines. The network extends over approximately 9 000 kilometres of lines and is structured around high-capacity corridors connecting Prague with major industrial centres and neighbouring countries, alongside a dense network of regional lines that help territorial accessibility.

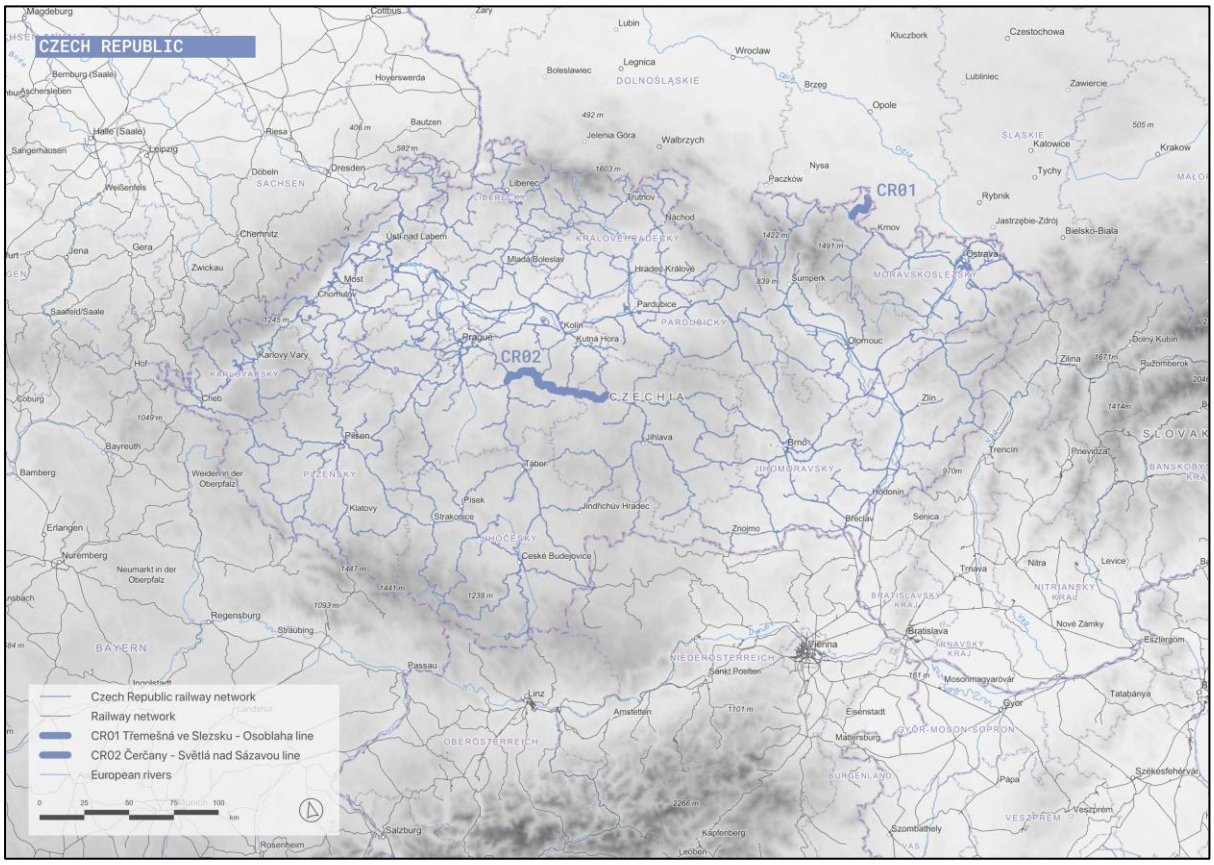


Figure 17. Czech railway network in 2026, showing the lines selected for this study. Source: own elaboration.

The main infrastructure operator of the Czech railway network is Správa železnic, a state-owned organization responsible for the administration, maintenance, development and allocation of capacity across the national rail infrastructure. Passenger and freight services are provided by separate railway enterprises, mainly České dráhy (ČD) and some private operators.

History of the Czech Railway Network

The development of railways in the present-day Czech Republic began within the Austrian Empire and later the Austro-Hungarian Empire. The first railway line on Czech territory was opened in 1839, linking Vienna with Brno as part of the early imperial railway expansion. Shortly afterwards, the network was extended further into Bohemia and Moravia, establishing an important industrial and commercial axis in Europe. From the start, the system adopted the standard gauge of 1 435 mm, ensuring technical compatibility with the broader Central European railway network.

Throughout the 19th century, railway construction expanded rapidly, initially driven by private companies but under strong imperial regulation. This growth supported the industrialization of the region, where rail transport became essential for moving coal, steel and manufactured goods. By the late 19th century, the network had become one of the densest in the Austro-Hungarian Empire.

A major transformation occurred after World War I with the creation of Czechoslovakia in 1918. The railway system was nationalized and placed under the management of Československé státní dráhy (ČSD), the state railway administration. This centralized model led the reconstruction of the destroyed infrastructure after the war and continued network expansion during the interwar period. Following World War II, the railway system was integrated into the centrally planned economy of the newly created state. During this period, priority was given to freight transport serving heavy industry, as well as gradual electrification of main lines.

After the dissolution of Czechoslovakia in 1993, the railway sector was restructured. České dráhy (ČD) became the primary passenger transport operator, while infrastructure management was progressively separated to align with the European Union transport policies. This process led to the establishment of Správa železnic in 2003, which is responsible for railway infrastructure maintenance and development.

In recent decades, the Czech railway system has been modernized in line with EU standards, focusing on interoperability and electrification. Although the country does not yet have an extensive high-speed rail network, strategic projects are underway to develop faster main lines and integrate them into the wider European high-speed corridor system.

Tourist train services in the Czech Republic

Railway tourism in the Czech Republic takes advantage of the country's dense railway network and its numerous historic or scenic regional lines. Through heritage trains, seasonal services and nostalgic railway experiences, these initiatives contribute to the promotion of rural territories and the preservation of railway heritage.

Narrow-gauge railways have an important role in the Czech railway landscape, particularly in rural and mountainous areas where construction costs and terrain conditions made standard lines difficult to implement. While their importance has declined over time, some sections remain in operation today. One example is the line Železniční trať Třemešná ve Slezsku - Osoblaha. Opened in 1898, this line remains one of the few narrow-gauge railways with regular passenger services in the country and constitutes an important heritage site. During the tourist season, historic steam or diesel trains operate along the line.

Another representative touristic railway, although non-narrow gauge, is the line Železniční trať Čerčany - Světlá nad Sázavou, which the association Posázavský Pacifik uses to operate nostalgic or special trains. This historic route is known for its scenic alignment through valleys and rocky terrain and has long been linked to recreational travel from Prague.

Beyond these examples, the Czech Republic hosts several other heritage and seasonal railway initiatives. These include museum railways, historic trains operated by local associations and tourist lines integrated into regional transport systems, such as the heritage services of the Zubrnice Museum Railway. Together, these initiatives illustrate how railway tourism can

contribute to preserving Czech railway heritage and maintaining activity on secondary lines with low traffic.

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- Osoblažská úzkokolejka (n.d.). History of the Třemešná in Silesia – Osoblaha line https://www.osoblazsko.com/historie/
- Posázavský Pacifik (n.d.). *O nás* https://posazavsky-pacifik.cz/o-nas
- Správa železnic (n.d.). *History of our Railway in a Nutshell* https://www.spravazeleznic.cz/documents/50007830/51606442/rail-network-history.pdf
- Správa železnic (2026). *Network Statement on Nationwide and Regional Railways 2027* https://www.spravazeleznic.cz/documents/50007830/124638401/Network+Statement_2027_en_web.pdf/6f3542f0-6d53-43f5-9a6b-8462d89ac097

3.2.1. Třemešná ve Slezsku - Osoblaha Line

The Třemešná ve Slezsku - Osoblaha railway is a narrow-gauge regional line located in the Moravian-Silesian region of the Czech Republic. The line connects the towns of Třemešná and Osoblaha over approximately 20.3 km and operates on a 760 mm gauge. The infrastructure consists of a single, non-electrified track.

Originally opened in 1898, the railway was built to integrate the remote Osoblaha region into the wider rail network and to support local industries, particularly sugar factories. During World War II, operations were suspended but resumed in 1945. Although the line faced repeated threats of closure due to low profitability, it survived and underwent modernization in the late 20th century. Freight services were eventually discontinued in 1997, marking a shift toward passenger operations.

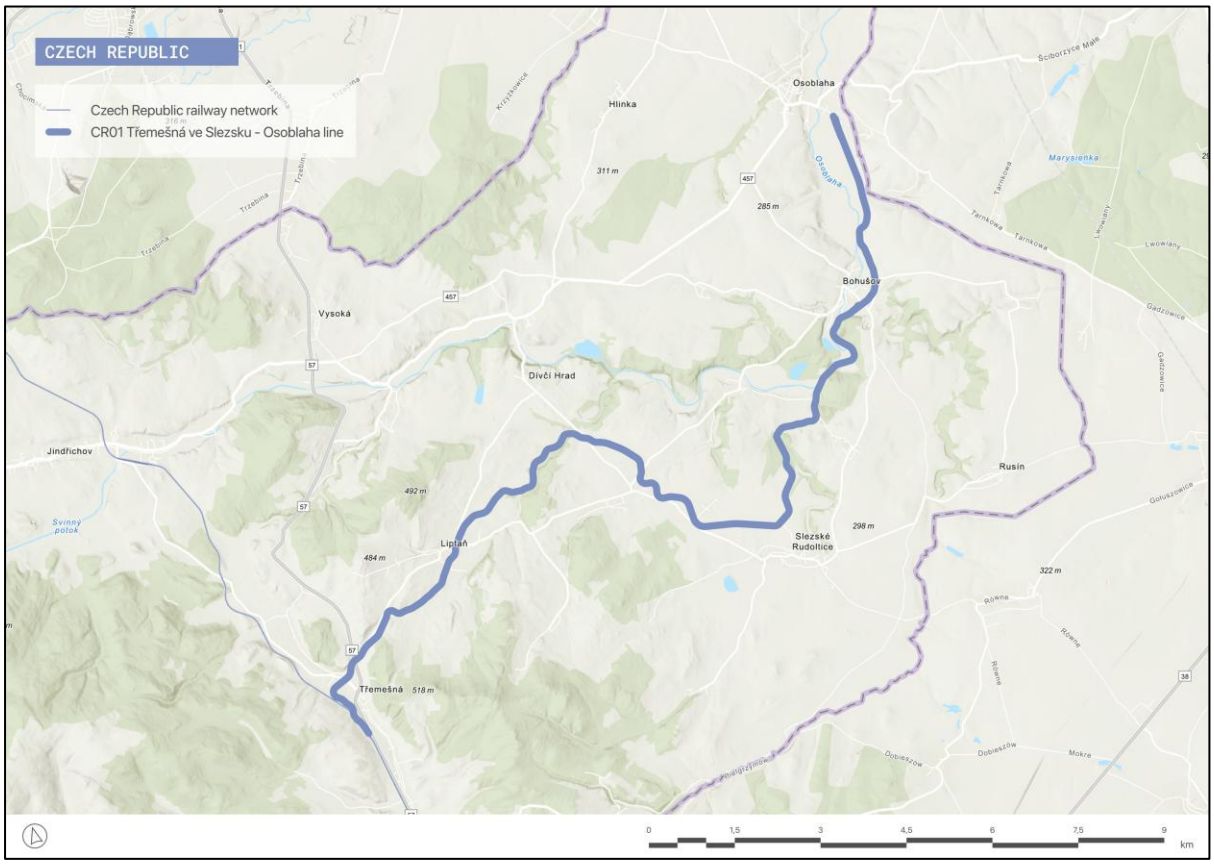


Figure 18. The Třemešná ve Slezsku - Osoblaha railway line. Source: own elaboration.

Today, the railway provides regular passenger services alongside a strong tourist component. Daily operations include around eight trains in both directions, while seasonal tourist services, particularly steam train excursions, operate on weekends from June to September. These heritage services were launched by a local association in 2003, and have steadily increased in popularity, attracting around 5 000 visitors annually and contributing to a growing tourism trend.

The line runs through a sparsely populated rural area, and its tourism appeal is based on a combination of scenic countryside and cultural heritage. The railway itself is also a unique feature, being the last regularly operating narrow-gauge line of its kind in the Czech Republic, which enhances its attractiveness to potential visitors.

Community involvement plays a crucial role in the line's operation and sustainability. In 2025, responsibility for regular passenger services was transferred from the national operator České dráhy to the local company Osoblažská úzkorozchodná dráha formed by the municipalities along the route. This organization not only operates regular and tourist services, but also promotes tourism by providing information on accommodation, restaurants and local products.

Overall, the Třemešná-Osoblaha railway represents an example of how a rural rail line can combine transport and tourism functions to improve sustainability. Its scenic value and strong local involvement have enabled it to remain operational despite economic challenges, although public support has also had an important role in the line's continued service.

Summary	
	Updated: 30/07/2026
Line name	**Železniční trať Třemešná ve Slezsku - Osoblaha**
Tourist services	Charter trains (Osoblažská úzkokolejka) Passenger service with a touristic dimension
Country	Czech Republic
Region or Canton	Moravskoslezský
Description of the line	
Origin / Destination	Třemešná / Osoblaha
Category	Regional line [1] Single track line [1]
Line length (km)	20.34 km [1]
Track Gauge (standard, narrow, broad)	Narrow gauge (760 mm) [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No [1]
Signalling System	Operation according to D3 regulation [1]
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Třemešná: 50°11'60"N 17°34'27"E Osoblaha: 50°16'06"N 17°43'20"E
Route Map Link	https://www.osoblazsko.com/o-trati/
Tourism Attractiveness	
Main Towns / Cities on the Route	Třemešná, Liptaň, Slezské Rudoltice, Bohušov, Osoblaha

Natural Features (mountains, rivers, coasts)	Liptaň natural monuments: Liptanský bludný balvan, Oblík u Dívčího Hradu, Osoblažský výběžek [2]
Cultural Sites (UNESCO, historical stations)	Fulštejn Castle, Jewish cemetery in Osoblaž, Slezské Rudoltice Castle, Městské hradby Osoblaha, Dívčí Hrad Castle [2]
Unique Selling Points	Scenic ride through the Osoblažsko countryside in the last narrow-gauge line till operating in the Czech Republic. [4]
Visitor Services (hotels, tours, local crafts)	Numerous accommodations and restaurants along the route. [4] Tourist services: • Parní vlaky Slezských zemských drah: Třemešná / Osoblaha [3]
Current Operation info	
Opening date	1898 [5] Parní vlaky Slezských zemských drah: 2004 [7]
Current Services • (Freight / Passenger / Tourism)	Passenger, tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: [6] • 8 daily trains in both directions. Parní vlaky Slezských zemských drah: [9] • Weekends from June to September.
Annual Tourist Ridership (last 5 years)	Regular service: ~1 300 passengers/month. Parní vlaky Slezských zemských drah: [7, 10] • 2014: ~5 000 passengers. • 2016: ~5 300 passengers. • 2017: ~5 500 passengers.
Ridership Trend (increasing / stable / declining)	Regular service: increasing. Parní vlaky Slezských zemských drah: increasing. [7, 10]
Revenue Sources (ticket sales, subsidies, other)	*Not found*
Ticket price (€)	Regular service: [8] • Basic ticket (one-way): 40 Kč Parní vlaky Slezských zemských drah (round-trip ticket): [9] • Adults (15 to 69 years old): 240 Kč • Children (3 to 14 years old) and people with disabilities: 120 Kč • Seniors (>70 years old): 180 Kč
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes
Closure date	1939 [7]

Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	*Not found*
Services before closure • (Freight / Passenger / Tourism)	Passenger, freight [7]
Reason for closure	World War II [7]
Reopening date	1945 [7]
Stakeholders involved	
Service provider (Operator)	Osoblažská úzkorozchodná dráha České dráhy (until 2025)
Infrastructure manager	Správa železnic
National Authorities	-
Regional / Cantonal Authorities	Moravskoslezský kraj
Local Authorities	Municipalties of Hlinka, Liptaň, Bohušov, Rudoltice, Vysoká, Rusín, Dívčí Hrad, Hlinka and Osoblaha
Community Involvement Level (low, medium, high)	High. The line has been operated by a local company founded by the municipalities crossed by the railway. The website also has information about local accommodation and restaurants, as well as a shop selling souvenirs and local products. [11]
Impact on Local Economy • (jobs, local business synergy)	*Not found*
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	The Železniční trať Třemešná ve Slezsku - Osoblaha is a railway built to connect the Osoblaha region with the rail network and support local industries, especially the sugar factory. Early plans repeatedly failed until the Austro-Hungarian government approved construction in the 1890s. A 760 mm gauge was chosen to reduce costs and

	facilitate works in the difficult terrain. The construction began in 1897, and the line officially opened in 1898. Under Austro-Hungarian and later Czechoslovak administration, regular passengers and freight services were carried out in the line. During the years of World War II, the line ceased operations temporally until 1945. Despite repeated talks of closure after the reopening because of the unprofitability of the line, it survived and was rehabilitated in the 1980s. However, in 1997, freight traffic was suspended. In 2003, a local association started operating the Parní vlaky Slezských zemských drah, a tourist services that lets visitors ride in vintage steam trains. Since its launch, it has become a popular tourist attraction with growing interest. In 2025, the operation of the regular passenger traffic was transferred to the association operating the tourist services: Osoblažská úzkorozchodná dráha.
Maps/Photographic Documentation	 Osoblažská úzkorozchodná dráha (2019). https://www.osoblazsko.com/fotogalerie/foto-2019/oprava-tendru/
Bibliography	[1] https://www.spravazeleznic.cz/documents/50007830/124638401/Network+Statement_2027_en_web.pdf/6f3542f0-6d53-43f5-9a6b-8462d89ac097 [2] https://www.osoblazsko.com/osoblazsko/ [3] https://www.osoblazsko.com/parni-vlaky-szd/# [4] https://www.osoblazsko.com/osoblazsko/ [5] https://www.osoblazsko.com/o-trati/ [6] https://www.osoblazsko.com/osobni-vlaky/ [7] https://www.osoblazsko.com/historie/ [8] https://kodis-files.s3.eu-central-1.amazonaws.com/Soubor_ceniku_14_12_2025_ec909f447d.pdf [9] https://www.osoblazsko.com/parni-vlaky-szd/

	[10] https://novojicinsky.denik.cz/z-regionu/parni-vlaky-na-osoblazce-bilancuji-rekordni-sezonu-20180420.html [11] https://www.osoblazsko.com/oud/
Contact person	+ 420 597 608 508 oud@osoblazsko.com
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** - It is a narrow-gauge railway that goes through a sparsely populated and rural area with primarily local use.
How important is the potential for tourism development on this line? (low/medium/high)	**High** - Due to the geographical isolation and peripherical position of the region, tourism is a key attraction that can economically benefit the towns involved.
Is tourism influencing funding for the line? (low/medium/high)	**High** - Steam trains are financed only because there is interest in them in the tourist industry. The regular service has also experienced a significantly higher occupancy rate due to tourism.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High** - The railway has lived through numerous threats of closing in the past due to its unprofitability. However, the government has maintained the line open, a decision in which tourism was taken into consideration.

3.2.2. Čerčany - Světlá nad Sázavou Line

The Čerčany - Světlá nad Sázavou railway line is a regional, single-track, non-electrified and standard-gauge corridor approximately 91.6 km long. It connects the towns of Čerčany and Světlá nad Sázavou, running through the regions of Středočeský and Východočeský.

The line was completed in 1903 as part of the broader Posázavský Pacifik network, which aimed to enhance regional connectivity and support economic development in rural areas. It was initially constructed as two separate sections but has since been integrated into a continuous route. Today, it primarily serves small towns and rural communities.

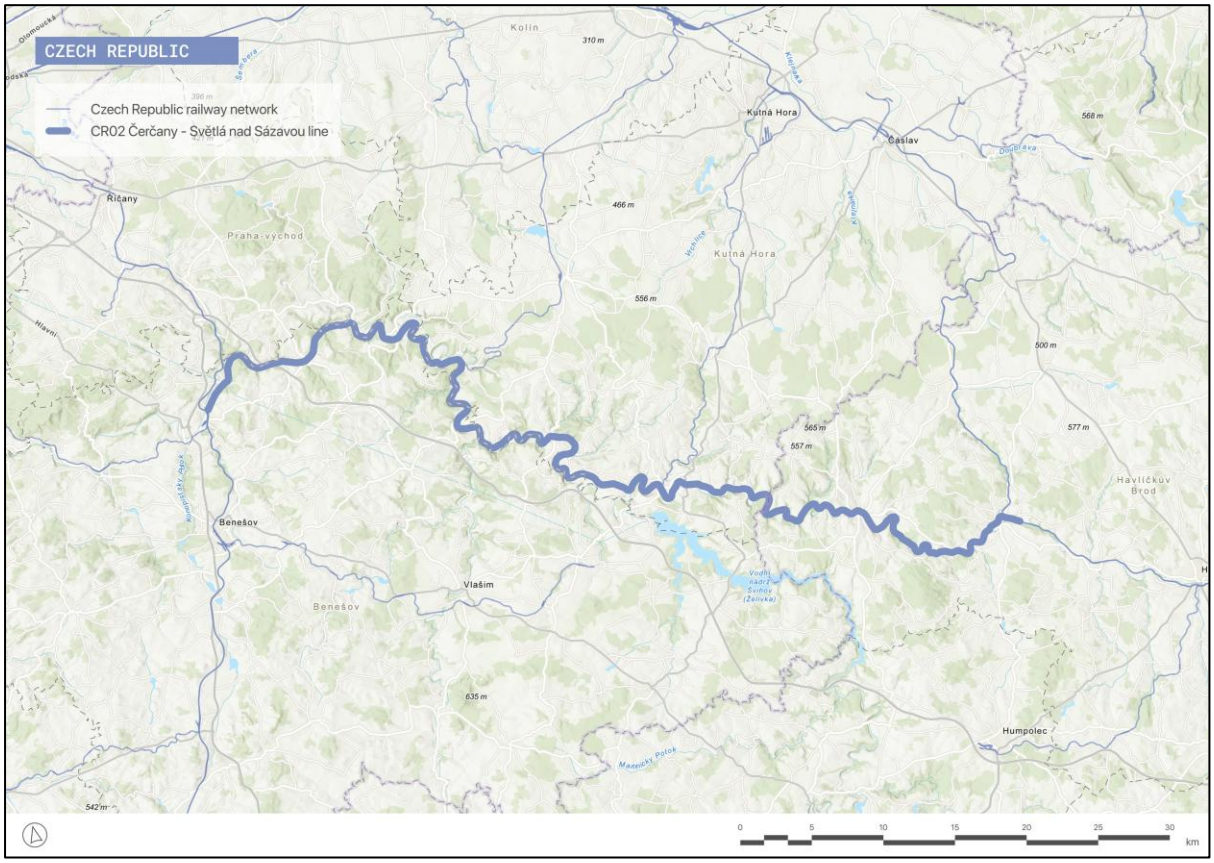


Figure 19. The Čerčany - Světlá nad Sázavou railway line. Source: own elaboration.

Currently, the railway offers a relatively frequent service, with around 20 daily trains running in both directions. Operations are mainly focused on passenger transport, complemented by tourism-oriented services. Passenger demand for regular services has remained stable in recent years, with approximately 300 to 400 daily passengers recorded on certain sections.

Tourism constitutes a significant and growing dimension of the line. Its main attraction lies in its scenic route along the Sázava River, characterized by numerous bridges, tunnels, and attractive natural landscapes. A major milestone in the development of the line's tourism was the creation of the Posázavský Pacifik association in 1998. This initiative focuses on promoting rail-based tourism in the region through a variety of seasonal and thematic services. These services include charter trains, onboard entertainment, and guided tours, and are particularly active during spring and summer.

Overall, the Čerčany - Světlá nad Sázavou line exemplifies a low-traffic rural railway that balances essential public transport functions with tourism opportunities. It contributes to the social and

territorial cohesion of rural areas while offering a distinctive travel experience based on natural scenery and heritage. Although tourism is not yet a major financial driver, it represents a valuable complement with potential to support future demand growth and regional revitalization.

Summary	
	Updated: 05/05/2026
Line name	**Železniční trať Čerčany - Světlá nad Sázavou**
Tourist services	Charter trains Passenger service with a strong touristic dimension
Country	Czech Republic
Region or Canton	Středočeský and Východočeský
Description of the line	
Origin / Destination	Čerčany / Světlá nad Sázavou
Category	Regional line [1] Single track line [1]
Line length (km)	91.63 km [1]
Track Gauge (standard, narrow, broad)	Standard gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No [1]
Signalling System	Automatic line block system (between Čerčany and Hvězdonice) [1] Telephone communication (between Hvězdonice and Ledeč nad Sázavou) [1] Relay semi-automatic block system without line free control by technical system (between Ledeč nad Sázavou and Světlá nad Sázavou) [1]
General Condition of the line (bad/medium/good)	Medium
GPS Coordinates of Origin and Destination	Čerčany: 49°51'05"N 14°42'08"E Světlá nad Sázavou: 49°40'10"N 15°24'05"E
Route Map Link	https://cs.wikipedia.org/wiki/%C5%BDelezni%C4%8Dn%C3%AD_tra%C5%A5_%C4%8Cer%C4%8Dany

Tourism Attractiveness	
Main Towns / Cities on the Route	Čerčany, Hvězdonice, Ledečko, Zruč nad Sázavou, Ledeč nad Sázavou, Světlá nad Sázavou
Natural Features (mountains, rivers, coasts)	Sázava River [2]
Cultural Sites (UNESCO, historical stations)	None
Unique Selling Points	Scenic regional railway following the Sázava River, known for its multiple bridges and tunnels. [2] Tourist services: • Posázavský Pacifik: various services with different routes. [2]
Visitor Services (hotels, tours, local crafts)	Posázavský Pacifik (depending on the service): [5] • Buffet car with drinks and refreshments available. • On-board entertainment. • Guided tours.
Current Operation info	
Opening date	1903 [6] Posázavský Pacifik: 1998 [9]
Current Services • (Freight / Passenger / Tourism)	Passenger, freight, tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: • ~20 daily trains in both directions. [4] Posázavský Pacifik: • Numerous services throughout the year, especially during spring and summer. [5]
Annual Tourist Ridership (last 5 years)	Regular service: • 2017 to 2021: 300 to 400 passengers daily (Ledečko to Světlá nad Sázavou section). [7] Posázavský Pacifik: *Not found*
Ridership Trend (increasing / stable / declining)	Permanent service: stable [7] Posázavský Pacifik: *Not found*
Revenue Sources (ticket sales, subsidies, other)	*Not found*
Ticket price (€)	Regular service: [8] • Starting from 200 Kč. Posázavský Pacifik: [5]

	• Depends on the service, usually 100 to 400 Kč.
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	**No**
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	České dráhy
Infrastructure manager	Správa železnic
National Authorities	-
Regional / Cantonal Authorities	-
Local Authorities	-
Community Involvement Level (low, medium, high)	*Not found*
Impact on Local Economy • (jobs, local business synergy)	*Not found*
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-

International	-
Other information	
Historic Summary	The Železniční trať Čerčany – Světlá nad Sázavou was built in different stages during the end of the 19th century as part of the broader Posázavský Pacifik network. Initially, planners established a track linking Kolín to Čerčany, with a branch from Ledečko to Kácov. After finishing this section, construction continued towards Světlá nad Sázavou, and the full route was completed by 1903. Though there were originally two independent lines during its construction, the route is now perceived as one continuous railway. It travels through the scenic Sázava River valley, serving numerous small towns and villages. In 1998, the association Posázavský Pacifik was founded with the goal of promoting rail transport in Posázaví and surrounding regions. Over the years, they have organized numerous seasonal rides in the line.
Maps/Photographic Documentation	 Buchtela, D. (2005). https://www.pacifikem.cz/?inc=212_str_foto  Jurný, J. (2008). https://www.pacifikem.cz/?inc=212_str_foto

Bibliography	[1] https://www.spravazeleznic.cz/documents/50007830/124638401/Network+Statement_2027_en_web.pdf/6f3542f0-6d53-43f5-9a6b-8462d89ac097 [2] https://posazavsky-pacifik.cz/ [3] https://www.kudyznudy.cz/aktivity/posazavsky-pacifik-cesta-za-nostalgii-a-zazitky [4] https://www.cd.cz/jizdni-rad/tratove-jizdni-rady/trat/212 [5] https://posazavsky-pacifik.cz/akce [6] https://www.pacifikem.cz/?inc=212_historie [7] https://www.obcasnik.eu/vize-verejne-dopravy-kraje-vysocina-2017-2021-trat-c-212-zruc-n-s-ledec-n-s-svetla-n-s/ [8] https://www.cd.cz/en/default.htm [9] https://posazavsky-pacifik.cz/o-nas
Contact person	Posázavský Pacifik: posazavsky.pacifik@seznam.cz
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes** - The line primarily serves small towns and rural communities, with moderate passenger volumes. It functions mainly as a local connector rather than a high-capacity corridor.
How important is the potential for tourism development on this line? (low/medium/high)	**High** - The line is the less famous section of the Posázavský Pacifik. Its landscape creates a strong tourism development potential, giving the fact that the first section of the Posázavský Pacifik is already well-known.
Is tourism influencing funding for the line? (low/medium/high)	**Low** - There is no evidence that the funding on the line has been influenced by its tourist potential.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Low** - The line currently offers regular passenger services with daily trains in both directions.

3.3. Denmark

Overview of the Danish Railway Network

Denmark's railway system is a compact, highly integrated network that supports daily commuting, intercity travel, and international links (notably toward Germany via Jutland and the Copenhagen region).

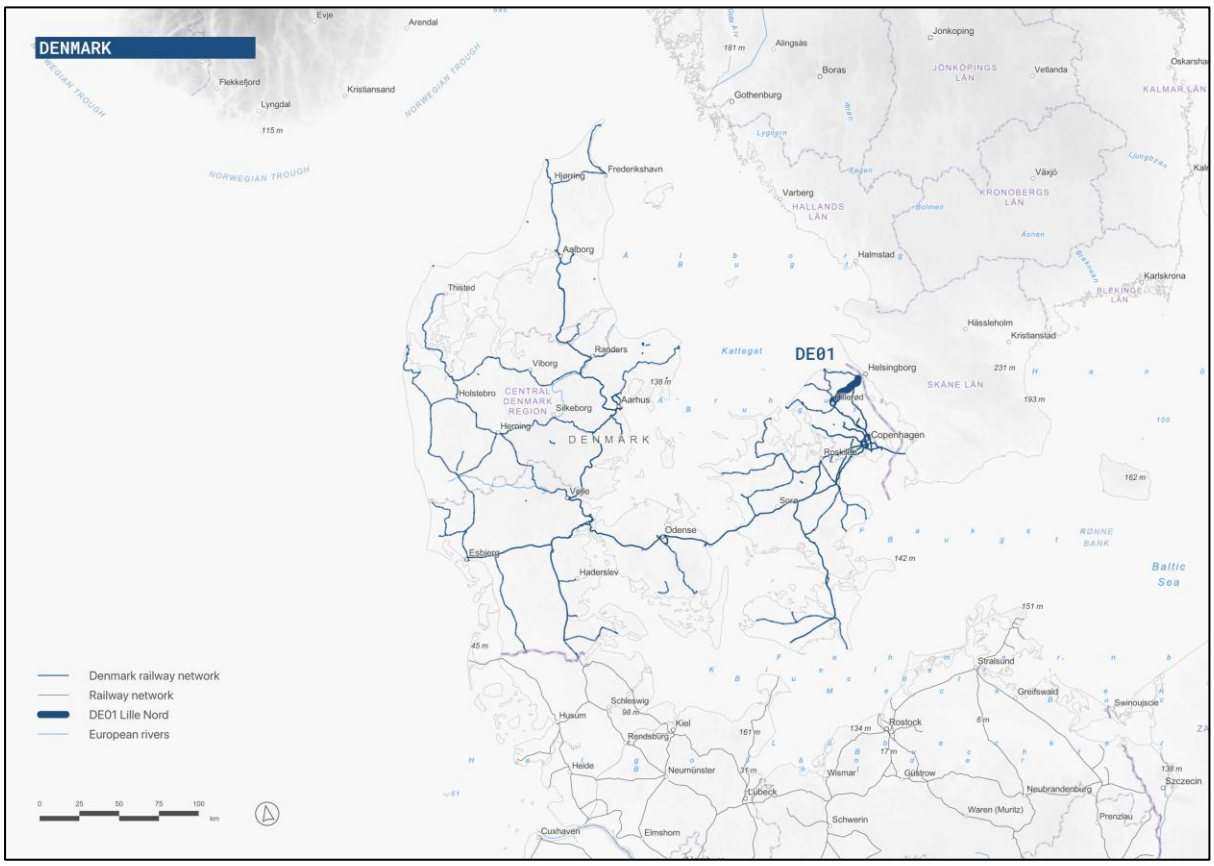


Figure 20. Danish railway network in 2026, showing the lines selected for this study. Source: own elaboration.

The backbone is the state network managed by Banedanmark (infrastructure manager), with passenger services primarily operated under public service contracts by DSB (and some routes by other operators through tenders). Most of the main network uses standard gauge (1 435 mm) and is characterized by a strong focus on reliability, timetabling coordination, and intermodality (rail-metro-bus). A large share of the busiest corridors, especially around Copenhagen and on principal intercity routes, are electrified, while some regional lines have historically relied on diesel traction. Denmark also features prominent fixed links shaping rail geography: the Great Belt connection (linking Zealand and Funen) and the Øresund connection to Sweden, which anchors Copenhagen's cross-border commuting and long-distance flows. A major contemporary trend is network modernization: expansion of electrification, adoption of advanced signalling (ERTMS), speed and capacity upgrades, and rolling stock renewal. These investments aim to reduce emissions, improve punctuality, and strengthen rail's competitiveness on both domestic and cross-border flows.

History of the Danish Railway Network

The development of the Danish railway network began in 1847 with the inauguration of the first line between Copenhagen and Roskilde, marking the introduction of rail transport in the country. In the following decades, the network expanded steadily, driven by both private companies and state initiatives, with the aim of connecting the main cities of Zealand, Funen, and Jutland. The construction of railway lines was closely linked to the development of ferry connections between the islands, ensuring continuity of transport across the Danish territory. By the late 19th century, the network had reached a significant extent and played a key role in national economic integration.

A major institutional turning point occurred in 1885 with the creation of DSB (Danske Statsbaner), which gradually took over the main private railway companies and consolidated the network under state control. During the first half of the 20th century, the railway system was further developed and modernized, although Denmark did not pursue electrification as extensively as some other European countries. Instead, diesel traction became dominant on most lines. The network remained relatively stable in terms of extent, with some rationalization of secondary lines during the mid-20th century.

From the late 20th century onwards, the Danish railway system underwent institutional reforms and infrastructure modernization. In 1997, the infrastructure management responsibilities were transferred to Banedanmark, separating infrastructure from operations in line with European Union directives. Since then, Denmark has invested in upgrading key corridors, electrifying parts of the network, and improving interoperability with neighbouring countries. Major fixed-link projects, such as the connection to Sweden via the Øresund Bridge, have strengthened the integration of Denmark into the broader Scandinavian and European railway network.

Tourist train services in Denmark

Railway tourism in Denmark is associated both with regional passenger lines providing access to leisure destinations and with a limited number of heritage railway operations. These activities contribute to the visibility of railway heritage and to the attractiveness of certain rural or coastal areas.

The Hillerød-Helsingør railway line constitutes a relevant example in this context. This regional line connects Hillerød and Helsingør in northern Zealand and is operated as part of the regular passenger rail system, with frequent services. It provides access to several sites of cultural and touristic interest, including Kronborg Castle, as well as coastal areas along the Øresund. The line is integrated into the wider rail network via Hillerød, with connections toward Copenhagen.

In addition to such regional services, Denmark also hosts heritage railway initiatives. Among these, the Veteranbanen Bryrup-Vrads and the Mariager–Handest Veteranjernbane can be cited as examples. These lines operate historic steam or diesel trains on preserved sections of former railway infrastructure, generally on a seasonal basis and for touristic purposes.

Beyond these examples, other heritage and museum railway activities exist in Denmark, often operated by local associations and occasionally involving special train circulations on the national network. Together, these initiatives reflect different forms of railway-related tourism,

ranging from regular passenger lines serving tourist destinations to dedicated heritage operations.

References

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- RAILTARGET (n.d.). *Railway (R)evolution in Denmark: From Odin's Locomotives to Underwater Tunnels* https://www.railtarget.eu/technologies-and-infrastructure/railway-revolution-in-denmark-from-odins-locomotives-to-underwater-tunnels-9141.html
- Danske Statsbaner (2025). *DSB Annual Report 2025* https://www.dsb.dk/globalassets/arsrapport/2025/annual-report-2025.pdf

3.3.1. Lille Nord

The Lille Nord is a standard-gauge railway corridor that connects the towns of Hillerød and Helsingør in the northern part of the island of Zealand. The infrastructure is owned and managed by Hovedstadens Lokalbaner, while passenger services are operated by Lokaltog. At Hillerød, the line connects with the Copenhagen suburban rail network (S-train), while Helsingør is a terminus with ferry connections to Sweden.

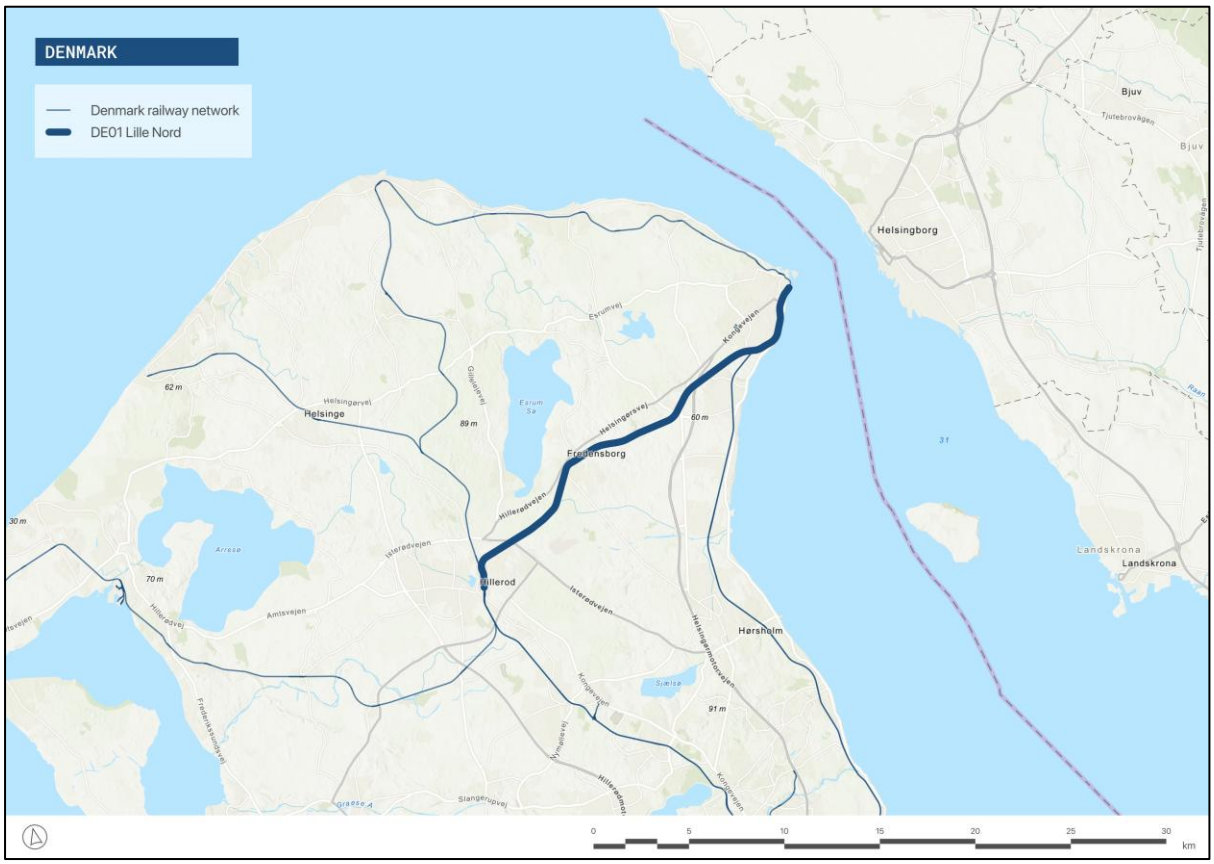


Figure 21. The Lille Nord railway line from Hillerød to Helsingør. Source: own elaboration.

The railway was opened in 1864, corresponding to the inauguration of the original Hillerød-Helsingør section, making it one of the earliest railway lines in Denmark. It was developed to strengthen regional connectivity in North Zealand, linking inland administrative centres with coastal towns. From the outset, the line supported both passenger mobility and freight transport, particularly agricultural goods and local industrial production.

The infrastructure, approximately 25 kilometres long, consists of a single non-electrified track. The alignment crosses a variety of landscapes, including forested areas, agricultural land, and coastal environments. Several intermediate stations serve local communities, contributing to its role as a fine-grained territorial connector. The line has undergone successive modernization phases, particularly in rolling stock and service organizations.

The tourist appeal of the corridor lies in its access to both cultural and natural sites. In Hillerød, the line serves the Château de Frederiksborg, a major Renaissance landmark surrounded by lakes and formal gardens. At its eastern terminus, the line provides direct access to the Château de Kronborg (UNESCO World Heritage Site), located within walking distance of Helsingør station.

The line also serves seaside towns such as Hornbæk and Gilleleje, known for their beaches and harbors. This combination of major heritage sites and coastal landscapes makes the line attractive for recreational travel, particularly from the Copenhagen metropolitan area.

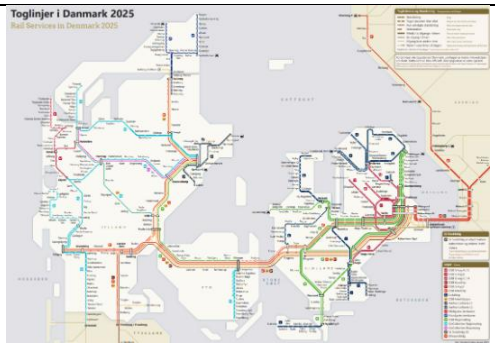
Daily operations consist primarily of passenger services with a regular interval timetable between Hillerød and Helsingør, with a travel time of approximately 40 minutes. The line also accommodates limited freight traffic, mainly linked to local industrial activities. The financial model relies on fare revenues and public funding from regional transport authorities.

In terms of territorial impact, the line connects suburban, rural, and coastal areas within North Zealand and integrates them into the wider Copenhagen metropolitan region. It supports both commuting flows and leisure mobility and remains an important component of the regional transport system.

Summary	
	Updated: 20/02/2026
Line name	Lille Nord (Little North Line)
Tourist services	Heritage trains (occasional service) Passenger service with a touristic dimension
Country	Denmark
Region or Canton	North - Zealand
Description of the line	
Origin / Destination	Hillerød - Helsingør[1]
Category	Passenger, freight and tourism[1]
Line length (km)	24.4 km[1]
Track Gauge (standard, narrow, broad)	Standard gauge (1,435 mm) [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No[1]
Signalling System	Automatic line block
General Condition of the line (bad/medium/good)	Medium - There are some areas with aging infrastructure and some sections with improved track maintenance. Significant ongoing investment is being made.
GPS Coordinates of Origin and Destination	55.926937, 12.310930 - 56.033503, 12.614436

Route Map Link	https://maps.app.goo.gl/9ATz3XatajgLYFNe9
Tourism Attractiveness	
Main Towns / Cities on the Route	Hillerød, Helsingør
Natural Features (mountains, rivers, coasts)	Gribskov forest area, Lake Esrum[2]
Cultural Sites (UNESCO, historical stations)	Fredensborg Palace[3], Kronborg Castle (UNESCO)[13] and Church[4], Frederiksborg Castle in Hillerød, Danish Museum of Science and Technology[5]. Historical stations: Hillerød, Fredensborg, Langerød, Kvistgård and Helsingør [1]
Unique Selling Points	
Visitor Services (hotels, tours, local crafts)	
Current Operation info	
Opening date	1864[1]
Current Services • (Freight / Passenger / Tourism)	Passenger/Freight/ Tourism[1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Every 30 minutes on peak hours. Every 1h for the rest of the day. 100 km/h [6]
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	Increasing[9,10]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales[7,8]
Ticket price (€)	€ 6.70 [8]
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	**No**
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a

Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	Lokaltog A/S [1]
Infrastructure manager	Hovedstadens Lokalbaner [1]
National Authorities	Danish Ministry of Transport (Transportministeriet) [11]
Regional / Cantonal Authorities	Region Hovedstaden (Capital Region of Denmark) [12]
Local Authorities	Hillerød, Fredensborg and Helsingør municipalities
Community Involvement Level (low, medium, high)	**Medium -** The line is well-integrated into local life, especially for commuters and students. Community involvement in strategic planning is moderate, but there is growing interest in its tourism potential.[1]
Impact on Local Economy • (jobs, local business synergy)	Supports local jobs in transport, tourism, and services. Enhances access to cultural sites (e.g., castles, museums), encourages local business synergy (cafés, shops, accommodations near stations). Facilitates cross-border tourism via ferry connections in Helsingør. [1]
Objectives and challenges	
Works required for reopening/revitalization	Electrification of the line (currently diesel-operated), modernization of stations, energy-efficient upgrades on the rolling stock, improvements on intramodality, and tourism-oriented enhancements.[1]
Estimated reopening or revitalization cost	*Not found*
Associated projects	
Local	Tourism development plans: Promotion of castle tourism, cycling and hiking routes linked to train stations and Cultural events in towns along the line. [1] Development plan for local trains in the Capital Region of Denmark
National	Banedanmark's national rail strategy [14] Green Mobility initiatives under the Danish Climate Act.[15]

International	Øresund Region cooperation (Denmark–Sweden): Helsingør–Helsingborg ferry link supports cross-border tourism. Potential for rail-ferry integration in future EU mobility projects. [16]
Other information	
Historic Summary	Opened in 1864 as part of the North Zealand railway network. Originally built to connect towns in North Zealand and support regional development. Historically, it has served both passenger and freight traffic. Freight services have minimized, and now it is focused on passenger transport. The line is Integrated into the Greater Copenhagen public transport system. It was operated by DSB in the past, currently operated by Lokaltog A/S. A key local commuter line with growing tourism relevance, especially due to proximity to major cultural and natural attractions.
Maps/Photographic Documentation	 https://larstransportmaps.com/2025/01/18/rail-services-in-denmark-2025/ https://www.acprail.com/maps/denmark-train-map/
Bibliography	1 - https://danskejernbaner.dk/vis.bane.php?BANE_ID=175 2 - https://www.visitnorthzealand.com/north-zealand/events/local-train-easily-navigate-public-transport-north-zealand-gdk681326 3 – https://frederiksborg.dk/en/frederiksborg-castle/ 4 - https://kronborg.dk/en 5 - The Danish Museum of Science and Technology in Elsinore, North Zealand 6 - https://www.lokaltog.dk/media/lx0mlgg5/930r-lille-nord-web-a4.pdf 7 - https://www.lokaltog.dk/trafikinformation/koereplaner/930r-lille-nord/

	8 - Tickets and points of sale 9 - https://www.lokaltog.dk/trafikinformation/koereplaner/930r-lille-nord/ 10 - https://www.lokaltog.dk/media/p1tfev4j/lokaltog-aarsrapport-2023.pdf 11 - Ministry of Transport 12 - Capital Region of Denmark 13 - Kronborg Castle - UNESCO World Heritage Centre 14 - Revideret_strategi_ENG_web.pdf 15 - Climate Act 16 - The case of Oresund (Denmark-Sweden) – Regions and Innovation: Collaborating Across Borders (EN)
Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes -** the line has moderate to low passenger volumes (approximately 1.2 million passengers). It operates with hourly or half-hourly service, depending on the time of day.
How important is the potential for tourism development on this line? (low/medium/high)	**High** – The potential for tourism development is significant due to its direct access to major attractions such as Frederiksborg Castle, Fredensborg Palace, Louisiana Museum of Modern Art, and Kronborg Castle (UNESCO site), as well as its proximity to coastal areas, national parks, and cycling/hiking routes. The line connects key cultural and natural destinations, making it highly suitable for integrated tourism initiatives.
Is tourism influencing funding for the line? (low/medium/high)	**Medium** – Tourism is not yet the main driver of funding, so its influence is moderate but rising. The primary funding for the Little North Line comes from public transport budgets focused on regional mobility and commuter services. Still, there is a growing recognition of its tourism value, especially at the regional and municipal levels.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Medium** – While commuter traffic remains the primary reason for keeping the Little North Line operational, tourism plays an increasingly important supporting role. Tourism is not yet vital, but it provides valuable additional demand that strengthens the line's long-term viability.

3.4. France

Overview of the French Railway Network

The French national rail network is the second-longest in the European Union. Owned by SNCF Réseau as part of the public domain, it comprises approximately 28 000 km of lines in service, of which around 24 000 km are open to passenger traffic, out of a total of about 40 000 km of existing lines. The track gauge is standard (1 435 mm).

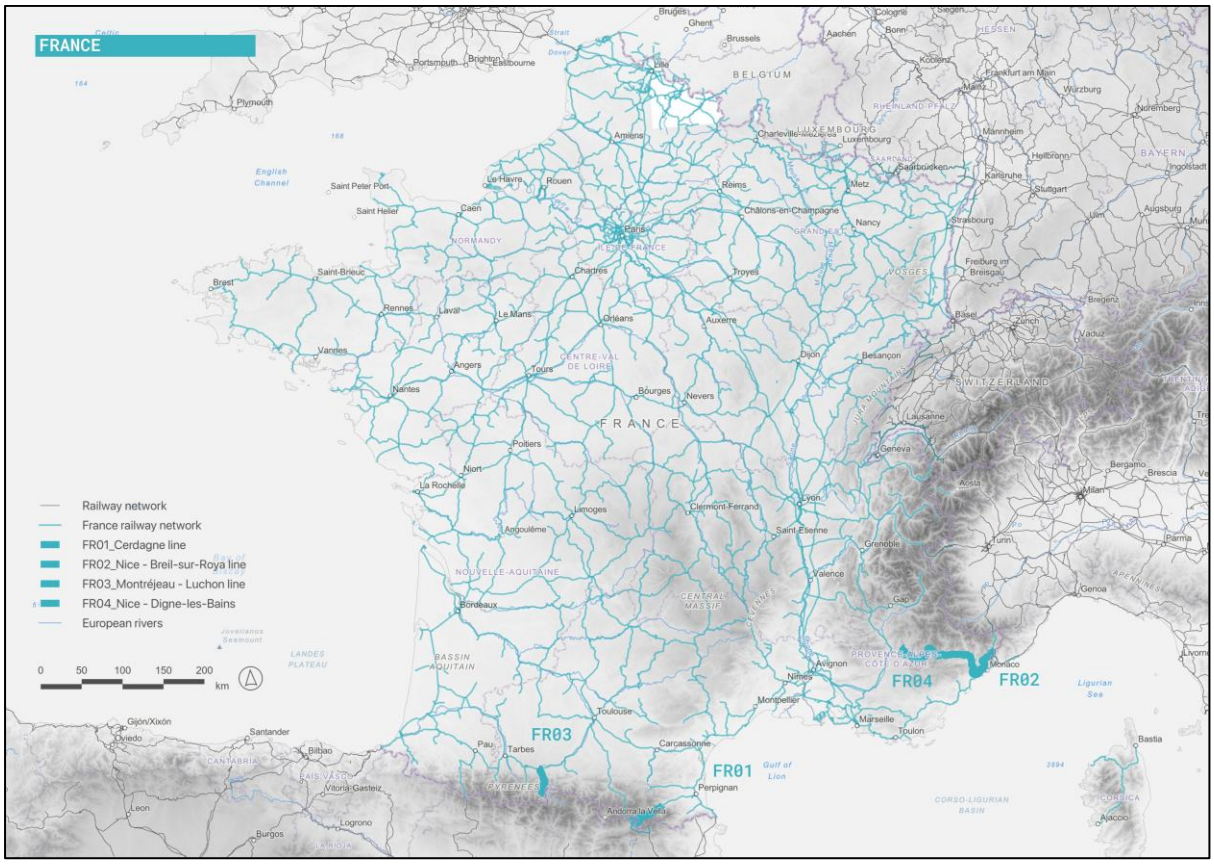


Figure 22. French railway network in 2026, showing the lines selected for this study. Source: own elaboration.

The network includes 15 687 km of electrified lines. Of these, 5 863 km, mainly located south of Paris, use direct current at 1 500 volts, while the remainder operates with alternating current at 25,000 volts. In addition, the French network comprises around 2 700 km of high-speed lines. Rail operations rely on a workforce of over 500 000 staff, who manage approximately 15 000 trains per day, carrying more than 10 million passengers, including around 4 million daily users in the Île-de-France region. Rail accounts for approximately 10% of the modal share in France. These staff also operate and maintain around 3 000 stations, 400 of which are in the Île-de-France region.

The French rail network is structured according to the UIC classification into nine categories based on traffic volume. Categories 1 to 6 include high-speed lines, main electrified routes, and the Île-de-France network, and account for nearly 90% of total traffic. These lines are heavily used and subject to regular maintenance and modernization. By contrast, categories 7, 8, and 9 represent approximately 15 000 km of lines located in less densely populated areas. These

sections are served by less frequent and slower trains, often due to speed restrictions linked to the ageing condition of the infrastructure.

The 1842 law created a railway network across the entire country, radiating out from Paris ("Legrand's Star"), reflecting and reinforcing the centralized nature of French power. Over the following sixty years, the network expanded with rural lines, driven by local economic and political incentives to stimulate agriculture and industrial development, particularly in northern and eastern France. It reached a peak of around 60 000 kilometres of track before undergoing periods of underinvestment, leading to the obsolescence of approximately 15 000 kilometres of remaining rural lines. In the 1980s and 1990s, the introduction of high-speed rail further reinforced the centralization of the network. Rail remains heavily used, particularly for regional traffic, supporting the functioning of the Paris metropolitan area and contributing to a relatively high modal share of 10.3% compared to other European countries. The French railway system has since undergone significant institutional transformations, driven by European directives and national reforms. The network is publicly owned and managed by SNCF Réseau, a public limited company since 2020. Within this structure, Gares & Connexions is responsible for the management, development, and commercial use of stations and related infrastructure, combining regulated access charges with revenue from commercial activities.

Rail policy is framed by national strategies combining decarbonization objectives and territorial development. The Mobility Orientation Law (2019) marked a shift from large-scale expansion projects toward the maintenance and optimization of existing infrastructure. While ongoing high-speed projects are being completed, no new ones are planned. Instead, priority is given to improving existing networks, particularly around regional capitals through Metropolitan RER and SERM projects, aimed at addressing congestion and urban sprawl. A second objective focuses on the selective regeneration of secondary and rural lines where mobility demand justifies investment. To support these objectives, Regions have been given a stronger financial and operational role, particularly in co-funding infrastructure, supporting rural and tourist lines, modernizing stations, and developing intermodal facilities. Initiatives such as the “Place de la Gare” program also aim to reuse vacant spaces and enhance the role of stations within local territories.

Tourist train services in France

Railway tourism in France takes two main forms: regional passenger lines providing access to tourist destinations, and dedicated heritage railway services generally operated on isolated or preserved sections of former lines, often managed by local associations.

In recent years, the governance of so-called “small lines” (lignes de desserte fine du territoire) has evolved. Through legislative and regulatory changes, the French State has allowed the transfer of management responsibilities for certain lines from SNCF Réseau to Regional authorities. These Regions, already responsible for organizing regional passenger services (TER), have become key actors in decisions related to the maintenance, regeneration, and reopening of these lines. Several Regions have adopted policies aimed at revitalizing low-traffic lines, linking rail investment to broader territorial development strategies, including tourism, local accessibility, and economic activity.

Among the lines identified within the *TOUR&RAIL* project, several illustrate the coexistence of regular passenger services and access to areas with tourism activity. The Montréjeau–Luchon railway line was reopened to passenger services in June 2025 following a full reconstruction led by the Occitanie Region, reconnecting the spa and mountain town of Luchon to the national rail network. The Nice–Digne-les-Bains railway line ("Train des Pignes") remains in operation in 2026, providing regular passenger services across rural and mountainous areas, alongside heritage steam train operations on certain sections. The Villefranche-de-Conflent–Latour-de-Carol railway line ("Train Jaune") continues to operate within the TER Occitanie network, serving a mountainous area with established tourism activity. The Nice–Breil-sur-Roya railway line is fully operational in 2026 following reconstruction works after storm Alex in 2020, providing regional services through the Roya valley and cross-border continuity toward Italy.

Among the numerous heritage railway initiatives in France, the Chemin de fer de la Baie de Somme and the Train à vapeur des Cévennes can be cited as examples. These lines operate seasonal tourist services using historic rolling stock on dedicated infrastructure

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  https://www.ecologie.gouv.fr/files/documents/20250709_Rapport_AFT.pdf

3.4.1. Cerdagne Line (Train Jaune)

In terms of geographical situation, the Cerdagne Line, better known as the Yellow Train (Train Jaune), connects Villefranche-Vernet-les-Bains to Latour-de-Carol in the Pyrénées-Orientales department, which belongs to the Occitanie Region, all in the French territory, yet very close to the Spanish border. The geographical situation of this line offers possibilities for tourists to reach the Pyrenees and enjoy an excursion, whether to go hiking or to enjoy thalassotherapy in Vernet-les-Bains.

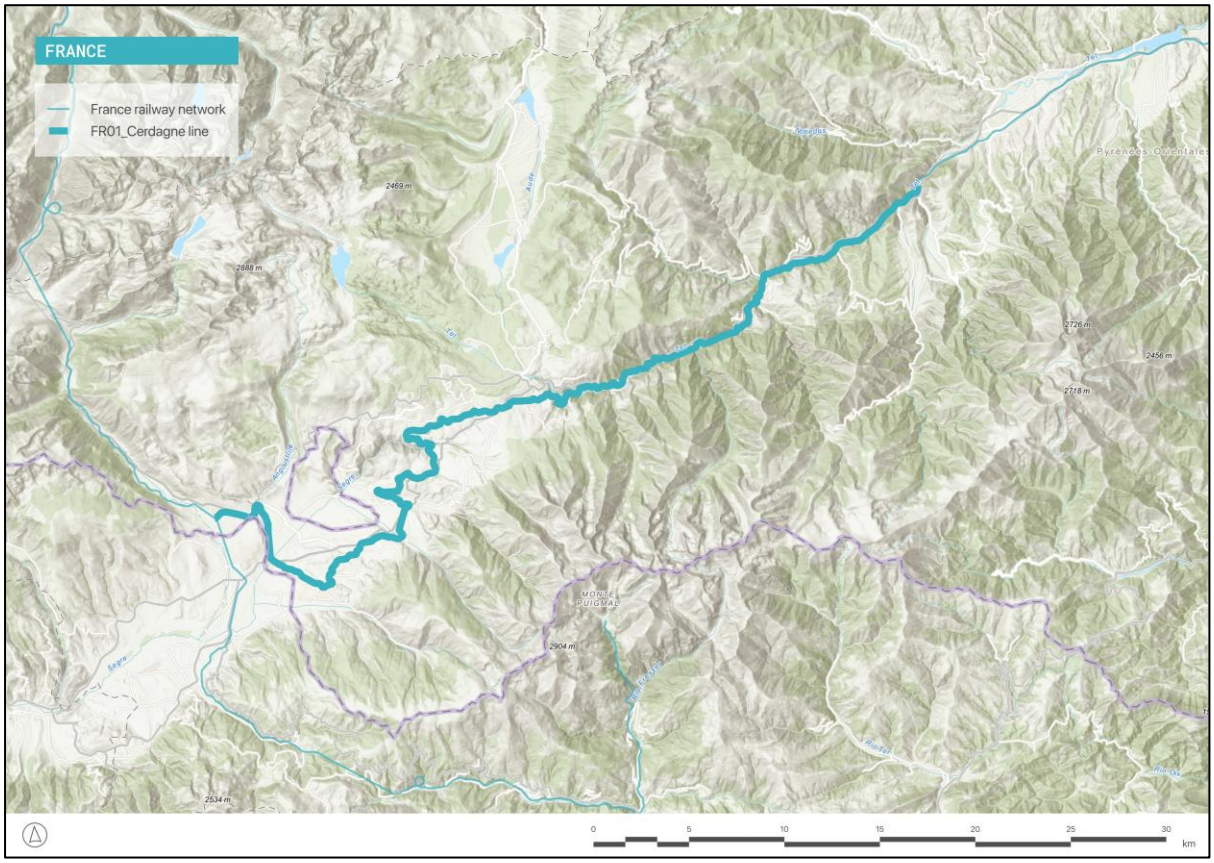


Figure 23. The Yellow Train railway from Latour-de-Carol to Villefranche-Vernet-les-Bains. Source: own elaboration.

The line is a single-track narrow-gauge railway. Built in the early 20th century, it was primarily intended to open the Cerdagne plateau and connect it to the rest of the department, while its electrification was closely linked to the development of hydroelectric infrastructure. To adapt to the mountainous terrain and the many engineering structures required, the line was electrified using a third rail at 850 V DC. It has been cleared by SNCF Réseau from the national network and incorporated into a list of tourist trains with specific technicalities. The maintenance costs are very high, because of altitudinal climate, frost, landslides, etc. The latest renovation investments have consisted into rolling stock (assured by region Occitanie) and the securing of line and embankments to reduce rockfall risks (consented by SNCF Réseau).

The Cerdagne territory is highly dependent from the line, and this is the case since the creation of the line. As early as 1913, the company that built the line also built the Grand Hôtel de Font-Romeu, the starting point for the development of what would quickly become a winter sports

resort. Bath tourism, nature tourism, winter tourism, sport tourism supports a dense ecosystem of small businesses (hotels, restaurants, cafés, campground, young associations, etc.). Heritage tourism is a plus: the Yellow Train is a unique way to visit the Séjourné and Gisclard bridges. Tourism has therefore always been linked to the operation of the line and served tourist movements.

The profitability of the line has always been very fragile and tourism dependent. Only between 1933 and 1937 was the line financially balanced, because it was peak time of the building of the dams. The passenger–freight combined service stopped in 1974 and remained functional as a tourist line, then denominated the Yellow Train. The threats of closure were recurrent, and remained high in the middle 2010's. The preservation of the railway line has been a major concern for political actors and local communities in Cerdagne over the past 25 years, generating sustained mobilisation and advocacy efforts. It is a reason for the creation of the Natural Regional Parc (Parc Naturel Régional - PNR) of the Pyrenees Catalanes. This structure brings together functions of promoting the territory's tourism, pooling public engineering, and acting as a local lobby. The Regional Natural Park strongly supports the Yellow Train, which is regarded as a strategic asset for the economic sustainability of Cerdagne. At the same time, municipalities have undertaken initiatives to enhance multimodal integration around railway stations. The Regional Natural Paki has supported a World Heritage (UNESCO) nomination in 1999, to try to connect more the visibility of the territory and the Yellow Train as a tool for decarbonizing rural mobilities. The Regional Natural Park has developed a dedicated website listing accommodations, restaurants, and activities located within a 5 km radius of the line. The local tourist office of Font-Romeu also offers packages combining train travel with leisure activities.

According to information found in the newspaper and in an interview with a civil servant of the Natural Regional Park, The Yellow Train carried around 150 000 passengers per year, with ridership increasing since 2015. Ticket prices vary based on distance. A full journey from end-to-end costs around €13-14. However, several fare offers are available. There is free travel for passengers aged 16 to 26, with prior reservations. The Occitanie Rail Tour pass (for tourists) offers unlimited travel for €10/day for those under 26 and €20/day for those over 26. To encourage regular use of the service, a subscription card provides discounts of up to 50% for residents.

Despite its importance for local mobility, the Yellow Train is poorly suited to daily commuting. Reaching Prades or Perpignan requires a transfer at Villefranche–Vernet-les-Bains to a conventional TER service, while the low operating speeds (30km/h) of the line result in long journey times. For residents living in the upper Cerdagne plateau, daily return trips to Perpignan for work are therefore hardly feasible. Moreover, service frequencies remain too limited and insufficiently aligned with commuting schedules to support regular home-to-work travel. In terms of railway operation, the Yellow Train is incorporated within the Regional Express Train services of Occitanie. As such, the service is decided by Region Occitanie, run by the national company SNCF. During the high season (late May to late September), the line operates 5 trips per weekday between Villefranche and Font-Romeu, and 2 of them extended to Latour-de-Carol. In the low season, service is reduced to 3 trips per weekday between Villefranche and Font-Romeu, and 2 of them extended Latour-de-Carol. The schedules are clearly more favourable to going up (between 9 and 10:30 a.m.) to visit attractions than they are to mountain residents needing to carry out everyday activities down (the first train arrives in Villefranche after 11:30 a.m.), such as

attending secondary school in Prades, reaching offices of the Prades sub-prefecture) or small hospitals (Saillagouse, Bourg-Madame).

The Yellow Train requires the regular involvement of 30 to 40 SNCF staff members. The revenue sources of Yellow Train are not covered by ticket sales but mainly by regional subsidies. These subsidies are consented because the Yellow Train has an important impact on the local economy, however difficult to estimate and no official figures are currently available.

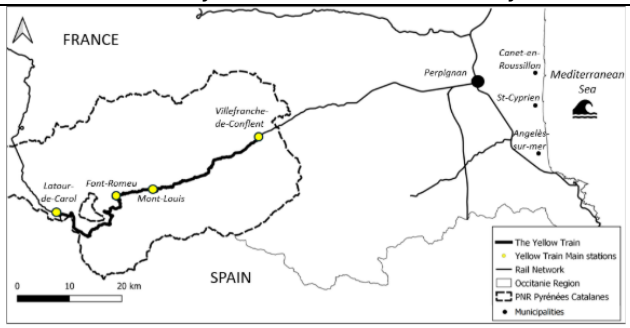
In conclusion, the Yellow Train combines the characteristics of a low-traffic rural railway with those of a tourist attraction. Although its limited frequencies, long journey times and imperfect accessibility reduce its potential as a driver of everyday mobility and local development, the line benefits from a strong tourism function. Tourists account for a significant share of ridership and contribute substantially to the legitimacy and funding of the service, making tourism a key factor in the long-term preservation of the line.

Summary	
	Updated: 28/11/2025
Line name	Cerdagne Line (Train Jaune)
Tourist services	Passenger service with a strong touristic service (Train Jaune)
Country	France
Region or Canton	Occitanie
Description of the line	
Origin / Destination	Villefranche-de-Conflent / Latour-de-Carol
Category	Single track (1) – Rural/Mountainous
Line length (km)	62.5km (2)
Track Gauge (standard, narrow, broad)	Narrow-gauge (meter gauge) (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes (2) Electrified by a third side rail DC (2) 850V (2)
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Villefranche-de-Conflent (42.59185004280969, 2.370285623518248) – Latour-de-Carol (42.45923569456615, 1.9047662145087279)

Route Map Link	https://letrainjaune.fr/en/interactive-map/
Sources	(1) https://www.sncf-reseau.com/medias-publics/2025-04/poster_rfn_avril2025.pdf?VersionId=EUDKV83LRv_t5120_xXw1kdDp0YVLU86 (2) https://www.sncf-reseau.com/medias-publics/2023-12/12_lignes_electrifiees_janvier_2023_v03.pdf?VersionId=PKlm3N6CW1yw_Es8AAs_efqk8vCD5YNc
Tourism Attractiveness	
Main Towns / Cities on the Route	Villefranche-de-Conflent; Mont-Louis; Font-Romeu; Latour-de-Carol
Natural Features (mountains, rivers, coasts)	Pyrenees Mountains (Cerdagne Plateau, Haut-Conflent, Capcir), Têt valley
Cultural Sites (UNESCO, historical stations)	Two UNESCO World Heritage Sites: Fort Libéria in Villefranche-de-Conflent and the ramparts of Mont-Louis. (3) Villefranche is listed among the "Most Beautiful Villages of France". Séjourné & Gisclard bridges listed as historical monuments (4)(5)
Unique Selling Points	The Train is a unique selling point
Visitor Services (hotels, tours, local crafts)	Ski station of Font-Romeu; Thermal station of Vernet-les-Bains etc. (3)
Sources	(3) https://letrainjaune.fr/a-voir-et-a-faire/incontournables/ (4) https://pop.culture.gouv.fr/notice/merimee/PA00135696 (5) https://pop.culture.gouv.fr/notice/merimee/IA81000323
Current Operation info	
Opening date	1904 – 1927 (6)
Current Services • (Freight / Passenger / Tourism)	Passenger traffic
Service • (frequency, speed, passengers/trains per day/week/month/year)	During the high season (late May to late September), the line operates 13 trips per weekday between Villefranche and Font-Romeu, and 6 of them extended to Latour-de-Carol. (7) In the low season, service is reduced to 5 trips per weekday between Villefranche and Font-Romeu, and 3 of them extended Latour-de-Carol (7) Speed of 30 km/h (8) 150 000 passengers per year **(Information found in the newspaper and in interview with a PNR agent)**
Annual Tourist Ridership (last 5 years)	*Not found*

Ridership Trend (increasing / stable / declining)	Increasing (since 2015) (9)
Revenue Sources (ticket sales, subsidies, other)	Revenue from ticket sales Public subsidies (Occitanie Region mainly)
Ticket price (€)	Ticket prices vary based on distance: a full journey from end-to-end costs around €13–14. However, several fare offers are available: Free travel for passengers aged 16 to 26, with prior reservation. Occitanie Rail Tour pass (for tourists): unlimited travel for €10/day for those under 26 and €20/day for those over 26. (10) Subscription card: offers up to 50% discount for regular and resident users
Sources	(6) https://letrainjaune.fr/decouvrir-le-train-jaune/histoire-et-prouesses/ (7)https://letrainjaune.fr/horaires-et-infos/ (8) https://www.tourisme-pyreneesorientales.com/le-train-jaune-0#:~:text=Par%20ciel%20d%C3%A9gag%C3%A9%2C%20vous%20pouvez,fa%C3%A7on%20originale%2C%20tout%20en%20douceur. (9) Comité de suivi des dessertes ferroviaires Axe 2: Lignes Littoral Ouest / Perpignan – Latour de Carol (Presentation of the Occitanie Region) (10) https://www.lio-occitanie.fr/train-jaune#:~:text=Le%20Train%20Jaune%20%C3%A0%205,seulement%205%E2%82%AC%20le%20trajet.
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	**No**
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a

Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	SNCF Voyageurs (11)
Infrastructure manager	SNCF Réseau
National Authorities	-
Regional / Cantonal Authorities	Occitanie Region (11)
Local Authorities	Municipalities & Regional Natural Park of the Pyrénées Catalanes
Community Involvement Level (low, medium, high)	High
Impact on Local Economy • (jobs, local business synergy)	Difficult to estimate—no official figures are currently available. On average, the Train Jaune requires the regular involvement of 30 to 40 SNCF staff members. The Regional Natural Park has developed a dedicated website listing accommodations, restaurants, and activities located within a 5 km radius of the line. The local tourist office also offers packages combining train travel with leisure activities.
Sources	(11) https://mmt.vsct.fr/sites/default/files/swt/COCT/2022-11/R%C3%A9seau%20ferroviaire%20Occitanie%20nov%202022%20-%2040x40cm.png
Objectives and challenges	
Works required for reopening/revitalization	Renovation of the rolling stock; securing areas alongside the track to reduce rockfall risks; and reinforcing the reliability of engineering structures (12) (13) (12) https://letrainjaune.fr/decouvrir-le-train-jaune/vie-du-train/travaux-sur-la-ligne-du-train-jaune/ (13) https://www.sncf-reseau.com/fr/cp/occitanie/sncf-reseau-poursuit-regeneration-ligne-train-jaune
Estimated reopening or revitalization cost	49M€ invested on the line since 2015 (32.5 by the Region alone) (14) (14) https://www.laregion.fr/Le-Train-Jaune-une-ligne-historique-qui-a-de-l-avenir
Associated projects	
Local	Improvement of the multimodality around the stations by the municipalities
National	-

International	-
Other information	
Historic Summary	The line was opened in stages starting in 1904. Unlike other mountain railways, it has never been closed and has continuously operated passenger services, although ridership has significantly declined over time. Like much of the French secondary rail network, the line has experienced a gradual deterioration in performance due to insufficient maintenance. Speed restrictions imposed as a result of the infrastructure's condition have led to longer travel times, reducing its attractiveness and contributing to a drop in usage. Several times threatened with closure, the line has been repeatedly saved thanks to the joint mobilisation of railway unions, local elected officials, and residents, who saw it both as a symbol of the State's presence and as a vital link between their mountain territory and the rest of the country.
Maps/Photographic Documentation	
Bibliography	Peeters, J., & Cotte, M. (2007). "Le Train Jaune : démarche de classement UNESCO et projets de territoire au sein du projet de Parc naturel régional des Pyrénées Catalanes". In E. Castañer Muñoz & N. Marty (éds.), L'histoire et le patrimoine de la société industrielle en Languedoc-Roussillon - Catalogne. Perpignan:
Contact person	Tristan Roux – Sustainable Mobility Project Officer at the Regional Natural Park
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** - The line serves mountain areas and have a limited train service
How important is the potential for tourism development on this line? (low/medium/high)	**Medium** - The line has a scenic route, but the stations are relatively far from the villages, and the travel time is long.
Is tourism influencing funding for the line? (low/medium/high)	**High** - The tourists represent a major part of the ridership
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High** - The tourists represent a major part of the ridership

3.4.2. Nice - Breil-sur-Roya Line

The Nice–Breil-sur-Roya railway line forms part of a historic railway corridor linking the city of Nice to the French–Italian border and onward to the Italian city of Cuneo. The line was inaugurated in 1928 and has long held strategic importance following the annexation of the County of Nice by the French Second Empire in 1860. It also played a crucial role during the Second World War, as it crosses a mountainous section of the southern Alps whose sovereignty between France and Italy was only definitively settled in 1947.

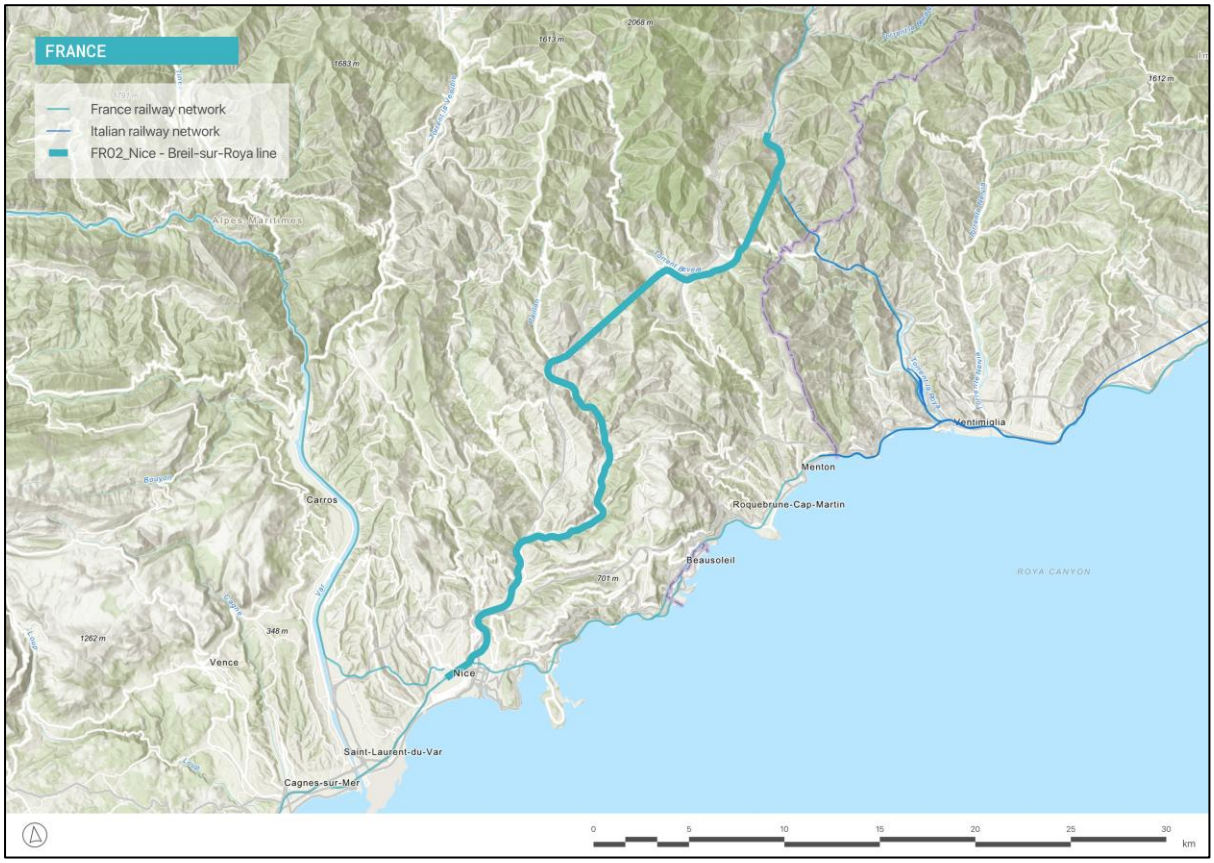


Figure 24. The Nice – Breil-sur-Roya railway line. Source: own elaboration.

Constructed during the 1910s and early 1920s, the line required extensive engineering works, including numerous tunnels and viaducts. These large-scale projects led to the recruitment of many migrant workers, many of whom settled in the Roya Valley. Further electrification works were carried out during the 1930s. Before the Second World War, the railway connected Turin to Nice via Cuneo and Breil-sur-Roya in less than four hours, making it a particularly successful international route.

However, the line suffered severe damage during the war and was later affected by repeated landslides, leading to a gradual degradation of services. The railway reopened in 1979, once again offering direct services between Nice and Turin, before part of the route closed in 2003. At that point, freight traffic remained the only activity, and SNCF largely disengaged from operations.

Today, the tourist service operates under the name Train des Merveilles. This scenic railway service forms part of the French section of the historic international corridor and remains entirely within the former Provence-Alpes-Côte d'Azur region, now officially branded Région Sud.

Although the core tourist promotion is generally associated with the Nice–Breil-sur-Roya section (approximately 44 kilometres and around one hour from Nice-Ville station), the Train des Merveilles service is in fact extended further north to Tende. The main settlements served along the route are Nice, Drap, Sospel, Breil-sur-Roya, and Tende.

The railway follows the Roya River through landscapes combining Mediterranean olive groves, southern Alpine scrubland, and pine forests. The line attracts two principal categories of visitors. On the one hand, outdoor and sports tourists use the service to access hiking and trekking routes in the southern Alps, which offer panoramic views over the Mediterranean Sea. On the other hand, cultural tourists are drawn to the region's hilltop villages and archaeological heritage sites. For example, the village of Saorge is listed among the "Most Beautiful Villages of France." The area also contains significant archaeological sites, including prehistoric rock engravings in the Vallée des Merveilles, part of a UNESCO-listed heritage landscape, as well as remains of ancient Ligurian and Gaulish settlements.

According to SNCF Réseau, the infrastructure manager, the Nice–Breil-sur-Roya route is a single-track standard-gauge railway equipped with an automatic block signalling system with restricted permissivity on bidirectional track sections. The overall condition of the infrastructure is considered moderate. The line underwent partial renovation following the catastrophic flooding caused by Storm Alex in 2020. During this disaster, the parallel road route (RD 6204), which also follows the Roya Valley, partially collapsed, while the villages of Tende and La Brigue became temporarily isolated. The railway line consequently played a vital role in maintaining minimum territorial continuity and in delivering food supplies and emergency medical assistance to local populations.

Since 2024, the line has been subject to a 16-month full closure for major regeneration works, with reopening scheduled for 15 December 2025. Recent investments have included the reinforcement of the Braus tunnel vault (5,938 m) and the Mont Grazian tunnel (3,882 m), the stabilization of twelve earthwork sections, the replacement of the Calvaire railway bridge near Drap-Cantaron, and track renewal works at several locations along the line. The total cost of these operations is estimated at €74 million.

Despite these investments, the line remains highly vulnerable to climate change impacts, including storm flooding, landslides, wildfires, and extreme summer heat that may cause rail buckling. As a result, operating speeds on the Train des Merveilles are regularly adapted according to seasonal conditions and infrastructure risk levels.

Passenger services are operated by SNCF Voyageurs, although the company does not publish detailed passenger traffic statistics for the route. At peak periods, approximately ten daily services operate in each direction between Nice and Breil-sur-Roya, with additional trains running on weekends. A standard ticket between Nice and Breil-sur-Roya costs €16.80. As part of the regional rail network managed by Région Sud, fares are subsidized and remain stable throughout the year, regardless of season, travel purpose, or passenger category. Group tickets are also available.

The Train des Merveilles is actively promoted through local tourism networks, particularly by the Breil-sur-Roya tourist office. Nevertheless, no public data exist regarding the profitability of the

service, nor are there surveys clearly distinguishing daily commuters travelling toward Nice and Monaco from tourists making excursions from the Côte d'Azur into the mountains.

Overall, the Train des Merveilles functions as a territorial branding strategy that helps attract tourists from the densely visited Côte d'Azur toward a more remote mountainous hinterland. The line has experienced a long history of openings, closures, and reopenings and remains technically fragile. Since the 2020 floods, it has also become an essential infrastructure for populations who have relocated to the hinterland due to the housing crisis along the Mediterranean coastline. Region Sud has consequently committed substantial financial resources to preserving and modernizing the route.

The tourism development potential of the line is considerable because the landscapes and cultural sites served by the Train des Merveilles are internationally significant. However, the mountainous geography remains relatively inaccessible, and accommodation capacity in Breil-sur-Roya and surrounding villages remains limited. Consequently, tourism growth is unlikely to evolve into large-scale mass tourism. Instead, the railway mainly supports day excursions into the mountains, with the vast majority of tourists returning to Nice in the late afternoon.

Tourism therefore plays a major role in shaping investment decisions concerning the line. Although the railway journey lasts only around one hour, the popularity of the tourist service strengthens political arguments in favour of maintaining and upgrading the infrastructure. Tourism is not the sole justification for preserving the railway, but it has become a crucial component of its legitimacy. Local associations in the Roya Valley often describe the line as a "lifeline," emphasizing its importance not only for tourism, but also for territorial cohesion and social resilience.

Summary	
	Updated: 01/12/2025
Line name	Nice – Breil-sur-Roya
Tourist services	Train des Merveilles
Country	France
Region or Canton	Provence-Alpes-Côte d'Azur
Description of the line	
Origin / Destination	Nice Ville – Breil-sur-Roya
Category	Single Track (1)
Line length (km)	Nice-Breil (44km) (2)
Track Gauge (standard, narrow, broad)	Standard Gauge (1)
Electrification (Yes/No)	No (3)

• Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	
Signalling System	Automatic block with restricted permissivity on a bidirectional track (4)
General Condition of the line (bad/medium/good)	Medium/good
GPS Coordinates of Origin and Destination	Nice Ville (43.70477484686088, 7.261922267761841) Breil-sur-Roya (43.943990244656675, 7.516522429618963)
Route Map Link	https://maps.app.goo.gl/QVCR7DHDthFDcPRP9
Sources	(1) https://www.sncf-reseau.com/medias-publics/2025-04/poster_rfn_avril2025.pdf?VersionId=EUDKV83LRv_t5120_xXw1kdDp0YVLU86 (2) https://www.gir-maralpin.org/TransptsDeplacemts/FerContraintConstructTende.pdf (3) https://www.sncf-reseau.com/medias-publics/2023-12/12_lignes_electrifiees_janvier_2023_v03.pdf?VersionId=PKlm3N6CW1yw_Es8AAs_efqk8vCD5YNc (4) https://ressources.data.sncf.com/explore/dataset/mode-de-cantonnement-des-lignes/map/?location=5,46.68371,2.48494&basemap=jawg.transports
Tourism Attractiveness	
Main Towns / Cities on the Route	Nice; Drap; Sospel; Breil-sur-Roya
Natural Features (mountains, rivers, coasts)	Roya River & Valley; Mediterranean Olive groves; Alpes landscapes; Pin Forest (5)
Cultural Sites (UNESCO, historical stations)	Valley of Wonders (rock carvings) (5) Hilltop villages of Saorge (Listed as one of the Most Beautiful Villages of France); (6)
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	Roya-Bévéra tourist offices; guided tours aboard the Train des Merveilles (May–October); train + hiking offers; accommodation and restaurants in the villages visited. (7)
Sources	(5) https://www.menton-riviera-merveilles.fr/mercantour-roya-bevera/vallee-de-la-roya/

	(6) https://www.sncf-connect.com/article/les-plus-beaux-trajets-en-ter-de-france (7) https://www.menton-riviera-merveilles.fr/mercantour-roya-bevera/train-des-merveilles/
Current Operation info	
Opening date	1928 (6)
Current Services • (Freight / Passenger / Tourism))	Passenger Tourism (7) No fret (8)
Service • (frequency, speed, passengers/trains per day/week/month/year)	1 train/hr between Nice & Breil et and 3 round trips per day between Nice and Tende (9): Average travel time: 2h (Nice > Tende) (10); Speed limits between (61 and 100km/hr) (11);
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Tickets sales (12) Region Subsidies (12)
Ticket price (€)	Average price: 16.80€ (13)
Sources	(8) https://latitude-cartagene.com/wp-content/uploads/2023/12/carte-trafic-fret-atlas-2023.pdf (9) https://zou.maregionsud.fr/actualites/nice-breil-le-train-revient/ (10) https://storage.googleapis.com/is-wp-22-prod/uploads-prod/2025/11/FH_05_Nice_Breil_Tende_du-15-decembre-2025-au-12-decembre-2026_V1_27112025.pdf (11) https://www.sncf-reseau.com/medias-publics/2024-02/19_vitesses_maximales_nominales_janvier_2023.pdf?VersionId=eWlhKbeOUxrhu1p3LLFNycNlhSXQR5CY (12) https://www.ccomptes.fr/sites/default/files/2023-10/PAR2019-0891.pdf (13) Prices displayed on the SNCF commercial website https://www.sncf-connect.com/
Historic Operation info (if applicable)	

Has the line been closed in the past? • Yes / No	**No**
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	SNCF Voyageurs
Infrastructure manager	SNCF Réseau
National Authorities	-
Regional / Cantonal Authorities	Region Provence-Alpes-Côte d'Azur
Local Authorities	-
Community Involvement Level (low, medium, high)	High
Impact on Local Economy • (jobs, local business synergy)	-
Objectives and challenges	
Works required for reopening/revitalization	Reinforcement of the tunnel vaults at Braus (5,938 m) and Mont-Grazian (3,882 m); Reinforcement of 12 earthworks Replacement of the Calvaire railway bridge (Drap-Cantaron); Track renewal at various points along the line (14) (14) https://www.ter.sncf.com/sud-provence-alpes-cote-d-azur/se-deplacer/info-trafic/travaux/fermeture-nice-breil
Estimated reopening or revitalization cost	74M€ (15) (15) https://www.maregionsud.fr/actualites/detail/modernisation-de-la-ligne-ferroviaire-nice-breil-un-investissement-pour-sauver-le-service-ferroviaire-de-la-

	roya#:~:text=Pour%20ce%20chantier%20capital%2C%20la,communes%20du%20Pays%20des%20Paillons.
Associated projects	
Local	-
National	-
International	European project Vermenagna-Roya (16)
Sources	(16) https://www.vermenagna-roya.eu/fr/commune/
Other information	
Historic Summary	The Nice–Breil-sur-Roya railway line, opened in stages and completed in 1928, was built to open up the Paillon and Roya valleys and to reinforce France's presence in this strategic border region. Remaining in service after the war, it became after 1947 the western link of a transalpine route, now operated by the Train des Merveilles, a tourist service running up to Tende, while retaining regional traffic and a difficult, long under-modernized profile. The 2020 Storm Alex highlighted its vital role for the valley, prompting major reconstruction works. Since 2024, the line has been undergoing a 16-month full closure for major regeneration works, with reopening scheduled for 15 December 2025.
Maps/Photographic Documentation	 Carte extraite du dépliant touristique de la région PACA 2017 Source: Provence-Alpes-Côte d'Azur Region

Bibliography	https://www.ccomptes.fr/sites/default/files/2023-10/PAR2019-0891.pdf https://www.gir-maralpin.org/TransptsDeplacemts/CuXxmEtudeDiagnosticPartieFrancaiseRff.07.06.2010.pdf
Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** – the line serves mountain areas and have few trains/day
How important is the potential for tourism development on this line? (low/medium/high)	**Medium** – The territories are not easily accessible
Is tourism influencing funding for the line? (low/medium/high)	**Medium** – the successful experience of the tourist service is an argument to invest in the line but is not the main objective.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Medium** - It helps justify the preservation of the line without being a significant argument.

3.4.3. Montréjeau - Luchon Line

The Montréjeau–Luchon railway line is a rural railway located in the foothills of the French Pyrenees, entirely within the Occitanie region and the department of Haute-Garonne. Unlike many regional railways structured around the metropolitan network of Toulouse, this line functions as an isolated branch connecting Montréjeau, a medium-sized town situated at the entrance to the Pyrenean valleys, to Bagnères-de-Luchon, a historic mountain resort renowned for its thermal baths, tourism economy, and hydroelectric development during the first half of the twentieth century. Along the route, the railway also serves smaller settlements such as Gourdan-Polignan and several villages in the upper valley.

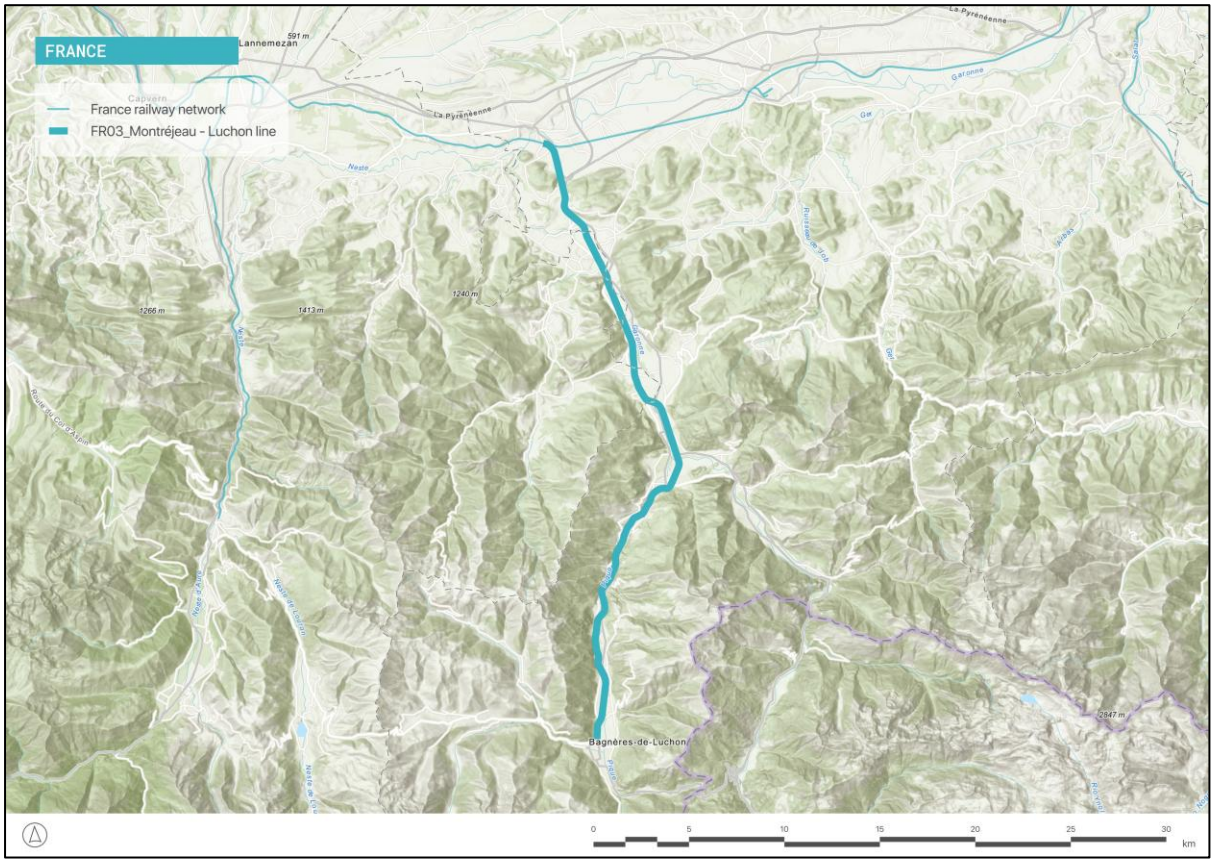


Figure 25. The Montréjeau - Luchon railway line. Source: own elaboration.

The line extends over approximately 36 kilometres and includes five intermediate stops, serving local communities throughout the valley. It is a standard-gauge electrified railway (1 435 mm) equipped with a signalling system based on computer-assisted telephone block operation. The travel time between Montréjeau and Bagnères-de-Luchon is 35 minutes.

The railway entered service in 1873 and rapidly became a key infrastructure for opening up the upper valley and supporting the development of tourism in the Pyrenees. From the late nineteenth century onward, Bagnères-de-Luchon emerged as one of the most important thermal and mountain resorts in southern France, attracting visitors, spa guests, and holidaymakers. The railway therefore played a central role in the territorial integration of the valley and in the growth of thermal, leisure, and mountain tourism.

Today, Bagnères-de-Luchon remains a major tourist destination within the Pyrenees. The town offers year-round tourism and leisure activities, including hiking, skiing, spa treatments, mountain biking, and paragliding. Tourism infrastructure has also diversified through integrated transport services. Visitors arriving by train can notably access the Crémaillère Express gondola system, which connects the town to an altitude of around 1,800 metres and provides panoramic access to the "Luchonnais 3000" mountain range.

Despite its historical importance, the railway progressively declined during the late twentieth and early twenty-first centuries. By the early 2010s, infrastructure deterioration had become severe. Extreme weather events, including flooding, frost, heatwaves, and wildfires, combined with ageing infrastructure and limited maintenance budgets to weaken the line considerably. In response to these technical constraints, operating speeds were progressively reduced to maintain minimum safety conditions. By the time of closure in 2014, the service had been reduced to a single daily round trip. Annual ridership in 2013 amounted to approximately 43 000 passengers, corresponding to roughly 115 passengers per day, including both tourists and local users.

The closure of the line in 2014 was therefore largely justified by the degraded condition of the infrastructure. However, the railway soon became a symbol of broader debates concerning territorial inequality, rural accessibility, and regional cohesion in peripheral mountain areas. Its reopening consequently became a political priority for the Occitanie Region.

The reopening of the railway in 2025 required a complete rehabilitation program. Four major engineering structures and several hydraulic installations were replaced, while around thirty civil engineering structures were repaired. Twenty-five level crossings were renewed, and substantial work was carried out to improve hydraulic continuity along the route. Additional investments included the installation of ducts for fibre-optic cables, electrical systems, signaling equipment, and telecommunications infrastructure. Station platforms along the line were refurbished, together with four station buildings and their surrounding public spaces. The total cost of the program reached approximately €67 million, financed jointly by SNCF Réseau and the Occitanie Region through its regional railway regeneration strategy known as the "Rail Plan."

The reopening was widely presented as a major success for regional railway policy and sustainable mobility in rural territories. Passenger services, operated by SNCF Voyageurs, currently consist of six daily return trips between Montréjeau and Bagnères-de-Luchon. During the first trimester of operation following the reopening in summer 2025, the line carried approximately 30 000 passengers, a figure considered particularly encouraging given the short period of operation and the strongly seasonal nature of tourism demand. Although no detailed passenger surveys are publicly available, tourism likely represents a substantial share of ridership, especially during the summer season.

Fares remain very low, ranging between €2 and €3 per journey, as the service is heavily subsidized by the Occitanie Region. No distinction is made between tourists and local inhabitants in the fare structure. This pricing policy reflects a broader political objective aimed at maintaining affordable mobility and territorial accessibility in rural mountain areas.

The level of community involvement surrounding the reopening project can be considered particularly high. Local elected officials, associations, and inhabitants strongly supported the return of rail services, which were perceived not only as a transport issue but also as a question of territorial revitalization and regional equality. While the precise economic impacts of the reopening remain difficult to evaluate due to the recent nature of the project, the railway has already contributed to restoring visibility and accessibility to the Luchonnais valley.

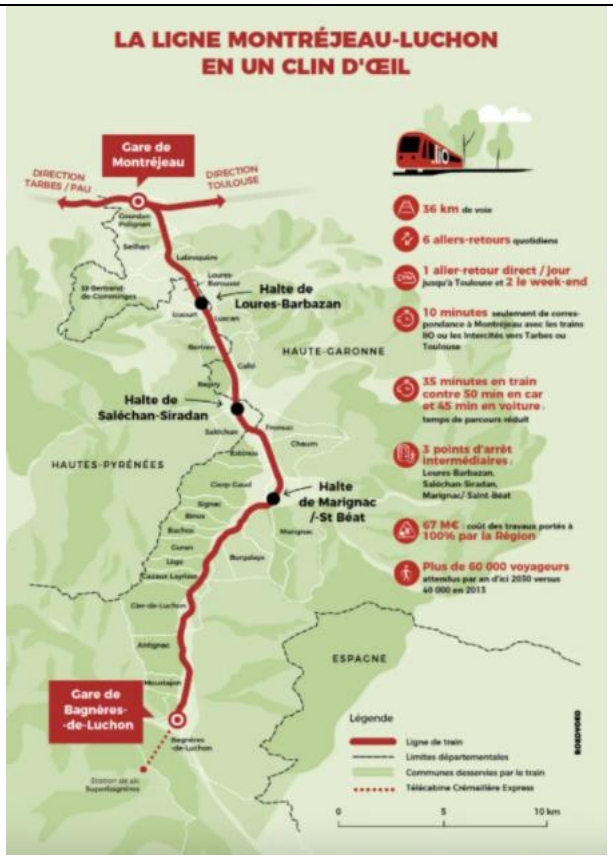
More broadly, the Montréjeau–Luchon line constitutes a significant example of how railway policy and tourism policy can converge within peripheral territories. As a low-traffic rural railway, it illustrates how public investment in transport infrastructure may be justified not solely based on profitability, but also through objectives related to tourism development, territorial cohesion, environmental transition, and spatial justice. In this respect, the line has become one of the flagship projects of the Occitanie Region's strategy to promote balanced regional development beyond the metropolitan area of Toulouse.

Summary	
	Updated: 01/12/2025
Line name	Montréjeau - Luchon Line
Tourist service	Passenger service with a touristic dimension
Country	France
Region or Canton	Occitanie Region
Description of the line	
Origin / Destination	Montréjeau-Gourdan-Polignan / Luchon (1)
Category	Single track (1)
Line length (km)	36km (2)
Track Gauge (standard, narrow, broad)	Standard Gauge (1435cm) (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No (3)
Signalling System	Computer-assisted telephone block (4)
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Montréjeau (43.078050303875706, 0.5733503451684272) – Bagnières de Luchon (42.7973050652763, 0.5964234380667433)
Route Map Link	https://maps.app.goo.gl/m7VUD3VpKXgCy6Wp8

Sources	(1) https://www.sncf-reseau.com/medias-publics/2025-04/poster_rfn_avril2025.pdf?VersionId=EUDKV83LRv_t5120_xXw1kdDp0YVLU86 (2) https://www.ter.sncf.com/occitanie/se-deplacer/reouverture-ligne-montrejeau-luchon (3) https://www.igedd.developpement-durable.gouv.fr/IMG/pdf/220623_modernisation_ligne_sncf_montrejean_luchon_31_delibere_cle612782.pdf (4) https://ressources.data.sncf.com/explore/dataset/mode-de-cantonnement-des-lignes/map/?location=8,43.45491,2.51312&basemap=jawg.transports
Tourism Attractiveness	
Main Towns / Cities on the Route	Montréjeau – Bagnères-de-Luchon
Natural Features (mountains, rivers, coasts)	Mountains (Central Pyrénées) (5)
Cultural Sites (UNESCO, historical stations)	Thermal & Ski Station of Luchon; Allées d'Etigny with 19th century architecture (5)
Unique Selling Points	The Crémaillère Express to go up to an altitude of 1,800 metres, with a landscape crowned by the 'Luchonnais 3000' (5)
Visitor Services (hotels, tours, local crafts)	Thermal and mountain hotels in Luchon; Activities: hiking, skiing, spa treatments, mountain biking, paragliding; Combined train and tourist shuttle service projects (5)
Sources	(5) https://presse.tourisme-occitanie.com/nouveautes/reouverture-de-la-ligne-montrejeau-luchon-embarquez-pour-un-voyage-au-coeur-des-pyrenees/
Current Operation info	
Opening date	1873 (3)
Current Services • (Freight / Passenger / Tourism)	Passenger Tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	6 daily round trips (6) Travel time: 35 min (6) 5 stops (6) 30 000 uses for the 3rd trimester of 2025 (7)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*

Revenue Sources (ticket sales, subsidies, other)	Tickets sales Region Subsidies Note: It's the French economic model for conventional trains
Ticket price (€)	2/3€ (8)
Sources	(6) https://www.ter.sncf.com/occitanie/se-deplacer/reouverture-ligne-montrejeau-luchon (7) https://www.laregion.fr/Dossier-de-presse-Ligne-Montrejeau-Luchon-trois-mois-apres-plus-de-30-000-voyageurs (8) https://www.lio-occitanie.fr/montrejeau-luchon2025/#elementor-toc__heading-anchor-0
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes
Closure date	2014 (3)
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	Reduced Service to 1round trips per day; (3) 43 000 users in 2013 (3)
Services before closure • (Freight / Passenger / Tourism)	Passenger/Tourism
Reason for closure	Severe weather events that damaged the infrastructure, combined with ageing assets and budgetary constraints (3)
Reopening date	June 2025 (5)
Sources	
Stakeholders involved	
Service provider (Operator)	SNCF Voyageurs
Infrastructure manager	Occitanie Region (9)
National Authorities	-
Regional / Cantonal Authorities	Occitanie Region
Local Authorities	-

Community Involvement Level (low, medium, high)	High
Impact on Local Economy • (jobs, local business synergy)	*Not found*
Sources	(9) https://www.laregion.fr/IMG/pdf/6/8/4/infotravauxmontrejeauluchon.pdf
Objectives and challenges	
Works required for reopening/revitalization	- Complete rehabilitation of the railway infrastructure - Replacement of 4 engineering structures and several hydraulic structures - Repair and securing of 30 structures - Installation of 25 level crossings - Compliance upgrade of hydraulic continuity systems - Installation of ducts for fibre optic cable, electrical equipment, signalling and telecommunications - Refurbishment of the platforms at the four stops and at the station. (9)
Estimated reopening or revitalization cost	67M€ (9)
Associated projects	
Local	Integrate into the Occitanie Region Program of reopening railway lines (Rail Plan) (10)
National	-
International	-
Sources	(10) https://www.laregion.fr/Un-Plan-Rail-pour-doper-le-train-en-Occitanie
Other information	
Historic Summary	The Montréjeau – Bagnères-de-Luchon railway line entered service in 1873, opening rail access to the upper valley and the Luchon spa resort. From the late nineteenth century onward, it played a key role in the development of thermal and mountain tourism, attracting visitors and holidaymakers. Closed in 2014 due to infrastructure deterioration, it later underwent a major renovation programme. Its reopening in 2025 marks the revival of rail service in support of tourism and sustainable mobility in the Luchonnais.

Maps/Photographic Documentation	 Source: https://www.lasemainedespyrenees.fr/haute-garonne-hautes-pyrenees-10-ans-apres-sa-fermeture-la-region-occitanie-reouvre-la-ligne-de-train-montrejeau-luchon/
Bibliography	
Contact person	
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** – The line serves mountain areas with 6 trains/day
How important is the potential for tourism development on this line? (low/medium/high)	**High** – The line serves thermales and ski station
Is tourism influencing funding for the line? (low/medium/high)	**Medium** – It's an argument without being the focus/objective
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High** – we can assume that tourists use is a significant part of the ridership

3.4.4. Nice - Digne-les-Bains Line

The Nice–Digne railway line is a railway line providing both passenger and tourist services through the southern French Alps. The line links Nice, capital of the Alpes-Maritimes department, to Digne-les-Bains, prefecture of the Alpes-de-Haute-Provence department. Both cities belong to the Provence-Alpes-Côte d'Azur region, now officially branded Région Sud. Along its route, the railway serves numerous small towns and mountain villages, including Colomars, Saint-Martin-du-Var, Puget-Théniers, Annot, and Saint-André-les-Alpes.

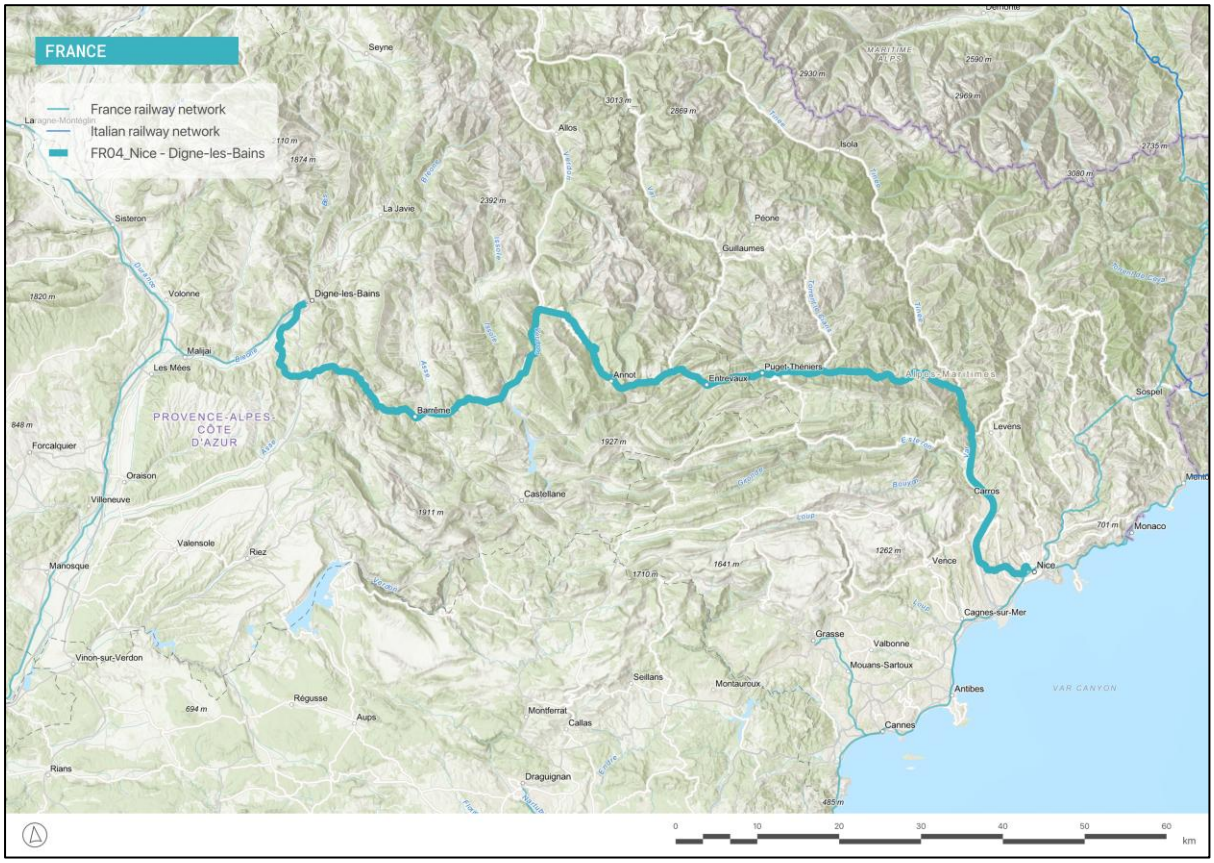


Figure 26. The Nice - Digne-les-Bains railway line. Source: own elaboration.

The line was progressively opened between 1891 and 1911 to connect the Mediterranean coast with the remote Alpine hinterland of Provence. Initially conceived as both a strategic and economic infrastructure, the railway supported territorial integration, agricultural exchanges, and mobility between isolated mountain communities and the coast. During the first half of the twentieth century, it represented an essential public service for the valleys it crossed. However, increasing competition from road transport and the decline of local rail freight progressively weakened its role as an everyday transport line. Several sections of the network were closed between 1933 and 1935, reflecting the broader decline of secondary railways in rural France.

From the 1980s onward, the Nice-Digne railway gradually acquired a new identity centred on tourism, heritage, and leisure mobility. While it continues to provide local public transport services, the line is now strongly associated with scenic travel through the southern Alps and with the discovery of natural and cultural landscapes. This dual identity, as both a public service railway and a tourist-oriented line, remains one of its defining characteristics today.

Technically, the railway is a narrow-gauge and non-electrified line. Information concerning the signalling system remains limited, reflecting the relatively modest modernization of the infrastructure. The general condition of the railway can be considered moderate. Although regeneration works are regularly undertaken, the line remains highly exposed to climate-related risks associated with its mountainous environment. These include summer wildfires and embankment fires, heatwaves creating risks of rail buckling, and extreme storms capable of triggering landslides and flooding. Consequently, speed restrictions are frequently imposed between spring and autumn in order to preserve infrastructure safety and operational reliability.

Travel time between Nice and Digne-les-Bains is approximately 3 hours and 20 minutes for 153 kilometres, whereas the same journey can be completed in less than two hours by car. Continuous maintenance and upgrading operations are therefore required to keep the line operational. Several major infrastructure projects remain under discussion, including reinforcement works for the Moriez tunnel. Many station buildings, particularly in the southern section of the route, also require modernization, including improved ticketing and passenger information systems, station refurbishment, and the development of intermodal facilities such as bicycle parking areas and electric vehicle charging stations. The total cost of these upgrades is estimated at approximately €130 million. Regional and local authorities have expressed willingness to co-finance these modernization projects, especially where they contribute to intermodality and territorial accessibility.

The line possesses a strong tourism dimension due both to the scenic quality of the journey and to the tourist functions of the territories it connects. The route offers remarkable panoramic views over the Var Valley and the surrounding Alpine landscapes, including features such as the Clot Jaumal hilltop area. The scenic quality of the journey itself forms a central part of the travel experience. At the same time, the railway contributes to connecting different forms of tourism within the region. It enables visitors to stay on the Côte d'Azur to access the mountainous hinterland for day excursions, while also linking spa and wellness tourists travelling to Digne-les-Bains with the leisure economy of Nice and the Mediterranean coast. A heritage steam train service also operates between Le Fugeret and Puget-Théniers, further reinforcing the railway's tourism and heritage appeal.

Digne-les-Bains also serves as a gateway to the UNESCO Global Geopark of Haute-Provence, an internationally recognized territory combining geological heritage, hiking routes, landscape interpretation, museums, and cultural activities. The railway therefore contributes to broader forms of environmental and heritage tourism. In addition, passengers may connect with heritage steam train services operating between Le Fugeret and Puget-Théniers, reinforcing the tourism-oriented identity of the corridor.

Passenger services are operated by the Régie Régionale des Transports Provence-Alpes-Côte d'Azur under the responsibility of Région Sud. The line currently offers three daily round trips between Nice and Digne-les-Bains, although trains terminate at Saint-André-les-Alpes, where passengers continue toward Digne by bus connection. Five daily round trips are also operated between Nice and Annot. Ticket prices generally remain around €25, reflecting significant regional subsidies and the integration of the service within the regional public transport network.

Local involvement in maintaining and promoting the railway can be considered moderate. Railway heritage associations have historically supported the preservation of the line, while partnerships with local tourist offices contribute to promoting its tourism dimension. The railway is also occasionally mobilized to serve local festivals and cultural events. Nevertheless, the direct economic interdependence between the railway and local economies remains relatively limited, mainly involving railway employment and indirect synergies with hotels, restaurants, and tourism activities.

Ridership increased from approximately 500 000 passengers per year between 2008 and 2012 to an estimated 600 000 passengers annually in 2025, representing a significant rise for a secondary mountain railway. However, this growth cannot be attributed solely to tourism. The southern section of the line, between Nice and Plan-du-Var, has experienced increasing demand due to the expansion of the commuting area of Nice metropolitan region. As congestion within the metropolitan area has intensified, the railway has become an increasingly important mobility solution for commuters living in the Var Valley and travelling daily toward Nice.

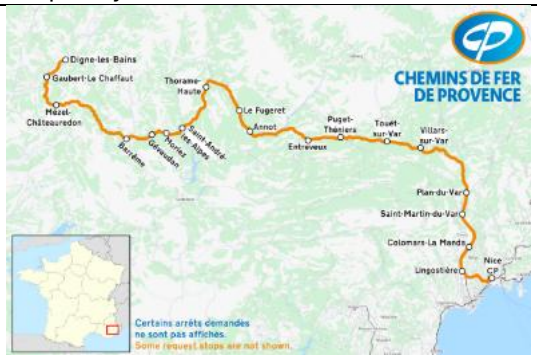
As a result, the Nice-Digne railway now combines several distinct functions. It remains an important tourism infrastructure linking the Mediterranean coast with the Alpine hinterland, while simultaneously operating as a local public service railway and, increasingly, as a suburban commuting line in its southern section. One of the line's institutional particularities is that both operations and infrastructure management fall under the responsibility of Région Sud, which simplifies planning and coordination compared with conventional national railway governance structures.

Despite these advantages, the railway remains technically fragile, costly to maintain, and highly exposed to climate-related risks. Continuous investments will therefore remain necessary in the coming decades. Yet precisely because of its relatively slow pace, scenic qualities, and territorial role, the Nice–Digne railway has preserved a unique position within the regional transport system: it is simultaneously a tourist railway, a public service infrastructure, and an increasingly strategic mobility corridor for the southern Alpine valleys.

Summary	
	Updated: 02/02/2026
Line name	Nice - Digne-les-Bains Line
Tourist services	Passenger service with a touristic dimension
Country	France
Region or Canton	Provence Alpes Côte-d'Azur
Description of the line	
Origin / Destination	Nice CP / Digne-les-Bains
Category	Single track (1)
Line length (km)	150km (1)

Track Gauge (standard, narrow, broad)	Narrow gauge (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No (1)
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Medium – The line is having some regeneration works.
GPS Coordinates of Origin and Destination	Dignes-les-Bains (44.08882031006212, 6.222827587345904) Nice (43.70889696246385, 7.2591380378501125)
Route Map Link	https://maps.app.goo.gl/t1N9roDvCCgEFnRy6
Tourism Attractiveness	
Main Towns / Cities on the Route	Nice, Colomars, Saint-Martin-du-Var, Puget-Théniers, Annot, Saint-André-les-Alpes, Dignes-les-Bains
Natural Features (mountains, rivers, coasts)	Mountain “Le clot Jaumal”, Var valley (1)
Cultural Sites (UNESCO, historical stations)	Nice is a Unesco site (2)
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	A steam train is running between Le Fugeret and Puget-Théniers (3) Guided visits are organised (4)
Current Operation info	
Opening date	1911 (5)
Current Services • (Freight / Passenger / Tourism)	Passenger/Tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	3 roundtrips between Nice and Dignes-les-Bains. By train to Saint-André-les-Alpes then by bus to Dignes. 5 rounds-trips until Annot. (6) Average of 500 000 passengers/year from 2008 to 2012 (1) 600 000 passengers/year in 2025 (5)

Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	Increasing (at least on the section Nice – Plan du Var) (7)
Revenue Sources (ticket sales, subsidies, other)	Public subsidies (5) Ticket sales
Ticket price (€)	Prices may vary but are generally around 25€ (8)
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes
Closure date	1933 (5)
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	*Not found*
Services before closure • (Freight / Passenger / Tourism)	Passenger
Reason for closure	Ridership fell by 60% between 1926 and 1933 (5)
Reopening date	1935 (5)
Stakeholders involved	
Service provider (Operator)	Régie Régionale des Transports Provence-Alpes-Côte d'Azur (Regional Public Transport Agency of the Provence-Alpes-Côte d'Azur Region)
Infrastructure manager	Région Provence-Alpes-Côte d'Azur
National Authorities	-
Regional / Cantonal Authorities	Région Provence-Alpes-Côte d'Azur
Local Authorities	-
Community Involvement Level (low, medium, high)	Medium - associative groups are historically present, partnerships with tourist offices exists to develop the tourism dimension and the train is used to serve some local festivals punctually
Impact on Local Economy • (jobs, local business synergy)	Medium – stable but limited railway jobs, synergies with restauration/hotel activities
Objectives and challenges	

Works required for reopening/revitalization	Moriez Tunnel securisation, modernization of stations and infrastructures, new ticket and information system (7)
Estimated reopening or revitalization cost	130 m€ (7)
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	Opened between 1891 and 1911, the Nice–Digne railway was built to connect the Mediterranean coast with the remote Alpine hinterland of Provence. Originally conceived as a strategic and economic lifeline, it supported local mobility, agriculture, and territorial integration. Since the mid-20th century, declining traffic and road competition weakened its role as an everyday transport line. Since the 1980s–1990s, the line has increasingly been reframed as a touristic asset, emphasizing scenery, heritage, and leisure travel. Today, while still providing local services, its identity is strongly shaped by tourism narratives and seasonal attractiveness.
Maps/Photographic Documentation	
Bibliography	(1) https://www.bea-tt.developpement-durable.gouv.fr/rapport-d-enquete-sur-le-deraillement-d-un-a711.html (2) Nice, la ville de la villégiature d'hiver de riviera - UNESCO World Heritage Centre (3) Le parcours - Train des Pignes Historique (4) Train des Pignes à vapeur - Verdon Tourisme (5) Qui sommes-nous ? - Chemins de Fer de Provence (6) 85b5d66b-affiche-iu-septembre-2025.pdf (7) 130 millions d'€ pour garantir l'avenir des Chemins de Fer de Provence - Région Sud - Provence-Alpes-Côte-d'Azur (8) Itinéraire | Zou!
Contact person	-

Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes** – Between Plan-du-Var and Dignes. The rest of the line is in urban or periurban areas.
How important is the potential for tourism development on this line? (low/medium/high)	**Medium** – no sites particularly known for its tourism attractivity
Is tourism influencing funding for the line? (low/medium/high)	**Low** – the line is mainly maintained thanks to public subsidies
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Medium** – It allows to justify a level of ridership acceptable

3.5. Germany

Overview of the German Railway Network

The German railway network is one of the largest and most intensively used systems in Europe, based almost entirely on the standard gauge (1 435 mm). It is a dense and highly interconnected network, with both conventional and high-speed lines forming a continuous system across the country. The core of the network is the federal railway infrastructure managed by DB InfraGO, a subsidiary of Deutsche Bahn, which oversees more than 33 000 kilometres of track. The system supports a mix of long-distance, regional, suburban (S-Bahn), and freight services on largely shared infrastructure. In addition to the federal network, numerous regional and private railway undertakings operate local lines, sometimes on infrastructure they own or lease. Germany also features an extensive electrified network, with approximately 60% of lines equipped with overhead catenary systems. The railway system is integrated into the broader European network, with multiple cross-border connections ensuring interoperability.

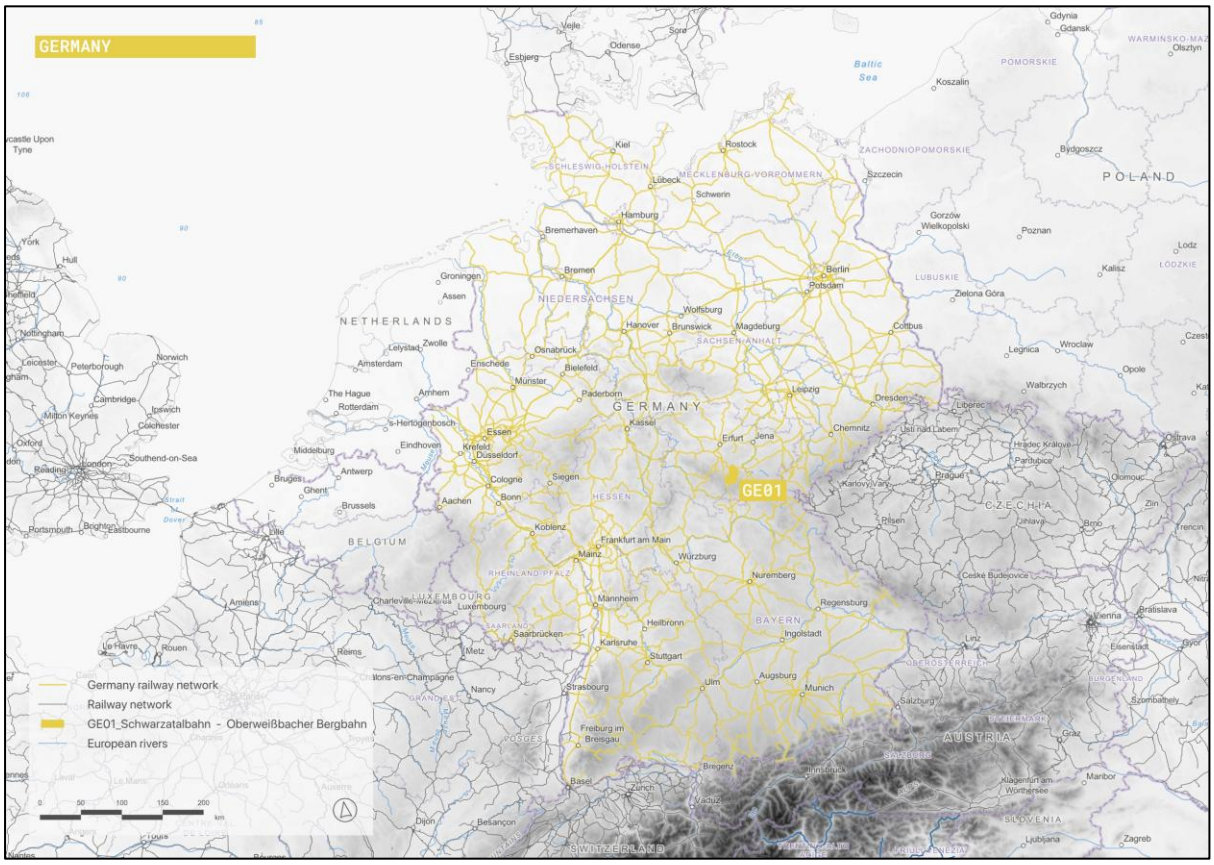


Figure 27. German railway network in 2026, showing the lines selected for this study. Source: own elaboration.

History of the German Railway Network

The development of the German railway network began in 1835 with the inauguration of the first line between Nuremberg and Fürth, marking the early adoption of rail transport in the German states. During the 19th century, railway construction expanded rapidly under the initiative of private companies and regional states such as Prussia, Bavaria, and Saxony. The network developed in a fragmented manner, reflecting the political division of Germany, but progressively

became more coordinated. From the 1870s onwards, many private railways were nationalized, particularly under Prussian leadership, leading to the formation of large state railway systems (Länderbahnen). By the early 20th century, Germany had one of the most extensive railway networks in Europe.

A major institutional change occurred in 1920 with the creation of the Deutsche Reichsbahn, which unified the various state railways into a single national entity following World War I. The network continued to modernize during the interwar period, including early electrification and improvements in operations. After World War II, Germany was divided into two separate railway systems: the Deutsche Bundesbahn in West Germany and the Deutsche Reichsbahn in East Germany. Each developed independently, with differing investment priorities and levels of modernization.

Following German reunification in 1990, the two systems were progressively integrated, culminating in the railway reform of 1994. This reform created Deutsche Bahn as a joint-stock company, introducing a corporate structure while remaining state-owned. The reform also aligned the German railway system with European Union directives, particularly regarding the separation between infrastructure management and transport operations. Since the 1990s, Germany has invested in high-speed rail, notably with the development of the ICE (InterCity Express) network, and in the modernization of key corridors.

Tourist train services in Germany

Railway tourism in Germany includes both regional passenger lines providing access to tourist destinations and dedicated heritage railway services (Museumsbahnen), often operated on preserved sections of former lines.

Within the framework of the *TOUR&RAIL* project, the Rottenbach–Katzhütte railway line constitutes a relevant example. This regional line, located in the federal state of Thuringia, connects Rottenbach to Katzhütte and serves the Schwarzatal area. It operates as part of the regular regional rail system and provides scheduled passenger services. The line runs through a forested valley within the Thuringian Forest, an area known for hiking and nature-based tourism. Several intermediate stops provide access to trails and recreational sites, and the line is integrated into the regional transport network, including connections toward larger cities such as Erfurt. In addition to such regional lines, Germany hosts many heritage railway operations. Among these, the Harz Narrow Gauge Railways and the Molli railway can be cited as examples. These lines operate historic steam trains on dedicated infrastructure, often on narrow-gauge tracks, and are primarily oriented toward tourism.

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3.5.1. Schwarzatalbahn - Oberweißbacher Bergbahn

The railway system composed of the Schwarzatalbahn (Rottenbach - Katzhütte) and the Oberweißbacher Bergbahn (Obstfelderschmiede - Lichtenhain - Cursdorf) forms an interconnected corridor located in the federal state of Thuringia, Germany. The system connects the station of Rottenbach, linked to the national rail network, with the Schwarzatal valley and the plateau communities of Lichtenhain and Cursdorf. Infrastructure and operations are managed by Deutsche Bahn (DB Netz and DB Regio), with the mountain section operated as a specific technical system.

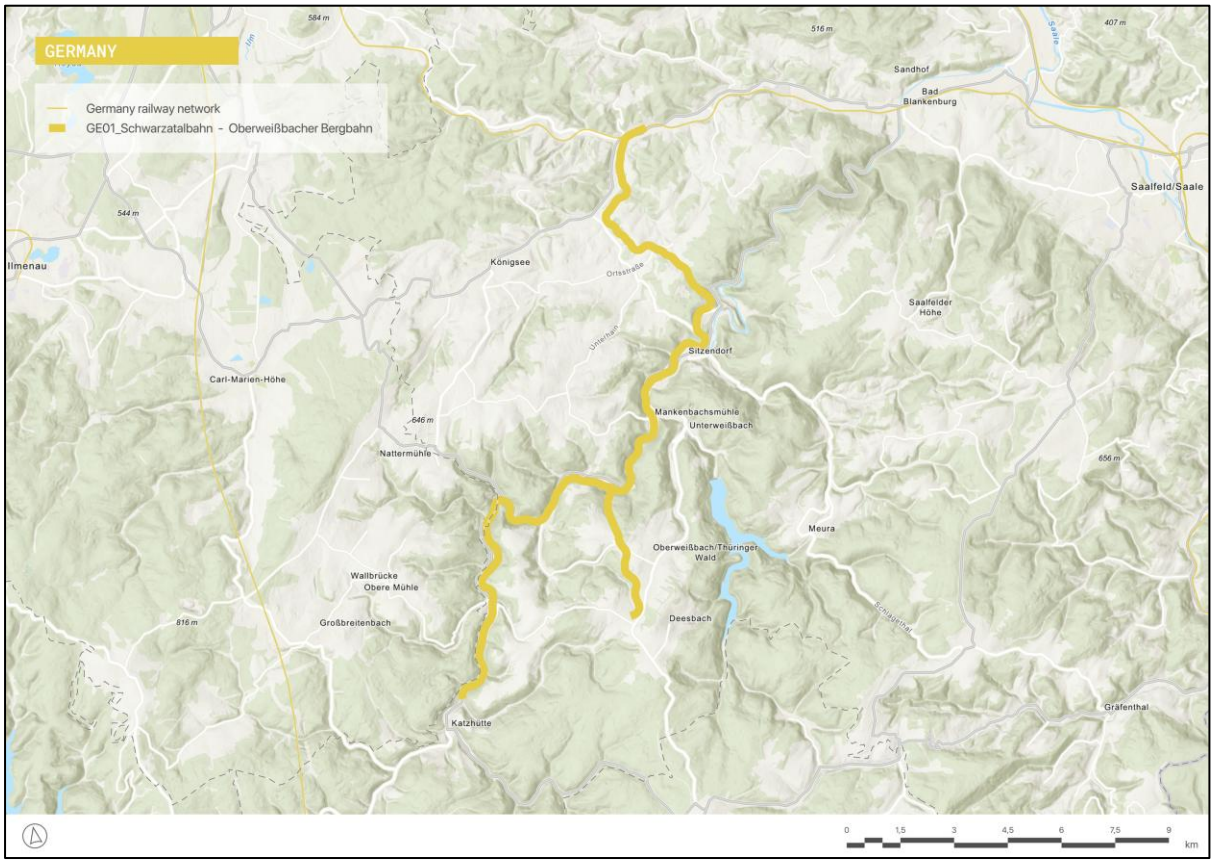


Figure 28. The Schwarzatalbahn railway and the Oberweißbacher Bergbahn. Source: own elaboration.

The Schwarzatalbahn was opened between 1899 and 1900 to support industrial and forestry activities in the valley while improving accessibility to rural settlements. The Oberweißbacher Bergbahn, inaugurated in 1923, was designed to overcome the steep slope between the valley station of Obstfelderschmiede and the plateau. It consists of a funicular transporting railway wagon on a flatbed carriage, combined with a short adhesion railway from Lichtenhain to Cursdorf. Together, these infrastructures form a continuous transport chain adapted to mountainous terrain.

The Schwarzatalbahn is a standard-gauge line (1 435 mm) of approximately 25 kilometres, following the Schwarza river through a narrow and forested valley with numerous curves and engineering structures. At Obstfelderschmiede, passengers transfer to the Bergbahn system. The funicular section is built to a broader gauge of 1 800 mm and operates with a cable-hauled

platform capable of carrying standard-gauge vehicles. The upper adhesion line between Lichtenhain and Cursdorf is again standard gauge (1 435 mm). This combination of gauges and technologies constitutes a distinctive technical feature of the system.

The tourist appeal lies in its location within the Thuringian Forest, characterized by dense woodland landscapes, river valleys, and hiking areas. The Oberweißbacher Bergbahn is itself a major attraction due to its unique operation, allowing railway carriages to be transported on a cable-hauled platform. The system also provides access to panoramic viewpoints and traditional mountain villages, reinforcing its role as a tourism-oriented railway corridor.

Daily operations consist of regional passenger services on the Schwarzatalbahn, coordinated with the Bergbahn connections. The system is integrated into the regional public transport network, with scheduled services ensuring continuity between valley and plateau. The financial model relies on fare revenues and public funding from the Land of Thuringia, reflecting its dual role as a mobility service and heritage infrastructure.

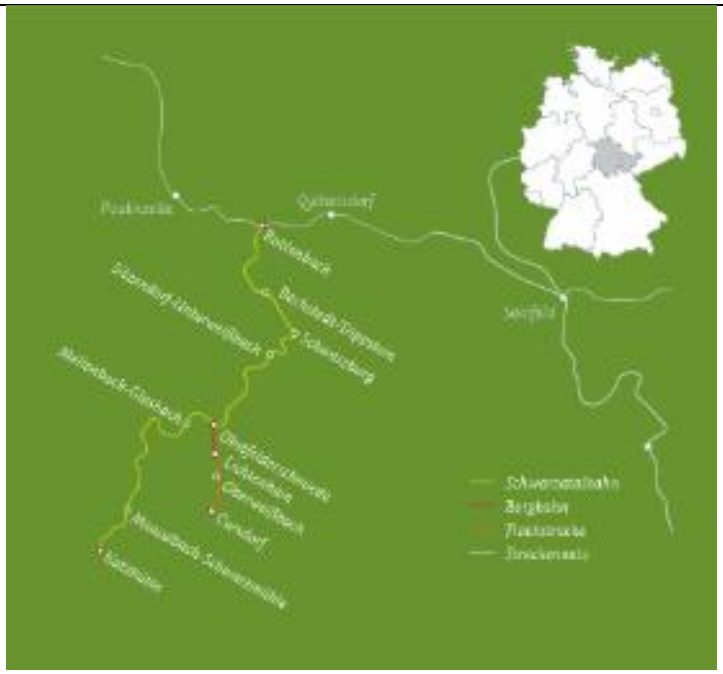
In terms of territorial impact, the system connects rural and mountainous communities to the wider rail network and supports both everyday mobility and tourism activities. It represents a hybrid infrastructure combining conventional rail operations with a specialized mountain transport system embedded within regional mobility and tourism strategies.

Summary	
	Updated: 25/02/2026
Line name	Schwarzatalbahn & Thüringer Bergbahn
Tourist services	Passenger service with a touristic dimension
Country	Germany
Region or Canton	Thuringia
Description of the line	
Origin / Destination	Rottenbach / Katzhütte (Schwarzatalbahn) Obsfelderschmiede / Lichtenhain (Thüringer Bergbahn funicular) Lichtenhain / Cursdorf (Thüringer Bergbahn Flachstrecke – line with historic wagons)
Category	Single track (1) (2)
Line length (km)	Thüringer Bergbahn Funicular 1.4km (1) Thüringer Bergbahn line with historic wagons between Lichtenhain - Cursdorf 2,5km Schwarzatalbahn 25km (3)

Track Gauge (standard, narrow, broad)	Schwarzatalbahn Standard Gauge (1,435mm) (2) Thüringer Bergbahn line with historic wagons between Lichtenhain – Cursdorf (1,435mm) Thüringer Funicular: (1,800mm)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Schwarzatalbahn/ Thüringer Funicular **No** (2) Thüringer Bergbahn line with historic wagons between Lichtenhain – Cursdorf – **Yes (600V)**
Signalling System	GSM (2) Intermittent train control system (PZB) (4)
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Rottenbach (50.68630060544828, 11.16299193515319) Katzhütte (50.56108850563299, 11.061067994113609) Obsfeldersschmiede (50.603707290546375, 11.134066994405467) Lichtenhain (50.59180298358502, 11.132843907112745)
Route Map Link	Rottenbach to Katzhütte https://maps.app.goo.gl/YxbAk9pKtCaUwsYU8 Obsfelderschmiede to Lichtenhain https://maps.app.goo.gl/T3u17SdKoctFpuAT9 Lichtenhain to Cursdorf https://maps.app.goo.gl/GKWqwm7VfT194anY7
Tourism Attractiveness	
Main Towns / Cities on the Route	Rottenbach; Katzhütte, Schwarzatal
Natural Features (mountains, rivers, coasts)	Mountain; Thuringian Forest (5)
Cultural Sites (UNESCO, historical stations)	Schwarzburg castle (6) Thüringer Funicular (steepest wagon transport in the world) (7)
Unique Selling Points	-

Visitor Services (hotels, tours, local crafts)	Funicular Festivals (8) Funicular museum (9) Fröbelwald (14)
Current Operation info	
Opening date	Schwarzatalbahn : 1900 (4) Thüringer Bergbahn: 1923 (3)
Current Services • (Freight / Passenger / Tourism)	Schwarzatalbahn : Passenger (2) Thüringer Funical : Passenger & Tourism (2)
Service • (frequency, speed, passengers/trains per day/week/month/year)	Thüringer Funicular: 5.76km/h (1) Lichtenhain – Cursdorf: maximum speed 30km/h Schwarzatalbahn : maximum speed: 60km/h (2) Frequency: - Funicular: 1 train/half-hour (10) - Schwarzatalbahn : 1 train/hour (10)
Annual Tourist Ridership (last 5 years)	All lines about 400.000 passengers / year
Ridership Trend (increasing / stable / declining)	Slightly declining
Revenue Sources (ticket sales, subsidies, other)	Public subsidies (12) Ticket sales
Ticket price (€)	16€ for the Bergbahn Day Pass (allow to run on the Funicular and Schwarzatalbahn). (11) 11€50 for one funicular ticket (11)
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes
Closure date	2000 (4)
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	Regular service, different schedules before 2000/ Frequency was like current frequency, same for speed
Services before closure	Passenger and tourism

• (Freight / Passenger / Tourism)	
Reason for closure	Restructuring and cost cutting actions in rural regions
Reopening date	2002 (4)
Stakeholders involved	
Service provider (Operator)	DB RegioNetz Verkehrs GmbH – Oberweißbacher Berg- und Schwarzatalbahn
Infrastructure manager	DB RegioNetz Infrastruktur GmbH – Oberweißbacher Berg- und Schwarzatalbahn
National Authorities	-
Regional / Cantonal Authorities	Ministry of infrastructure and digitalisation - Thuringia
Local Authorities	-
Community Involvement Level (low, medium, high)	High - existence of explicit partnerships with local tourism offices, territorial promotion structures (notably Bergbahnland), and regional tourism stakeholders. The Thüringer Bergbahn is strongly connected with all municipal administration along the line, Thuringia Ministries, as well as all voluntary organizations in the region. Furthermore, Thüringer Bergbahn is an active member of Tourismus Region Rennsteig Schwarzatal and others.
Impact on Local Economy • (jobs, local business synergy)	Positive impact on local economy of Thuringia Land (13)
Objectives and challenges	
Works required for reopening/revitalization	Partial modernization (4)
Estimated reopening or revitalization cost	Several million EUR
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	The Schwarzatalbahn was opened in 1900 in Thuringia to connect and open the Schwarza valley, supporting both local industry and the early development of tourism. Throughout the 20th century, its economic role gradually declined, while its scenic and recreational value became more prominent. The Thüringer Bergbahn, inaugurated in 1923, was conceived primarily as a

	mountain railway, serving tourist resorts and leisure travel rather than heavy industry. Running through forested and hilly landscapes, it quickly became associated with excursion of traffic and regional tourism. Today, both lines are emblematic of Thuringia's railway heritage and are valued as regional lines with a strong touristic identity.
Maps/Photographic Documentation	 (3)
Bibliography	(1) https://www.thueringerbergbahn.com/en/funicular_technology/ (2) https://geoviewer.deutschebahn.com/maps/#/context/ISR/275618 (3) https://www.thueringerbergbahn.com/en/visitor_information/basicinformation/route_network/ (4) https://www.thueringerbergbahn.com/ueberobs/schwarzatalbahn/geschichte/ (5) https://www.thueringerbergbahn.com/en/ (6) https://www.thueringerschloesser.de/adresse-information/schloss-schwarzburg/ (7) https://www.thueringen-entdecken.de/en/w/thuringian-mountain-railway-herb-country (8) https://www.thueringerbergbahn.com/en/funicular_festivals/ (9) https://www.thueringerbergbahn.com/en/mountain_railway_land/attractions/maschinarium/ (10) https://www.thueringerbergbahn.com/files/17DBDF26612/digi-Fahrplan-2022.pdf (11) https://www.thueringerbergbahn.com/en/visitor_information/basicinformation/fares/

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Contact person	- Thuringa Bergbahn – Sandra Diaz Illanes (+49 1523 7426154)
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** – it's a mountain line with 2 trains/hr.
How important is the potential for tourism development on this line? (low/medium/high)	**Medium** – the lines a quite small and have limited capacity.
Is tourism influencing funding for the line? (low/medium/high)	**Medium** – the lines primarily included in public regional services.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Medium** – the lines would be probably more vulnerable, but it's not a vital activity.

3.6. Hungary

Overview of the Hungarian Railway Network

The Hungarian railway network is an extensive standard gauge system (1 435 mm) organized in a radial structure centred on the capital, Budapest. The core infrastructure is managed by MÁV, the national railway company, which oversees most of the network, totalling approximately 7 500 kilometres of track. Rail services include long-distance, regional, suburban, and freight operations, largely operating on shared infrastructure. In the Budapest metropolitan area, suburban services (HÉV) form a partially separate system with specific operational characteristics. In addition to MÁV, the company GYSEV operates a portion of the network in western Hungary under a cross-border structure. The level of electrification is moderate, with a significant share of lines still operating with diesel traction. The Hungarian railway system is integrated into the European network, with several international corridors connecting Austria, Slovakia, Romania, Serbia, and Croatia.

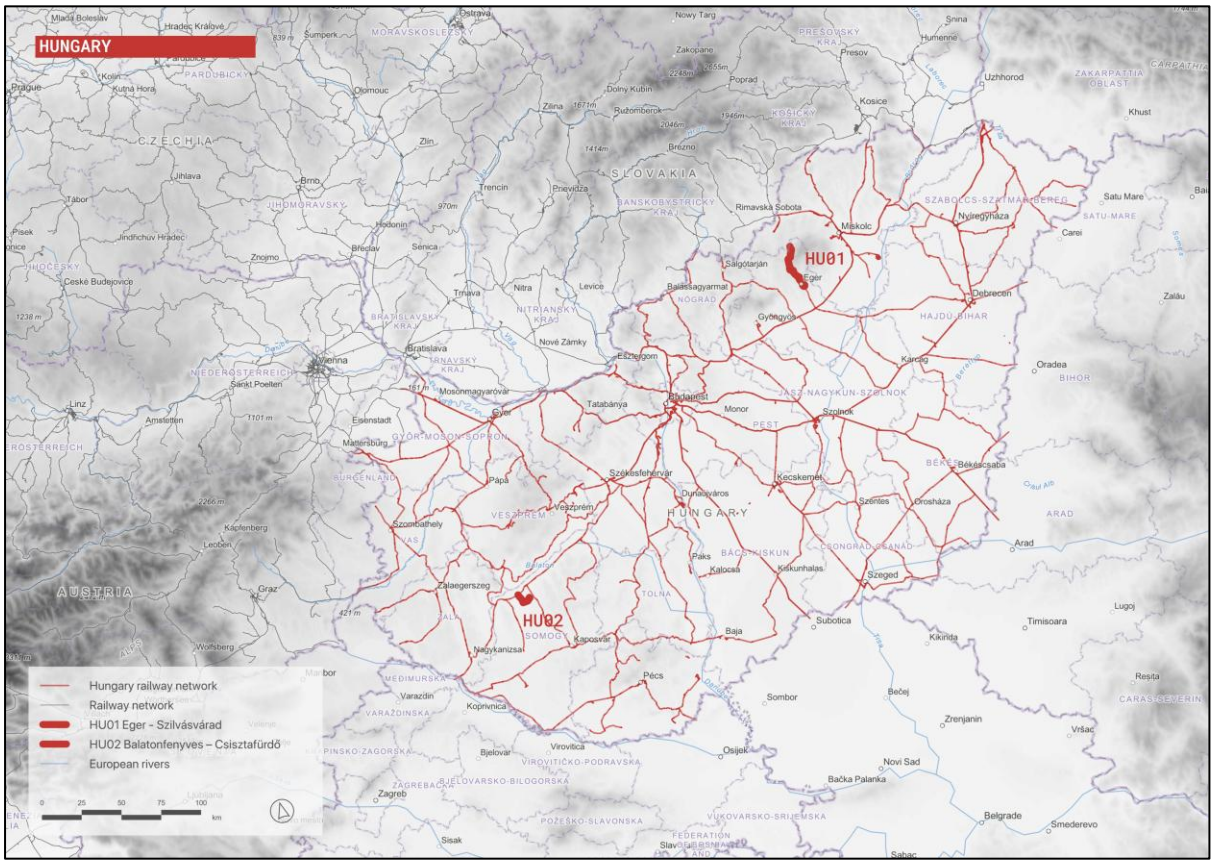


Figure 29. Hungarian railway network in 2026, showing the lines selected for this study. Source: own elaboration.

History of the Hungarian Railway Network

The development of the Hungarian railway network began in 1846 with the inauguration of the first line between Pest and Vác, marking the introduction of rail transport in the Kingdom of Hungary. During the second half of the 19th century, railway construction expanded rapidly, initially driven by private companies and later increasingly supported by the state. The network developed in a radial structure centred on Budapest, reflecting both economic priorities and administrative

organization. From the 1860s onwards, the Hungarian government progressively nationalized many private lines, leading to the consolidation of the system under a central authority.

A major institutional milestone occurred in 1868 with the establishment of MÁV (Magyar Államvasutak), which became the main operator of the national railway network. By the early 20th century, Hungary had developed a dense and extensive railway system within the Austro-Hungarian Empire. However, the Treaty of Trianon in 1920 led to significant territorial losses, resulting in a major reduction and reconfiguration of the railway network, as many lines and connections were cut by new international borders.

During the second half of the 20th century, under the socialist regime, the railway system remained under state control and underwent modernization, including partial electrification and infrastructure upgrades. After the political transition of 1989, Hungary reformed its railway sector in line with European Union principles, introducing institutional changes and gradually opening the market to competition. In parallel, investments have been made to modernize main corridors and improve international connectivity, reinforcing Hungary's role as a transit country in Europe.

Tourist train services in Hungary

Railway tourism in Hungary includes both regional passenger lines serving areas with tourism activity and dedicated heritage or narrow-gauge railway operations. A significant part of these tourist-oriented services relies on narrow-gauge lines, often operated by public actors, which serve natural or recreational areas such as forests and mountainous regions.

Within the framework of the *TOUR&RAIL* project, the Balatonfenyves–Somogyszentpál railway line constitutes a relevant example. This narrow-gauge line (760 mm), operated by MÁV, connects Balatonfenyves to Somogyszentpál near Lake Balaton. It provides seasonal passenger services, primarily during the tourist period, and serves a recreational area close to one of Hungary's main tourist destinations. Another line identified in the project is the Eger–Putnok railway line. This standard gauge line provides regular regional passenger services and connects the town of Eger to Putnok. It crosses rural areas in northern Hungary and serves territories with cultural and natural points of interest.

In addition to these regional lines, Hungary hosts several heritage and narrow-gauge railways. Among these, the Children's Railway (Budapest) and the Szilvásvárad Forest Railway can be cited as examples. These lines operate primarily for tourism or recreational purposes, often in forested or protected areas.

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3.6.1. Eger - Szilvásvárad Line (Route 87)

The railway corridor linking Eger to Szilvásvárad (often referred to as Route 87 in the Hungarian railway classification system) is a standard-gauge regional line located in northern Hungary, at the foothills of the Bükk Mountains. The infrastructure is owned and managed by MÁV Zrt., and is operates by MÁV Passenger Transport Co. At Eger, the line connects with the national railway network, providing direct links toward Budapest and other regional centres, positioning it as a feeder line within the national system.

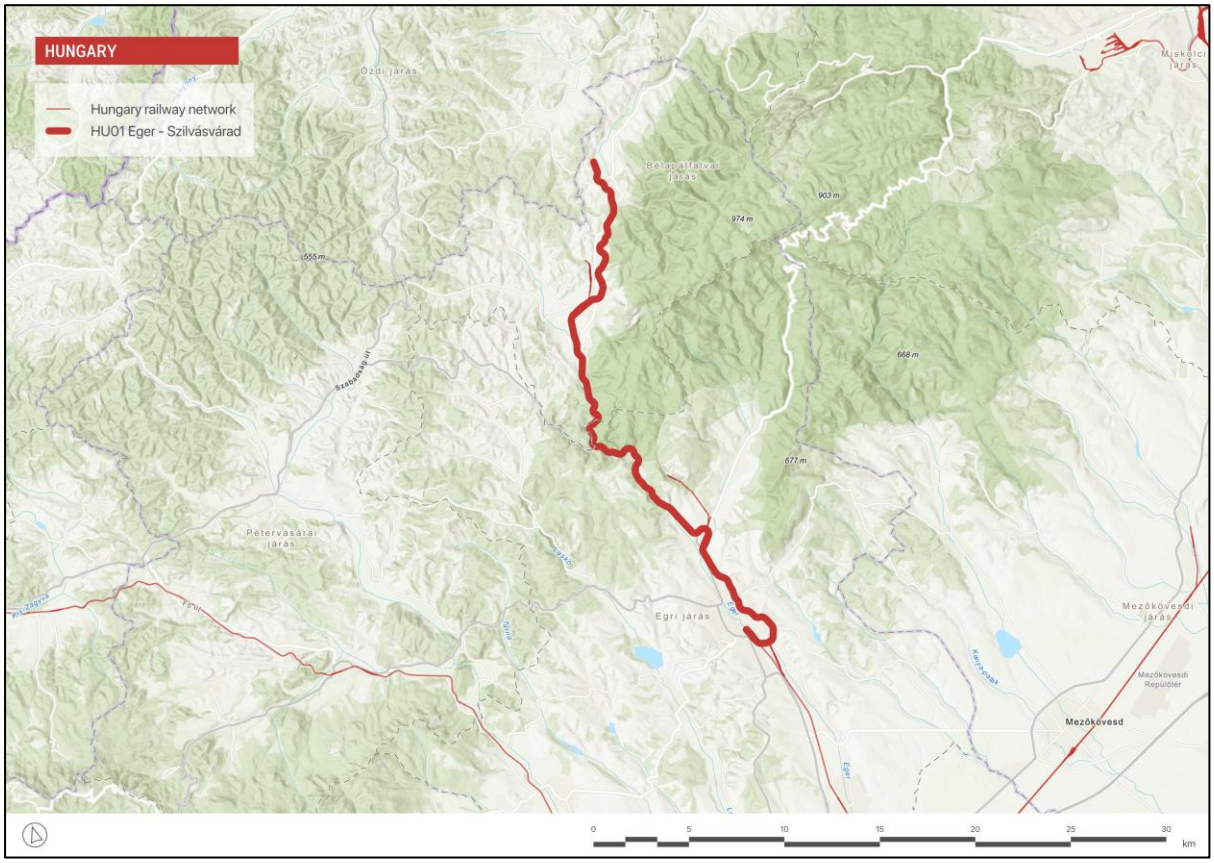


Figure 30. The Route 87 railway line from Eger to Szilvásvárad. Source: own elaboration.

The railway was developed in the early 20th century to connect Eger with the Bükk mountain region, supporting both local mobility and economic activities such as forestry, quarrying, and small-scale industries. It facilitated access to rural settlements located along the valley corridor and contributed to the integration of these areas into regional economic circuits. As industrial uses declined during the second half of the 20th century, the line progressively shifted toward a passenger-oriented function, with an increasing role in leisure and tourism-related mobility.

The infrastructure consists of a single-track, non-electrified line of approximately 34 kilometres. The alignment follows a gradual transition from the urban environment of Eger to agricultural and then forested landscapes, entering the foothills of the Bükk Mountains. Its technical characteristics, moderate speeds, simple signalling, and limited capacity, are typical of secondary regional railways in Central Europe. Despite these constraints, the line has been maintained as part of the national rail network, ensuring continuity of service.

The tourist appeal of the corridor lies in its function as a gateway to the Parc national de Bükk, one of Hungary's main protected natural areas. The line serves the town of Bélapátfalva, where visitors can access a well-preserved medieval church (Cistercian abbey), adding a significant cultural and historical dimension to the route. The terminus at Szilvásvárad is a well-known destination for nature and leisure tourism, offering access to hiking trails, forest landscapes, and sites such as the Fátyol Waterfall. The railway also connects with a local narrow-gauge forest railway extending deeper into the mountains, creating a multimodal tourism system combining standard-gauge and heritage rail experiences. This articulation strengthens the attractiveness of the corridor as a structured access route to natural and cultural amenities.

Daily operations consist of regional passenger services with relatively low frequency, adapted to local demand patterns. Travel time between Eger and Szilvásvárad is approximately 40 minutes. The line does not currently carry regular freight traffic, although its infrastructure reflects its former mixed-use function. The financial model relies on fare revenues and public funding from the Hungarian state, in line with its status as a public service line.

In terms of territorial impact, the railway connects the urban centre of Eger with smaller settlements and recreational areas in the Bükk foothills. It supports both everyday mobility, particularly for residents without access to private cars, and seasonal tourism flows. The line illustrates the continued relevance of secondary railways in linking medium-sized cities with nearby mountain regions, contributing to regional accessibility, tourism development, and the maintenance of rail services in low-density areas.

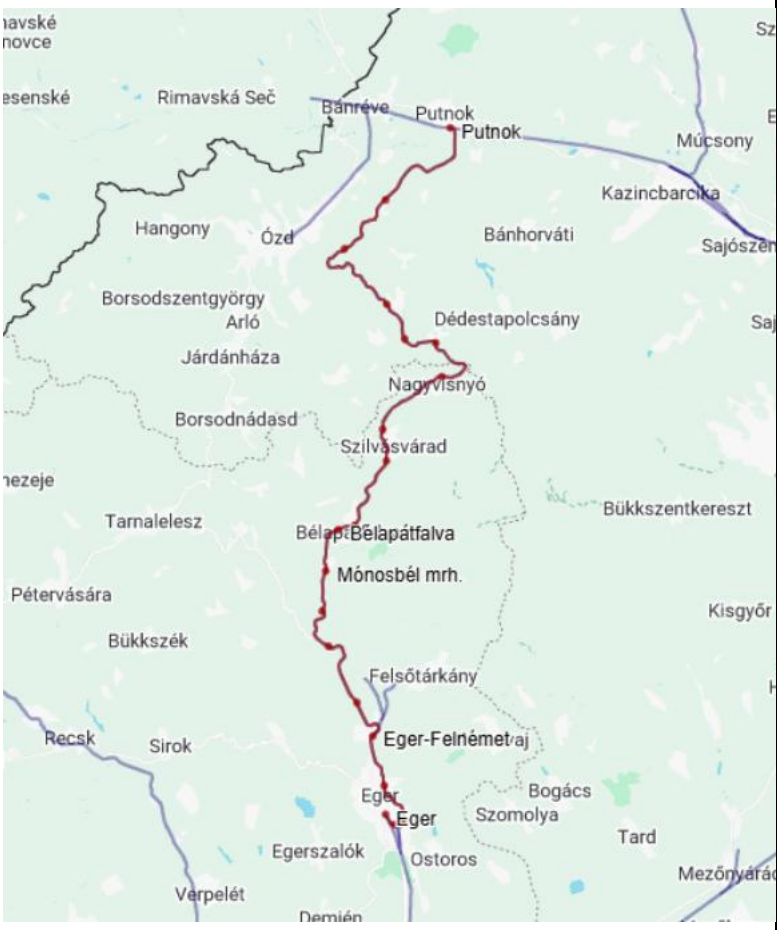


Figure 31. Train on the Eger–Szilvásvárad line crossing a forest landscape. Source: MAV.

Summary	
	Updated: 18/03/2026
Line name	Eger - Szilvásvárad Line (Route 87)
Touristic service	Passenger service with a strong touristic dimension
Country	Hungary
Region or Canton	Heves County
Description of the line	
Origin / Destination	Eger / Szilvásvárad
Category	Single track
Line length (km)	34 Km - Eger–Szilvásvárad 68 Km - Eger – Putnok [4]
Track Gauge (standard, narrow, broad)	Standard gauge (1435 mm)[2]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No
Signalling System	Electric and mechanics on the railway stations.
General Condition of the line (bad/medium/good)	Medium.
GPS Coordinates of Origin and Destination	Eger: 47.89174626834506, 20.38171915671132 Szilvásvárad: 48.113875028344836, 20.379142732477963 Putnok: 48.287387007659206, 20.439235214340247
Route Map Link	https://maps.app.goo.gl/2PhSRX7iczwKp3QK9 Line 87 data - K2 EHÜSZ
Tourism Attractiveness	
Main Towns / Cities on the Route	Eger, Szilvásvárad, Putnok
Natural Features (mountains, rivers, coasts)	Bükk Mountains, Szalajka Valley, forests[5]
Cultural Sites (UNESCO, historical stations)	Historic town of Eger, medieval church In Bélapátfalva, Szilvásvárad Lipizzaner horse breeding center[5,7,9]

Unique Selling Points	Access to national park, hiking and nature tourism, narrow-gauge railway in Szilvásvárad[5]
Visitor Services (hotels, tours, local crafts)	Hotels, guesthouses, thermal baths, eco-tourism services in Szilvásvárad and Eger[5,7,9]
Current Operation info	
Opening date	1908[6]
Current Services • (Freight / Passenger / Tourism)	Passenger, tourism, freight
Service • (frequency, speed, passengers/trains per day/week/month/year)	Frequency: 4–6 trains per day (varies by season) Speed: ~40–60 km/h
Annual Tourist Ridership (last 5 years)	2020: 15 779 2021: 22 838 2022: 29 670 2023: 27 691 2024: 20 911 2025: 19 146
Ridership Trend (increasing / stable / declining)	Declining
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, public subsidies
Ticket price (€)	Approx. €2–4 – 650 HUF [6]
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Upper part (Szilvásvárad-Putnok)
Closure date	December 2009
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	4-6 trains a day, low speed even with 10 km/h limits-
Services before closure • (Freight / Passenger / Tourism)	Passenger, freight
Reason for closure	Poor track condition

Reopening date	Not reopened ever since
Stakeholders involved	
Service provider (Operator)	MÁV Passenger Transport Co. (Hungarian State Railways)
Infrastructure manager	MÁV Zrt.
National Authorities	Ministry of Construction and Transport (Hungary)
Regional / Cantonal Authorities	Heves County Government[8]
Local Authorities	Municipalities of Eger and Szilvásvárad
Community Involvement Level (low, medium, high)	Medium. The line serves everyday local mobility needs, at the same time, it's a state-run regional line, so most decisions and funding sit at national level, and community participation is usually on advocacy and feedback rather than direct operation or formal co-management.
Impact on Local Economy • (jobs, local business synergy)	Supports tourism and local mobility
Objectives and challenges	
Works required for reopening/revitalization	Refurbishment of infrastructure, stabiliziation of the track bed, preventing landslides
Estimated reopening or revitalization cost	*Unknown*
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	The Eger–Szilvásvárad branchline was created as part of the late-19th/early-20th century push to build local railways that connected smaller settlements to county seats and main lines. Its function was regional: passenger travel to Eger and the Bükk foothills, and freight linked to local forestry/agriculture and small industry. In the 20th century, the line remained primarily a regional passenger line, with demand shaped by changing economic conditions and, later, the spread of road transport. By the late 20th and early 21st century it became known especially for tourism access (Szilvásvárad/Bükk area), while like many secondary lines in Hungary its broader freight role declined compared to earlier decades.

Maps/Photographic Documentation	 The Line Eger - Putnok (Nr. 87)  Line 87 data - K2 EHÜSZ
Bibliography	1 - MÁV Személyszállítási Zrt. új ELVIRA online jegyvásárlás 2 - Line 87 data - K2 EHÜSZ 3 - Ticket purchase | MÁV Passenger Transport Co. new online ticketing

	4 - https://www.mavcsoport.hu/sites/default/files/upload/page/87_2.pdf 5 - Szilvásvárad.hu - Otthon a természetben 6 - https://iho.hu/hirek/hol-volt-hol-nem-nem-mese-ez-gyermek-121102 7 - Fedezd fel Egert – Programok, tippek, élmények egy helyen. 8 - Heves Megyei Önkormányzat hivatalos oldala 9 - Eger – A Te történeted
Contact person	***MÁVDIREKT Customer Service:*** Telephone: **+36 (1) 3 49 49 49**
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes**. The line serves mostly small settlements between Eger and the Bükk foothills, without large intermediate cities or heavy industry generating mass daily flows. Compared with Hungarian main lines, service frequency and passenger volumes are typically characteristic of a rural secondary line.
How important is the potential for tourism development on this line? (low/medium/high)	**High**. Szilvásvárad is one of Hungary's best-known nature-tourism gateways (Bükk National Park area, Szalajka Valley), and rail access supports day trips and seasonal peaks.
Is tourism influencing funding for the line (low/medium/high)	**Medium**. Tourism strengthens the public's value for maintaining service quality (rolling stock, seasonal capacity, station upkeep), but funding is still mainly driven by general public-service obligations rather than tourism revenue alone.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Medium**. Regular local mobility still matters, so the line isn't only a tourist railway. Besides that, tourism provides a significant share of the line's visibility and seasonal ridership.

3.6.2. Balatonfenyves - Csisztafürdő Line (Balatonfenyves Railway)

The Balatonfenyvesi Gazdasági Vasút is a narrow-gauge (760 mm) railway system located in southern Hungary, connecting the lakeside town of Balatonfenyves, on the southern shore of Lake Balaton, with inland destinations including Csisztafürdő. The infrastructure is owned by the Hungarian state and operated by MÁV. At Balatonfenyves, the line is directly connected to the standard-gauge national railway corridor running along Lake Balaton, ensuring intramodality between regional and local transport systems.

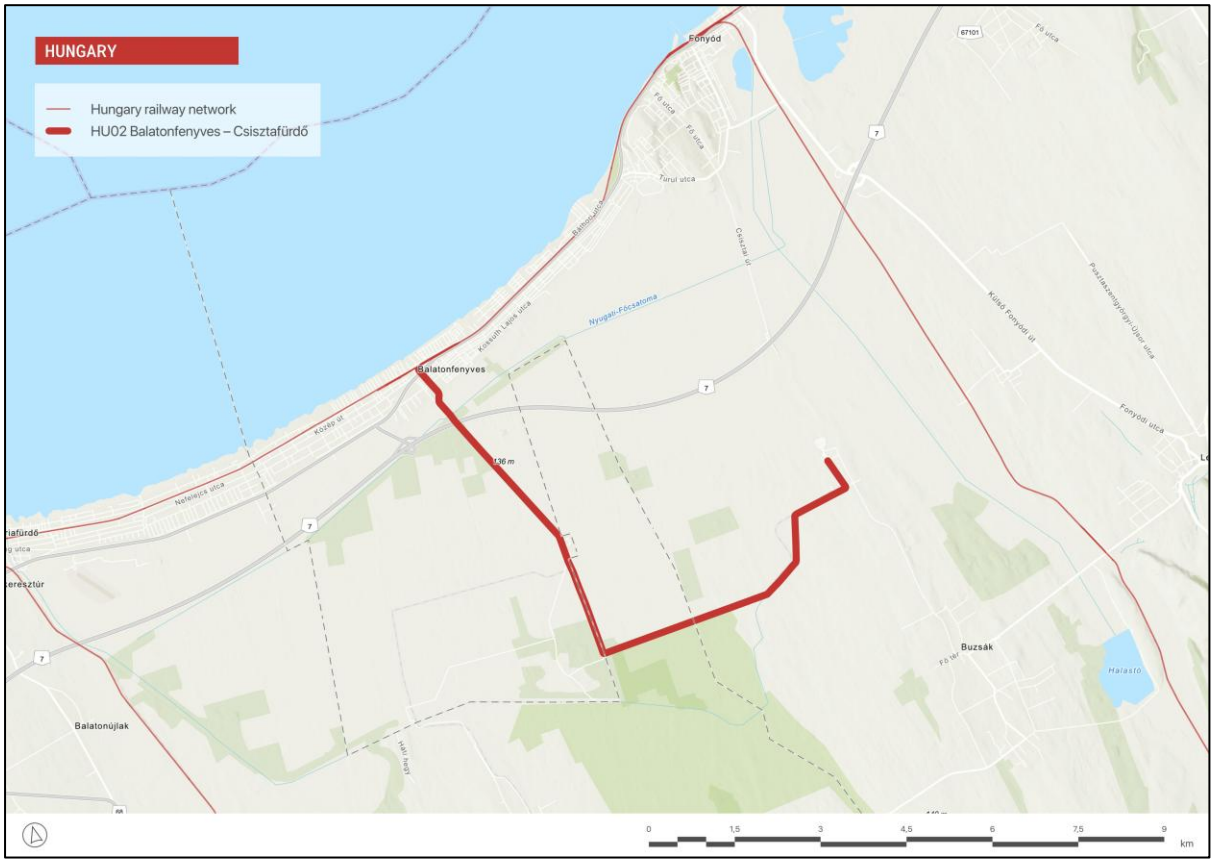


Figure 32. The Balatonfenyves railway line from Balatonfenyves to Csisztafürdő. Source: own elaboration.

The railway was originally constructed in the 1950s as part of an extensive agricultural narrow-gauge network designed to serve drainage operations, forestry exploitation, and the transport of agricultural goods in the marshy hinterland of Lake Balaton. These areas required specific infrastructure adapted to unstable soils and low-density economic activities. As with many similar systems in Central and Eastern Europe, the decline of agricultural rail freight in the late 20th century led to a gradual reorientation of the line toward passenger transport. This transition was accompanied by a repositioning of the railway as a local mobility service and a tourism-oriented infrastructure.

The infrastructure consists of a single-track, non-electrified line of approximately 13 kilometres between Balatonfenyves and Csisztafürdő. More broadly, it is part of a larger residual network with additional branches, some of which have been closed or are only partially operated. The alignment crosses flat landscapes composed of wetlands, forests, and agricultural land,

reflecting the original economic function of the railway. The technical characteristics of the line, light infrastructure, low speeds, and diesel traction, are typical of former agricultural railways that have been adapted for contemporary uses.

The tourist appeal of the corridor lies in its combination of natural environments and leisure destinations. The line runs through areas characterized by ecological value, including wetlands and forested zones that contrast with the highly touristic lakeshore. Its terminus, Csisztafürdő, is a well-known thermal spa destination attracting visitors seeking wellness and relaxation. The railway provides a direct link between the mass tourism zone of Lake Balaton and a more diffuse, nature and health-oriented hinterland. In addition, the railway experience itself, slow travel, open carriages in summer, and a rural atmosphere, constitutes an integral part of its attractiveness.

Daily operations are centred on passenger services, with a strong seasonal variation linked to tourism demand. During the summer period, services are more frequent and specifically oriented toward leisure travel, while off-season operations are more limited. The journey between Balatonfenyves and Csisztafürdő takes 40 minutes. The line does not currently carry regular freight traffic. Its financial model relies on a combination of fare revenues and public subsidies, reflecting its dual function as a local service and a tourism infrastructure.

In terms of territorial impact, the railway plays a role in connecting the lakeshore to inland recreational and residential areas, contributing to a diversification of tourist flows beyond the immediate Balaton coastline. It also represents a form of adaptive reuse of former agricultural infrastructure, maintaining a rail presence in low-density rural areas where conventional rail services would not be viable. The Balatonfenyvesi Gazdasági Vasút thus illustrates a broader trajectory observed in Central Europe, where secondary and narrow-gauge railways have been reconfigured as hybrid systems combining local mobility, heritage value, and tourism development.



Figure 33. The train of the Balatonfenyves railway. Source: MAV.

Summary	
	Updated: 18/03/2026
Line name	Balatonfenyves – Csisztafürdő Line Balatonfenyves Railway
Touristic service	Passenger service with a touristic dimension
Country	Hungary
Region or Canton	Southern Transdanubia, Somogy county
Description of the line	
Origin / Destination	Balatonfenyves – Csisztafürdő
Category	Commuter/rural/regional line[1]
Line length (km)	13 km[1,2]
Track Gauge (standard, narrow, broad)	Narrow (760 mm)[1,2]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No[1,2]
Signalling System	Not available
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	46.712511, 17.479134/ 46.638621, 17.478571
Route Map Link	map https://maps.app.goo.gl/92vsvM1x5v5qD4pe9
Tourism Attractiveness	
Main Towns / Cities on the Route	Balatonfenyves
Natural Features (mountains, rivers, coasts)	Nagyberek marsh, rich wildlife, close to Lake Balaton
Cultural Sites (UNESCO, historical stations)	none
Unique Selling Points	last MÁV-operated narrow gauge economic railway; steam/heritage charm[1]

Visitor Services (hotels, tours, local crafts)	spa at Csisztafürdő, local events like Kisvasúti Nap
Current Operation info	
Opening date	Line built from 1950, passenger service since 1956 [1]
Current Services • (Freight / Passenger / Tourism)	Commute, Tourism[1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	5 trains per day, 40min journey, max speed 25km/h [1,4]
Annual Tourist Ridership (last 5 years)	2020: 45 194 2021: 61 960 2022: 71 514 2023: 61 918 2024: 30 924 2025: 32 027
Ridership Trend (increasing / stable / declining)	Stable
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, MAV subsidies[2,3]
Ticket price (€)	1,19 € - 450 HUF[3]
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes[,2]
Closure date	2002
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	speed: app. 15 km/h 6 trains a day
Services before closure • (Freight / Passenger / Tourism)	passenger
Reason for closure	bad track condition
Reopening date	1st July 2021

Sources	https://hu.wikipedia.org/wiki/Balatonfenyvesi_Gazdas%C3%A1gi_Vas%C3%BAt
Stakeholders involved	
Service provider (Operator)	MÁV Passenger Transport Co. [1,2]
Infrastructure manager	MÁV Zrt.[1,2]
National Authorities	MÁV
Regional / Cantonal Authorities	Somogy county
Local Authorities	Local municipalities
Community Involvement Level (low, medium, high)	Moderate (local events)[1,2]
Impact on Local Economy • (jobs, local business synergy)	Supports tourism visits, local commuting, event-related income[1,2]
Objectives and challenges	
Works required for reopening/revitalization	not relevant
Estimated reopening or revitalization cost	not relevant
Associated projects	
Local	*Not found*
National	*Not found*
International	*Not found*
Other information	
Historic Summary	Built as an economic narrow gauge from 1950, and passenger from 1956, it survived the GV closures in 1968. In the mid 2000s the line shrank to one branch and the operator shifted to MÁVSTART in 2012. There were tourist boosts in recent years with heritage events and Csisztafürdő reopening. On the 2000s it shrank to one branch, and the operator shifted to MÁVSTART in 2012.

Maps/Photographic Documentation	 Balatonfenyves narrow-gauge railway | MÁV Group
Bibliography	1 - Balatonfenyves narrow-gauge railway • Forest train » TERMÉSZETJÁRÓ - FÖLDÖN, ... 2 -Balatonfenyves narrow-gauge railway | MÁV Group 3 - Ticket purchase | MÁV Passenger Transport Co. new online ticketing 4 - Timetable | MÁV Group 5 - Balatonfenyves narrow-gauge railway (Somogyszentpál station) • Railway station » ...
Contact person	MÁVDIREKT +36 (1) 3 49 49 49 +36 (20/30/70) 499 4999
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes** - it serves small villages and rural areas with low traffic.
How important is the potential for tourism development on this line? (low/medium/high)	**High-**heritage steam charm, natural marshland, events bring visitors.
Is tourism influencing funding for the line? (low/medium/high)	**Medium** - tourism bolsters service justification, but state subsidies remain base.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Medium** - tourism complements commuter uses, but commuter use is essential.

3.7. Ireland

Overview of the Irish Railway Network

The Irish railway system comprises approximately 2 400 km of lines and 147 stations. It is characterized by specific technical features, notably the use of a distinct gauge of 1 600 mm (Irish gauge), although some early lines, such as the Dublin–Kingstown line, and a few others were originally built to the standard gauge of 1 435 mm.

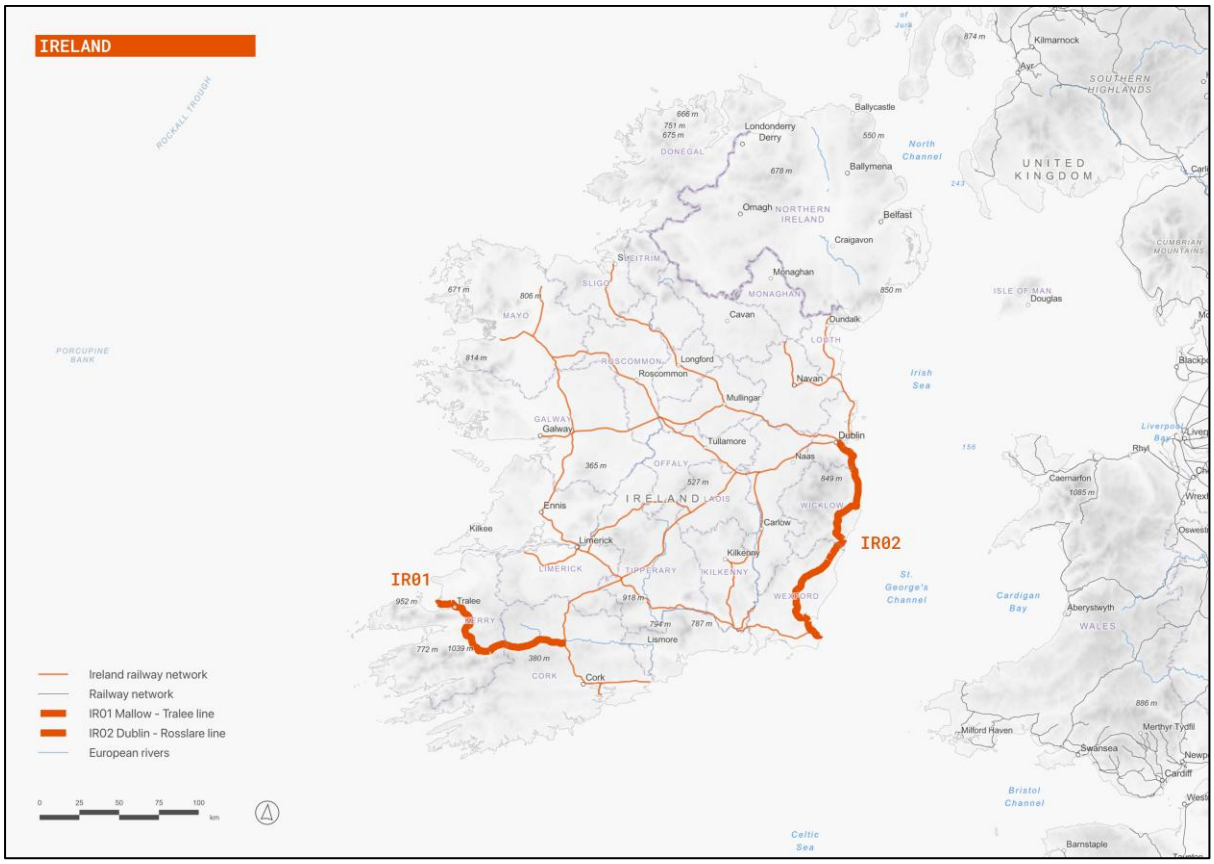


Figure 34. Irish railway network in 2026, showing the lines selected for this study. Source: own elaboration.

Today, the network is largely organized around Dublin as a central hub and supports intercity, regional, and suburban services. Rail traffic remains relatively limited compared to other European countries, with approximately 47 million passenger journeys recorded in 2024 and a modal share of around 3%.

Rail services are operated by Iarnród Éireann (Irish Rail), while transport policy is defined by the Department of Transport and funding is allocated by the National Transport Authority. Infrastructure development is overseen by Transport Infrastructure Ireland.

In recent years, the Irish government has renewed its commitment to rail development. The All-Island Strategic Rail Review, launched in 2021 jointly by Ireland and Northern Ireland, outlines long-term investment plans of over €35 billion, with implementation projected up to 2050. Key objectives include network expansion (from approximately 2 300 km to 2 950 km), increased

service frequency, and large-scale electrification, as Ireland currently has one of the lowest electrification rates in the European Union.

Major projects such as the DART+ Program in Dublin and the Cork Area Commuter Rail program illustrate this renewed investment. These initiatives aim to increase capacity, improve service quality, and strengthen rail as a backbone of national mobility, including better integration with other transport modes. Tourism is also increasingly considered in these strategies, particularly in relation to coastal and regional destinations.

History of the Irish Railway Network

The development of the Irish railway network began in 1834 with the opening of the Dublin–Kingstown line, one of the earliest passenger railways in the world. During the second half of the 19th century, the network expanded rapidly, reaching a peak of around 5,630 km by the 1920s. This expansion was largely driven by multiple private companies, resulting in a fragmented and often uncoordinated system.

The early 20th century marked a period of disruption. Railway infrastructure was damaged during the Irish War of Independence and the Civil War, when railways were frequently targeted. The partition of the island in 1921 further fragmented the network, dividing it between the independent Irish state and Northern Ireland. As the system had not been designed for this political boundary, several cross-border routes became operationally complex or were discontinued.

From the mid-20th century onwards, the network underwent a significant contraction due to declining traffic and competition from road transport. Many secondary and rural lines were closed, and investment levels remained limited. In 1987, Iarnród Éireann was established as the national railway operator, but this reform did not reverse the overall decline in network extent and usage.

The evolution of the railway system has closely followed broader economic cycles. During the "Celtic Tiger" period (1995–2007), rapid economic growth was accompanied by urban expansion and increased reliance on private cars. The financial crisis of 2008 then led to a period of reduced public investment in rail infrastructure.

Since the 2010s, a renewed policy focus has emerged, supported by increased public investment and long-term planning. The All-Island Strategic Rail Review represents a major step in this direction, proposing a comprehensive modernization and expansion of the network, along with improved performance, electrification, and territorial coverage.

Tourist train services in Ireland

Railway tourism in Ireland includes both regional passenger lines providing access to tourist destinations and a limited number of dedicated heritage railway operations, often developed on preserved sections of former lines.

Within the framework of the *TOUR&RAIL project*, the Dublin-Rosslare railway line constitutes a relevant example. This line connects Dublin to Rosslare Europort in the south-east of the country and provides regular intercity passenger services. It serves coastal areas and towns such as Wexford, which are associated with tourism activity, particularly during the summer season. The

line also connects with ferry services at Rosslare, linking rail travel with international maritime transport.

Another line identified in the project is the Cork–Tralee railway line, located in the south-west of the country. This line provides regional passenger services between Cork and Tralee, crossing rural areas in County Kerry. It serves towns such as Killarney, which is a major tourism destination due to its proximity to Killarney National Park. The line is integrated into the national rail network and operates year-round services.

In addition to these regional lines, Ireland hosts a small number of heritage railway operations. Among these, the Stradbally Woodland Railway and the Fintown Railway can be cited as examples. These lines operate on preserved infrastructure, generally on a seasonal basis, and are primarily dedicated to tourist and recreational use.

These examples show the coexistence of regional passenger lines serving areas with tourism activity and a limited number of heritage railway initiatives in Ireland.

References

- Ebrill, A. (2024). *Railways in Ireland*. https://www.thepwi.org/wp-content/uploads/2024/06/01_2024-05-23_Railways-in-Ireland_Keynote-address_A-Ebrill.pdf
- Government of Ireland (2024). *All-Island Strategic Rail Review*. https://www.gov.ie/en/department-of-transport/publications/all-island-strategic-rail-review
- Rau, H., Hynes, M., Heisserer, B. (2016). *Transport policy and governance in turbulent times: Evidence from Ireland, Case Studies on Transport Policy, Volume 4, Issue 2, Pages 45-56* https://doi.org/10.1016/j.cstp.2015.11.006

3.7.1. Mallow - Tralee Line

The Mallow–Tralee railway line connects the towns of Mallow and Tralee, thereby linking County Cork and County Kerry in the south-west of Ireland. The line establishes a connection between the city and port region of Cork and the more rural hinterland of County Kerry over a route of approximately 96.5 kilometres. Along its course, the railway serves several small and medium-sized towns, including Mallow, Killarney, Farranfore, and Tralee.

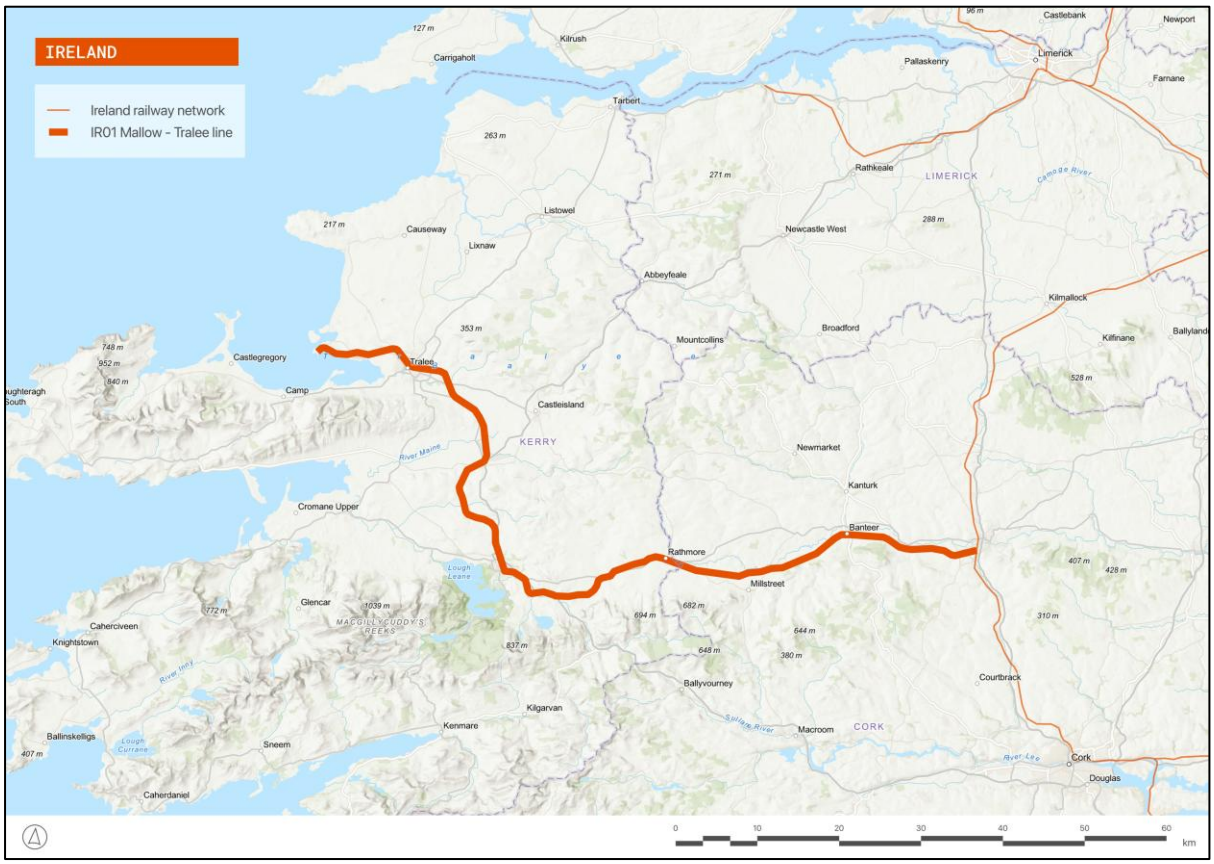


Figure 35. The Mallow – Tralee railway line. Source: own elaboration.

The railway is a single-track line built to the Irish gauge of 1 600 mm. It is non-electrified and operated using a relatively basic signalling system based on Track Circuit Block Mini CTC technology. The overall condition of the infrastructure can be considered moderate. Nevertheless, unlike many secondary rural railways in Europe, the Mallow–Tralee line has remained continuously operational throughout its history and has never been fully closed.

The line was progressively opened by the Great Southern and Western Railway between 1853 and 1859. From its origins, it carried both freight and passenger services, which were sometimes combined within the same trains. The railway played a major role in the economic development of south-western Ireland by strengthening the integration of County Kerry into the national transport network. It contributed significantly to the growth of towns such as Killarney and Tralee and supported the development of trade, mobility, and regional accessibility.

From the late nineteenth century onward, the line also acquired a strong tourism function. The rise of picturesque tourism around the Lakes of Killarney transformed the route into one of Ireland's most important tourist railways. While several nearby branch lines were progressively

closed during the twentieth century, the main Mallow–Tralee corridor survived despite repeated debates during the 1990s concerning its economic viability and operational relevance.

Today, the line remains strategically important both for regional mobility and for the tourism economy of County Kerry, one of Ireland's most visited regions. National authorities have recently committed to reinvesting in the route as part of a broader strategy aimed at promoting a "rail renaissance" in Ireland. Current modernization projects focus on increasing speeds, improving reliability, and intensifying services along the Mallow–Tralee corridor. Attention has been given to the refurbishment of railway stations serving major tourist destinations, especially Killarney, which is considered to possess particularly high tourism potential. These investments are expected to be funded by the National Transport Authority and are estimated at approximately €30 million over the 2020–2025 period.

The tourism dimension of the line is closely linked to the exceptional natural and cultural landscapes accessible from the railway. Beyond Killarney, the route provides access to important heritage towns and tourism sites such as Mallow, Farranfore, and Tralee, as well as to outdoor recreation areas including the Kerry Mountains, the Lakes of Killarney, the Lee Valley, and the Atlantic coastline. The railway also serves territories associated with important cultural and environmental heritage sites, including Ross Castle, Ratass Church, and historic Ogham stones. Many of these attractions are connected to the wider area of Killarney National Park, which is also recognized as a UNESCO Biosphere Reserve.

As a result, the railway continues to play a significant role in supporting the tourism economy of County Kerry. Seasonal demand is particularly strong during the summer months, reflecting the importance of leisure and tourism travel along the corridor. Killarney itself remains one of Ireland's leading tourist destinations and constitutes a major source of passenger traffic for the railway.

Passenger services currently consist of approximately eight daily round trips between Monday and Friday. Travel time between Mallow and Tralee is around one hour and thirty minutes. Although the theoretical maximum speed on parts of the line reaches approximately 110 km/h, numerous speed restrictions reduce overall operational performance. Annual ridership is estimated at around 3,800 passengers per day, with significant seasonal peaks during summer. Ticket prices generally range between €24 and €30 for adult fare for an open return journey between Mallow and Tralee.

The exact proportion of tourist versus local passengers remains unknown, as no detailed public data is available concerning passenger segmentation, ridership trends, or the precise profitability of the service. Passenger operations are managed by Iarnród Éireann, while infrastructure management is carried out by Iarnród Éireann Infrastructure Manager.

Local authorities, particularly Cork County Council and Kerry County Council, are relatively involved in supporting the railway and promoting connections between rail transport and tourism activities within the region. Partnerships with local tourism stakeholders also contribute to maintaining the visibility of the line within regional tourism strategies. However, little detailed information is publicly available concerning the broader territorial and economic impacts of the railway.

Overall, the Mallow–Tralee railway line can be categorized as a low-traffic rural railway, as it primarily serves sparsely populated territories and operates with relatively limited-service frequencies. Nevertheless, its importance for tourism development is considerable. The line not only provides access to some of Ireland's most important natural and cultural tourism destinations but also contributes to regional accessibility and territorial cohesion in south-western Ireland. Improved promotion of the railway toward leisure and international tourists could further increase ridership, strengthen the economic sustainability of the service, and generate additional economic benefits for local territories and tourism stakeholders.

Summary	
	Updated: 25/02/2026
Line name	Mallow - Tralee Line
Tourist services	-
Country	Ireland
Region or Canton	Kerry/Cork
Description of the line	
Origin / Destination	Mallow - Tralee
Category	Single track (1)
Line length (km)	60 Miles (96,5km)
Track Gauge (standard, narrow, broad)	Broad Gauge/Irish Gauge (1600cm) (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No (1)
Signalling System	Track Circuit Block (1) Mini Ctc
General Condition of the line (bad/medium/good)	Medium
GPS Coordinates of Origin and Destination	Tralee (52.271046374659, -9.698883421231129) Cork Kent (51.901364492598, -8.458340115882741)
Route Map Link	https://maps.app.goo.gl/Ywhx9i8XFakxPv1Z8
Sources	(1) https://www.irishrail.ie/getmedia/f507a1ca-2d4a-4297-8584-9a532144b82e/IE-2026-Network-Statement.pdf

Tourism Attractiveness	
Main Towns / Cities on the Route	Mallow, Killarney, Farranfore, Tralee
Natural Features (mountains, rivers, coasts)	Kerry Mountains, Killarney Lakes, Lee Valley, proximity to the Atlantic coast
Cultural Sites (UNESCO, historical stations)	Ross Castle (2) Ratass Church and Ogham Stone (3)
Unique Selling Points	Killarney National Park (UNESCO Biosphere) (4)
Visitor Services (hotels, tours, local crafts)	-
Sources	(2) https://heritageireland.ie/visit/places-to-visit/ross-castle/ (3) https://heritageireland.ie/unguided-sites/ratass-church-and-ogham-stone/ (4) https://www.nationalparks.ie/killarney/
Current Operation info	
Opening date	1853 – 1859 (5)
Current Services • (Freight / Passenger / Tourism)	Passenger/tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	8 daily round trips (from Monday to Friday (6) Travel time: ~ 1h30 (6) Maximum speed: 110km/h with several speed restrictions (1) Profile of daily passenger demand by Station from Cork to Tralee: ~3800 (7)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Tickets sales Public Subsidies Local Tourism
Ticket price (€)	Average adult fare for €12 – 15 (€25€ First Class) adult fare for a Mallow – Tralee trip.
Sources	(5) https://www.muckrosshouseresearchlibrary.ie/Railways.php (6) https://www.irishrail.ie/getmedia/9f8f5266-3c3f-455a-8aba-80b9f606c357/05_dublin-tralee.pdf

	(7) https://www.nationaltransport.ie/wp-content/uploads/2025/04/National-Rail-Census-Report-2024.pdf
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	Iarnród Éireann
Infrastructure manager	Iarnród Éireann Infrastructure Manager (IM) (1)
National Authorities	National Transport Authority (NTA) (1)
Regional / Cantonal Authorities	-
Local Authorities	Cork County Council; Kerry County Council
Community Involvement Level (low, medium, high)	Medium
Impact on Local Economy • (jobs, local business synergy)	-
Objectives and challenges	
Works required for reopening/revitalization	Modernization of infrastructure (Mallow–Tralee) and tourist stations (Killarney)
Estimated reopening or revitalization cost	One-off modernizations financed by NTA (~€30 million over 2020–2025)
Associated projects	
Local	-

National	-
International	-
Other information	
Historic Summary	Opened between 1853 and 1859 by the Great Southern and Western Railway, it quickly reshaped the Kerry economy by linking Killarney and Tralee to the national network. From the late 19th century onward, it became one of Ireland's most important tourist lines, driven by the rise of picturesque tourism around the Lakes of Killarney. Although nearby branch lines were closed, the main route remained in continuous operation despite repeated debates on its viability during the 1990s. Today, it continues to underpin the tourism economy of County Kerry, one of Ireland's strongest, with high seasonal demand and strategic importance for Killarney, the country's leading tourist destination.
Maps/Photographic Documentation	 Source: Open Data Portal Tailte Eireann
Bibliography	-
Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** – the line serves rural territories and is run by few trains.
How important is the potential for tourism development on this line? (low/medium/high)	**High** – the line could strengthen the touristic service and link important cities.
Is tourism influencing funding for the line? (low/medium/high)	**Medium** – It seems important without being the main/only focus.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High** - One of the main points on the line is Killarney, the touristic site.

3.7.2. Dublin - Rosslare Line

The Dublin–Rosslare railway line connects Dublin Connolly Station to the Rosslare Europort and follows the south-eastern coastline of Ireland through the counties of Dublin, Wicklow, and Wexford. Extending over approximately 168 kilometres, the line constitutes one of Ireland's principal coastal railway corridors and plays both a passenger transport and maritime connection role through its integration with ferry services operating from Rosslare toward the United Kingdom and continental Europe.

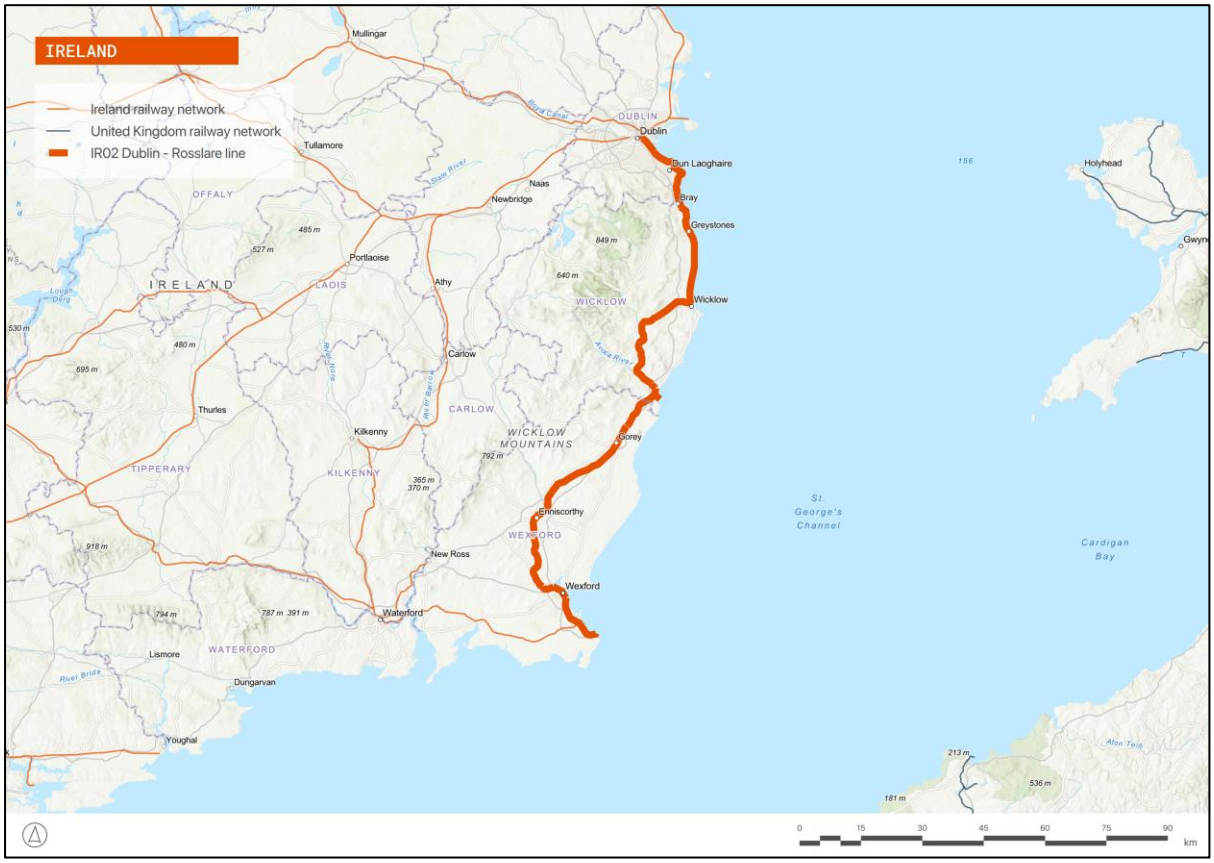


Figure 36. The Dublin – Rosslare railway line. Source: own elaboration.

The infrastructure presents a combination of technical configurations. The section between Dublin and Bray is double tracked, while the remainder of the route from Bray to Rosslare operates as a single-track railway. The line is built to the Irish gauge of 1 600 mm. Electrification is limited to the Dublin–Greystones section, which operates under 1 500 V direct current, whereas services south of Greystones rely on diesel traction. The line therefore functions as a hybrid railway corridor, combining different technical standards. Signalling systems also vary along the route: the southern section uses a conventional Track Circuit Block system, while the Dublin suburban section relies on more advanced signalling technologies combining Track Circuit, Axle Counter, CAWS, and ATP systems. Overall, the general condition of the infrastructure can be considered moderate.

The line was progressively constructed between 1834 and 1872 and has remained continuously operational since its opening. Historically, it played a major role for both passenger and freight transport, notably because of its strategic connection to ferry links between Ireland, the United

Kingdom, and France. The railway contributed significantly to the economic integration of south-eastern Ireland and to the development of coastal settlements connected to Dublin and Rosslare Harbour.

Despite its strategic importance, however, the line has long suffered from underinvestment, relatively low operating speeds, and limited ridership outside peak tourist periods. Passenger services are operated by Iarnród Éireann, while infrastructure management is carried out by Iarnród Éireann Infrastructure Manager. Today, debates concerning the long-term future of the line are increasingly linked to issues of climate resilience and coastal protection. The corridor is particularly exposed to sea storms, coastal erosion, and long-term sea-level rise, making adaptation and protection works a strategic national priority.

Several ongoing and planned infrastructure programs are therefore directly linked to coastal resilience policies. Maintenance and protection works are integrated within the ECRIPP program developed by Iarnród Éireann, itself connected to the broader national strategy Project Ireland 2040 and the National Planning Framework. In this context, the future of the railway is considered not only a transport issue but also a matter of territorial continuity between Dublin and Rosslare Europort, whose economic interdependence remains strategically important at the national scale.

Beyond its transport function, the Dublin–Rosslare line possesses a significant tourism dimension because it serves many of the principal coastal tourism destinations of south-eastern Ireland. The railway stops in Dublin, Bray, Greystones, Wicklow, Arklow, Gorey, Wexford, and Rosslare. The section between Bray, Greystones, and Wicklow is particularly remarkable, as it constitutes the only portion of the Irish national railway network where the tracks continuously follow the coastline with direct views over the Irish Sea.

The railway therefore offers access to a wide range of natural and cultural tourism sites, including Bray Head cliffs, the beaches of Wicklow and Wexford, and the Slaney Estuary. Tourists travelling along the route may also visit heritage attractions such as the Raheen-a-Cluig Church, the National Botanic Gardens Kilmacurragh, and Ferns Castle. The line consequently contributes to both seaside tourism and heritage tourism throughout the south-east of Ireland.

Service frequency nevertheless remains relatively limited. The line currently operates approximately four daily round trips from Monday to Friday and three daily round trips during weekends. The average travel time between Dublin and Rosslare is around three hours. Although some sections permit speeds up to approximately 110 km/h, numerous speed restrictions remain necessary because of infrastructure fragility and coastal exposure. Climate-related risks, particularly coastal erosion and sea storms, are becoming increasingly significant operational concerns.

Despite these limitations, the Dublin–Rosslare railway remains relatively well used. Annual ridership is estimated at approximately 688 000 passenger journeys. Tourism represents only a minority of total traffic, with annual tourist ridership estimated at around 35 000 passengers over the last five years. Nevertheless, the line benefits from its integration within combined “Rail & Sail” ticketing systems that connect railway and ferry services via Rosslare Europort. This intermodal offer strengthens the strategic importance of the corridor for international mobility

and tourism. Ticket prices generally range between €16 and €25 excluding ferry services and remain partially subsidized by the Irish Department of Transport as part of broader policies supporting railway redevelopment. Ridership has also been increasing again since the end of the COVID-19 crisis.

Local authorities remain only moderately involved in directly promoting railway ridership or in formalizing the tourism value of the line. Nevertheless, regional stakeholders support broader strategies aimed at strengthening coastal tourism, maritime traffic, and the economic role of Rosslare Harbour and associated seaside resorts.

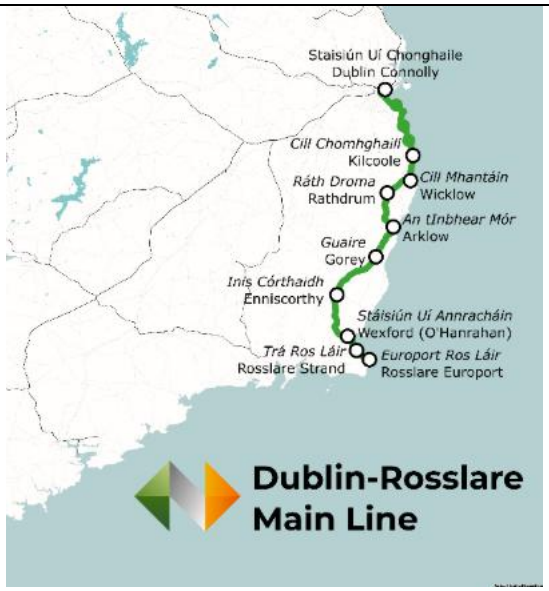
Overall, the Dublin–Rosslare railway can be characterized as a low-traffic rural and coastal railway corridor serving relatively sparsely populated territories with limited-service frequencies. Yet its importance extends beyond conventional passenger transport. The line plays a strategic role in linking Dublin with Rosslare Europort, supporting coastal tourism, and maintaining territorial accessibility along Ireland's south-eastern seaboard. At present, however, tourism development is no longer the central issue shaping debates around the railway. Increasingly, policy discussions focus instead on the capacity to preserve and adapt the line in the face of accelerating coastal erosion and climate change-related sea-level rise.

Summary	
	Updated: 27/02/2026
Line name	Dublin Connolly – Rosslare Europort
Tourist service	-
Country	Ireland
Region or Canton	Dublin/Wicklow/Wexford
Description of the line	
Origin / Destination	Dublin Connolly – Rosslare Europort
Category	Single track (from Bray to Rosslare) (1) Double track (from Dublin to Bray)
Line length (km)	168KM
Track Gauge (standard, narrow, broad)	Broad Gauge/Irish Gauge (1600cm) (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No (1) (from Greystones to Rosslare) Yes (1) (from Dublin to Greystones) Direct Current 1500V
Signalling System	Track Circuit Block (from Greystones to Rosslare) (1)

	Track Circuit/Axle Counter CAWS & ATP (from Dublin to Greystones) (1)
General Condition of the line (bad/medium/good)	Medium
GPS Coordinates of Origin and Destination	Dublin Connolly (53.351863512347364, -6.248770758085392) – Rosslare Europort (52.25117757337356, -6.337574054790439)
Route Map Link	https://maps.app.goo.gl/J1qsG6g9c82qgqqE9
Sources	(1) https://www.irishrail.ie/getmedia/f507a1ca-2d4a-4297-8584-9a532144b82e/IE-2026-Network-Statement.pdf
Tourism Attractiveness	
Main Towns / Cities on the Route	Dublin, Bray, Greystones, Wicklow, Arklow, Gorey, Wexford, Rosslare)
Natural Features (mountains, rivers, coasts)	Irish Sea, Bray Head cliffs, Wicklow and Wexford beaches, Slaney estuary
Cultural Sites (UNESCO, historical stations)	The Fort of the Bells (Raheen-a-Cluig Church) (2) National Botanic Garden of Ireland – Kilmacurragh (3) Ferns Castle (4)
Unique Selling Points	The Bray – Greystones – Wicklow section is the only portion of the Irish national network where the railway follows the coastline continuously and directly, with views of the Irish Sea.
Visitor Services (hotels, tours, local crafts)	Rail & Sail Services (ticket combining ferry + train) via Rosslare (5)
Sources	(2) https://heritageireland.ie/unguided-sites/raheen-a-cluig-church/ (3) https://heritageireland.ie/visit/places-to-visit/national-botanic-garden-of-ireland-kilmacurragh/ (4)https://heritageireland.ie/visit/places-to-visit/ferns-castle/ (5) https://www.rosslareeuroport.ie/en-ie/news/2024/brittany-ferries-confirms-new-weekly-sailing-on-rosslare-cherbourg-route/
Current Operation info	
Opening date	1834 (6) - 1882 (7)
Current Services • (Freight / Passenger / Tourism)	Passenger/Tourism

Service • (frequency, speed, passengers/trains per day/week/month/year)	4 daily round trips (from Monday to Friday) (8) 3 daily round trips (Saturday and Sunday) (6) Time travel ~ 3 h (8) Maximum Speed: 110km/h, with several speed restrictions (1) 688,000 passenger journeys per year (9)
Annual Tourist Ridership (last 5 years)	35,000
Ridership Trend (increasing / stable / declining)	Increasing (Numbers still rising after COVID)
Revenue Sources (ticket sales, subsidies, other)	Tickets sales Government subsidies (Department of Transport, NTA).
Ticket price (€)	16 to 25€ (10)
Sources	6) https://askaboutireland.ie/reading-room/environment-geography/transport/dublin-south-eastern-rail/ 7)https://www.ouririshheritage.org/content/knowyour5k/rosslare-europort-rail-station 8)https://www.irishrail.ie/getmedia/2eaa16f8-4645-4cd7-a1a2-83c1665f701b/08_dublin-rosslare.pdf 9)https://consult.nationaltransport.ie/ga/system/files/materials/12/2615/SEOT%20Submission%20to%20GDA%20Transport%20Strategy%20final.pdf (10) Dublin Rosslare Rail Fares
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	**No**
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a

Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	Iarnród Éireann
Infrastructure manager	Iarnród Éireann Infrastructure Manager (IM)
National Authorities	National Transport Authority (NTA)
Regional / Cantonal Authorities	County of Wicklow, Wexford, Dublin
Local Authorities	
Community Involvement Level (low, medium, high)	Medium
Impact on Local Economy • (jobs, local business synergy)	Strengthening coastal tourism and maritime traffic; supporting the seaside resort economy and Rosslare Port
Objectives and challenges	
Works required for reopening/revitalization	Coastal maintenance and protection works (Project ECRIPP) (11) (11) https://www.irishrail.ie/en-ie/about-us/iarnrod-eireann-projects-and-investments/ecripp
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	Project Ireland 2040 – National Planning Framework (12)
International	-
Sources	(12) https://www.npf.ie/wp-content/uploads/Project-Ireland-2040-NPF.pdf
Other information	
Historic Summary	Opened in stages between the 1830s and 1872, the line connects Dublin to Rosslare, the main historical rail–maritime gateway to the southeast. It developed as a mixed passenger and freight corridor, particularly serving ferry links to the UK and France. The route has long suffered from underinvestment, low speeds, and limited ridership outside the tourist season. Nevertheless, it remains essential for coastal tourism in the southeast, serving Wexford, Curracloe, the Wicklow coastline, and Rosslare Europort.

Maps/Photographic Documentation	
Bibliography	-
Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** – between Greystones and Rosslare Europort (rural areas and few trains)
How important is the potential for tourism development on this line? (low/medium/high)	**Medium** – the line connects the Ferry Port with Dublin, but the main scenic part (coastal part) is in the suburbs of Dublin.
Is tourism influencing funding for the line (low/medium/high)	**Low** – Tourism seems not to be taking into consideration.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Low** - Tourism seems not to be taking into consideration.

3.8. Italy

Overview of the Italian Railway Network

The Italian railway network is a strategic and highly integrated transport system, characterized by the predominant use of the standard track gauge (1 435 mm) across almost the entire national territory. The network is primarily managed by Rete Ferroviaria Italiana (RFI), the national infrastructure manager, and currently extends over more than 24 700 km.

The main feature of the Italian system is its technological dualism. The high-speed network is designed for speeds of up to 300 km/h. It is electrified at 25 kV AC and equipped with the ERTMS/ETCS Level 2 signalling system, ensuring interoperability with European corridors. On the other hand, the conventional network, electrified at 3 000 V DC, forms the backbone of regional, intercity, and freight services.

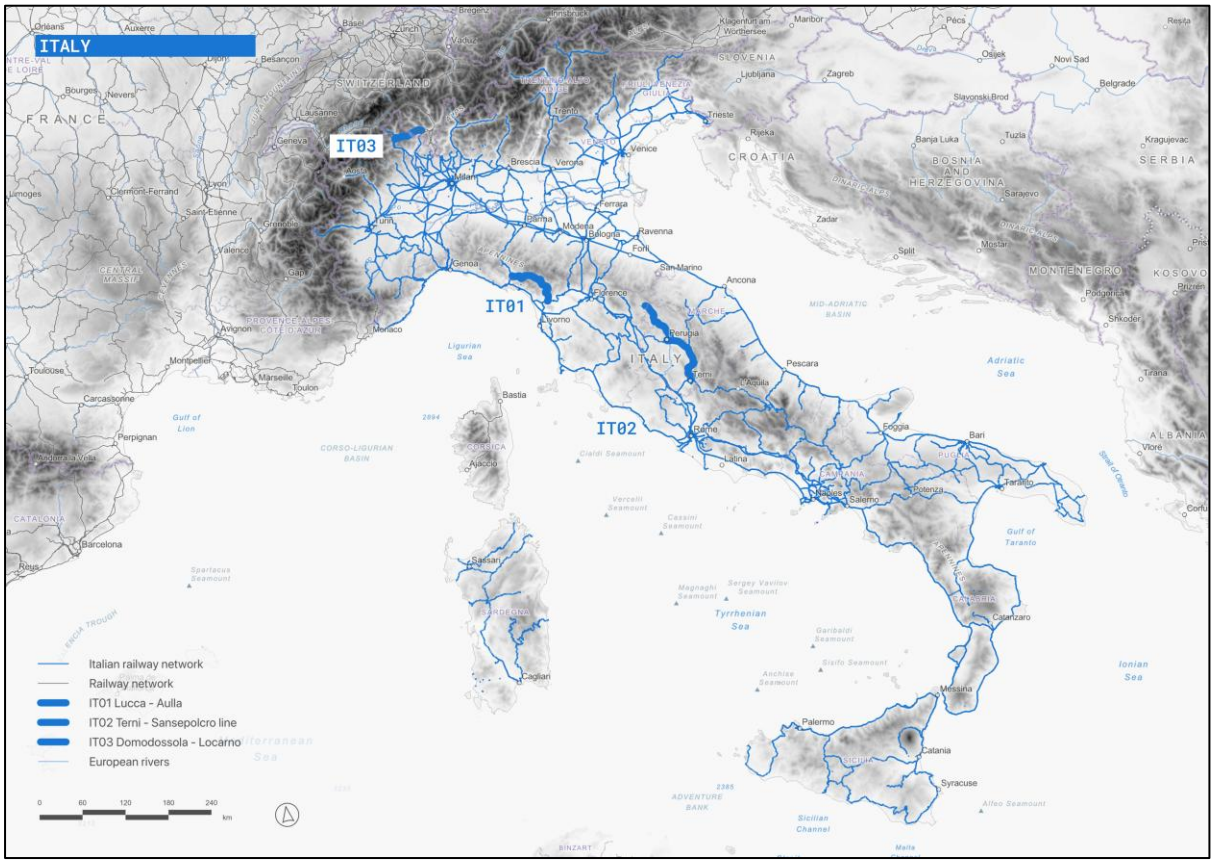


Figure 37. Italian railway network in 2026, showing the lines selected for this study. Source: own elaboration.

The national network managed by RFI is complemented by several regional railways (often referred to as *Ferrovie Concesse*). These lines are owned or operated by regional entities and, in some cases, use a narrow gauge (950 mm), such as the Circumvesuviana in Campania, the Ferrovie della Calabria, or the ARST network in Sardinia. In recent years, a process of "functional integration" has led to the incorporation or technical alignment of several regional lines, such as the Ferrovia Centrale Umbra and the Ferrovie del Sud Est, into RFI standards, with the aim of improving territorial connectivity.

History of the Italian Railway Network

The first railway line on the Italian Peninsula was inaugurated in 1839 in the Kingdom of the Two Sicilies, connecting Naples to Portici over 7.2 km. During the pre-unification period, several states developed independent railway systems, including the Milan–Monza line (1840) in Lombardy-Venetia and the Leopolda line (1844) in Tuscany. Following the Unification of Italy in 1861, the railway was identified as a key instrument for national integration. In 1879, the "Baccarini Law" (Law No. 5002) was adopted, planning more than 6 000 km of complementary lines. This legislation played a major role in structuring a capillary network, extending rail access to rural and mountainous regions such as Garfagnana and the Umbrian valleys.

A major institutional milestone occurred in 1905, when the Italian state nationalized the main private railway companies (including the Società per le Strade Ferrate Meridionali and the Società per le Strade Ferrate del Mediterraneo) to create Ferrovie dello Stato (FS). Under state management, Italy became a pioneer in railway electrification. After early experiments with three-phase alternating current, the system was standardized to 3 000 V direct current in the late 1920s, a technical solution well adapted to the country's topography and still in use on the conventional network today. During the post-World War II reconstruction period, modernization and speed became priorities. In 1977, Italy inaugurated the first section of the Florence–Rome "Direttissima", the first high-speed railway line in Europe, designed for speeds of up to 250 km/h.

Following the adoption of EU Directive 91/440, Italy initiated a major restructuring of its railway sector. In 1992, Ferrovie dello Stato was transformed into a joint-stock company, and in 2001, the functions of infrastructure management and transport operations were formally separated. This reform led to the creation of Rete Ferroviaria Italiana (RFI), responsible for infrastructure, and Trenitalia, the main railway operator.

Narrow-gauge railways have historically played a significant role in mountainous and insular regions, where standard gauge construction was more difficult or costly. Unlike the Spanish FEVE system, Italian narrow-gauge lines (predominantly 950 mm, known as the "Italian gauge") remained largely fragmented and were often managed under local or regional concessions (*Ferrovie Concesse*). While many of these lines were closed over time, some have been maintained either as local transport services or as tourist railways, such as the Trenino Verde in Sardinia and the Circumvesuviana network in Campania.

In recent decades, Italy has consolidated its High-Speed/High-Capacity network, based on 25 kV AC electrification and standard gauge. Since the completion of the Turin–Salerno axis in 2009, the high-speed network has exceeded 1 000 km and has significantly reshaped national mobility patterns, notably by reducing domestic air travel.

Tourist train services in Italy

Railway tourism in Italy includes both regional passenger lines serving areas with significant tourism activity and dedicated tourist or heritage railway services, often operated on secondary or former lines.

Within the framework of the *TOUR&RAIL* project, the Lucca–Aulla railway line (Garfagnana Railway) constitutes a relevant example. This line provides regular passenger services through the Garfagnana region, connecting rural and mountainous areas between Tuscany and northern

Italy. It serves towns and villages located in a valley known for its natural landscapes and cultural heritage and remains part of the conventional regional rail network. Another line identified is the Domodossola–Locarno railway line (Vigezzina–Centovalli Railway). This line operates regular passenger services across a mountainous cross-border region between Italy and Switzerland. It is used both for local mobility and for access to scenic areas and is integrated into the regional transport systems of both countries. The Terni–Sansepolcro railway line (Ferrovia Centrale Umbra) is another line included in the project. It connects Terni to Sansepolcro through inland areas of Umbria and Tuscany. The line has undergone periods of partial closure and reopening in recent years and provides regional services where infrastructure conditions allow.

In addition to these regional lines, Italy has developed specific railway tourism initiatives. Among these, the Fondazione FS Italiane operates a network of "historical lines" (*linee turistiche*) on sections of the national network. These include services using historic rolling stock on lines such as the Ferrovia dei Templi and the Transiberiana d'Abruzzo. These services are operated on an occasional or seasonal basis and are specifically oriented toward tourism.

References

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3.8.1. Lucca - Aulla Line

The Lucca - Aulla Line is a standard-gauge (1 435 mm) railway corridor that connects the plain of Lucca with the Lunigiana region in Aulla, passing through the entire Serchio River valley and the mountainous area of Garfagnana. The infrastructure is owned and managed by Rete Ferroviaria Italiana (RFI), while the passenger service is currently operated by Trenitalia under a service contract with the Tuscany Region. The line has a total length of approximately 88 kilometres and consists of a single track. Unlike the main Italian dorsal lines, it is not electrified (diesel traction), which has preserved its historical character but also represents a technical challenge for modern regional transit. The route is characterized by significant engineering works, including numerous tunnels and viaducts required to navigate the rugged terrain of the Northern Apennines.

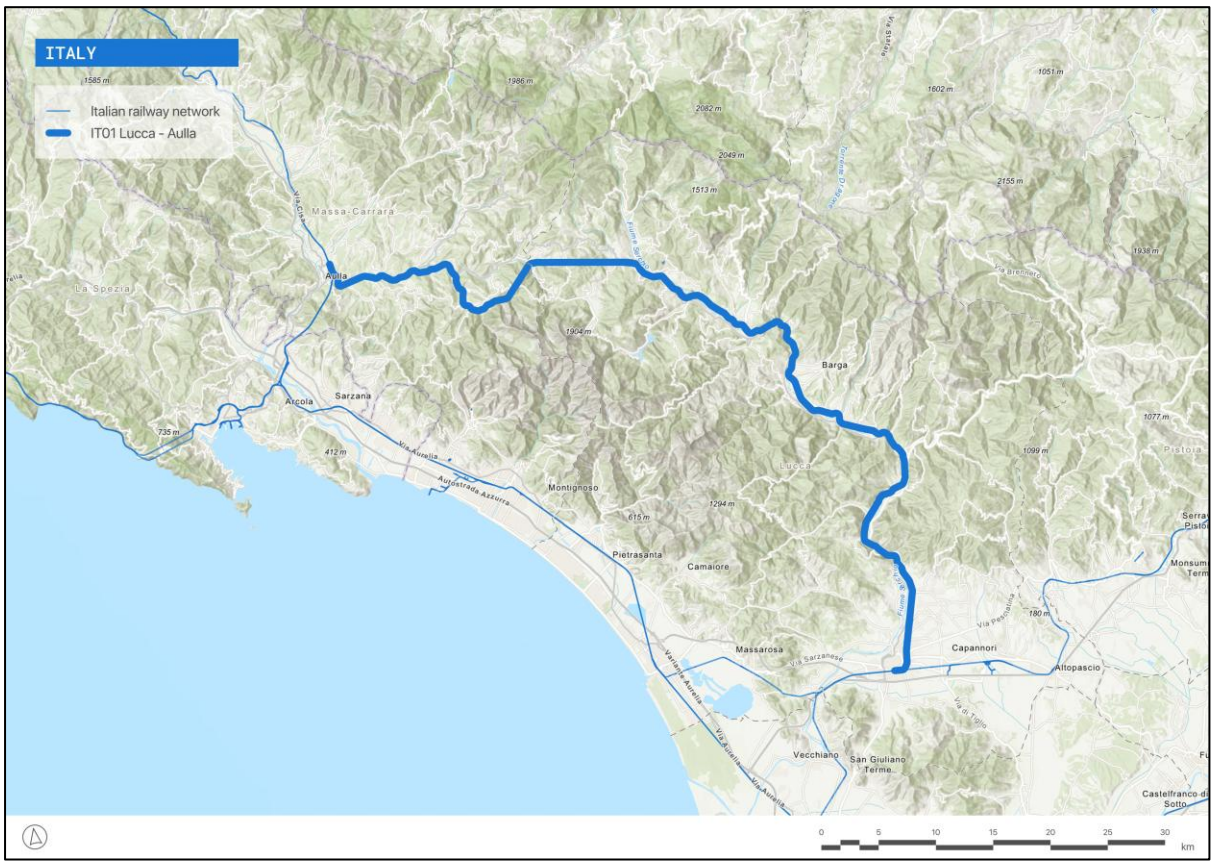


Figure 38. The Lucca-Aulla railway line. Source: own elaboration.

The project was originally conceived in the late 19th century as a strategic link to break the secular isolation of the Garfagnana mountain communities. Construction was exceptionally long and fragmented: the first section from Lucca to Ponte a Moriano was inaugurated in 1887, but the line only reached Castelnuovo di Garfagnana in 1911. Due to the technical difficulties of the Apennine crossing and the interruptions caused by the two World Wars, the final connection to Aulla was not completed until 1959. This long gestation period makes the line a "living museum" of different eras of Italian railway engineering.

The tourist appeal of the Lucca-Aulla line is rooted in its "slow travel" dimension, crossing a landscape dominated by the Apuan Alps and the Appennino Tosco-Emiliano National Park.

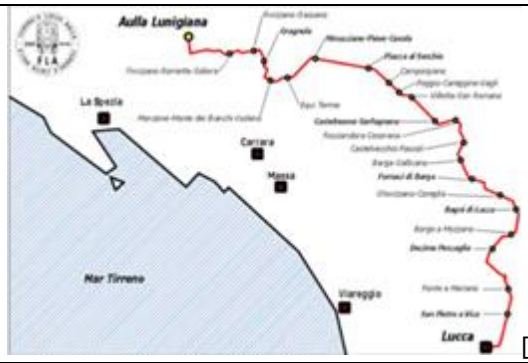
Currently, the line is the protagonist of the "Binari senza tempo" (Timeless Rails) project by Fondazione FS. It hosts regular seasonal tourist services using vintage steam trains and 1930s "Centoporte" carriages, which have seen a growing demand from international tourists seeking sustainable ways to explore the Tuscan hinterland.

In terms of territorial impact, the Lucca-Aulla line is a textbook case of Social Cohesion support. It serves a series of "Inner Areas" (Aree Interne) characterized by an aging population (with an ageing index often exceeding 250) and risk of depopulation. The railway acts as a vital "social cord," connecting students and workers to the educational and healthcare hubs of Lucca and Pisa. The railway is increasingly viewed not just as a transport tool, but as a platform for territorial revitalization. By integrating railway heritage with local capital, the line helps mitigate high youth unemployment (unemployment without previous experience) by fostering new micro-economies related to green tourism and local food supply chains.

Summary	
	Updated: 18/02/2026
Line name	Lucca - Aulla Line
Tourist services	Ferrovia della Garfagnana
Country	Italy
Region or Canton	Tuscany (Province of Lucca and Massa-Carrara)
Description of the line	
Origin / Destination	Lucca / Aulla Lunigiana [1] [4]
Category	Regional / Tourist [1] [4]
Line length (km)	88 km [1] [4]
Track Gauge (standard, narrow, broad)	Standard 1435 mm [1] [4]
Electrification (Yes/No) ● Direct Current (DC) / Alternative Current (AC) / Special Configuration ● Voltage	No (Diesel traction) [1] [4]
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Good [1] [4]
GPS Coordinates of Origin and Destination	Lucca: 43°50'15"N 10°30'22"E Aulla: 44°13'07.68"N 9°58'37.06"E
Route Map Link	https://www.ferrovia-lucca-aulla.com/uploads/6/3/8/8/6388936/tracciato_fla.png 43° 58' 13.4044" N 9° 53' 29.5325" E
Sources	1 - https://www.ferrovia-lucca-aulla.com/ 4 - https://www.ferrovia-lucca-aulla.com/la-storia.html
Tourism Attractiveness	

Main Towns / Cities on the Route	Lucca, Borgo a Mozzano, Bagni di Lucca, Castelnuovo di Garfagnana, Piazza al Serchio, Aulla [1]
Natural Features (mountains, rivers, coasts)	Serchio Valley (Valle del Serchio), Apuan Alps, Tuscan-Emilian Apennines, Garfagnana mountains [1]
Cultural Sites (UNESCO, historical stations)	Devil's Bridge (Ponte della Maddalena) in Borgo a Mozzano, Verrucole Fortress, Ariosto's Castle in Castelnuovo [1] [4]
Unique Selling Points	Spectacular engineering including the Lupacino Tunnel and high viaducts; known as one of the most scenic "mountain" railways in Italy despite its lower altitude
Visitor Services (hotels, tours, local crafts)	Local guides, mountain shelters, agro-tourism, bicycle transport on trains [1] [2]
Sources	1 - https://www.ferrovia-lucca-aulla.com/ 2 - https://www.ferrovia-lucca-aulla.com/new.html
Current Operation info	
Opening date	1892 (initial sections) - 1911 (full) [4]
Current Services ● (Freight / Passenger / Tourism)	Passenger (Regional) / Tourism (Historic trains) [1][2]
Service ● (frequency, speed, passengers/trains per day/week/month/year)	Daily regional services connecting the Garfagnana with Lucca and Pisa [2]
Annual Tourist Ridership (last 5 years)	Approx. 65,000 (including regional commuters using it for leisure) [2]
Ridership Trend (increasing / stable / declining)	Stable / Increasing (post-pandemic recovery) [2]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, Regional Public Transport Subsidies [1][2]
Ticket price (€)	€10.20 [2]
Sources	1 - https://www.ferrovia-lucca-aulla.com/ 2 - https://www.ferrovia-lucca-aulla.com/new.html 4 - https://www.ferrovia-lucca-aulla.com/la-storia.html
Historic Operation info (if applicable)	
Has the line been closed in the past? ● Yes / No	Yes (Partially during WWII due to damage) [4]
Closure date	1944-1945 [4]
Operating conditions before closure ● (frequency, speed, passengers/trains per day/week/month/year)	–
Services before closure ● (Freight / Passenger / Tourism)	Passenger and freight [4]

Reason for closure	War damage and subsequent reconstruction [4]
Reopening date	Full restoration in the 1950s [4]
Sources	4 - https://www.ferrovia-lucca-aulla.com/la-storia.html
Stakeholders involved	
Service provider (Operator)	Trenitalia / Fondazione FS [1][2]
Infrastructure manager	RFI (Rete Ferroviaria Italiana) [1][2]
National Authorities	Regione Toscana [1][2]
Regional / Cantonal Authorities	Tuscany [1][2]
Local Authorities	Unione Comuni Garfagnana, Municipality of Barga and Castelnuovo [1][2]
Community Involvement Level (low, medium, high)	High [1][2]
Impact on Local Economy ● (jobs, local business synergy)	Vital for valley tourism, local employment in hospitality and crafts [1][4]
Sources	1 - https://www.ferrovia-lucca-aulla.com/ 2 - https://www.ferrovia-lucca-aulla.com/new.html 4 - https://www.ferrovia-lucca-aulla.com/la-storia.html
Objectives and challenges	
Works required for reopening/revitalization	Ongoing maintenance of mountain tunnels and bridges
Estimated reopening or revitalization cost	~€25-30 million (periodic renovation cycles)
Associated projects	
Local	"Ferrovia del Parco" (Park Railway) promotion [1]
National	"Binari senza tempo" (Fondazione FS)
International	Italea Project: An international tourism program promoted by the Italian Ministry of Foreign Affairs (PNRR/NextGenerationEU) focused on "Roots Tourism" in the Garfagnana region to reconnect descendants of emigrants with their ancestral land via the railway.[3]
Sources	3 - https://share.google/CdeFewhV49zKvZ06G
Other information	
Historic Summary	Single-track regional line running through the Serchio Valley and Garfagnana area, connecting Lucca to Aulla. Known for scenic mountain views and historic bridges. [1]

Maps/Photographic Documentation	 [1]
Bibliography	1 - https://www.ferrovia-lucca-aulla.com/ 2 - https://www.ferrovia-lucca-aulla.com/new.html 3 - https://share.google/CdeFewhV49zKvZ06G 4 - https://www.ferrovia-lucca-aulla.com/la-storia.html
Contact person	ferrovia.lucca.aulla@gmail.com
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes.** While it has a commuter base, its survival is deeply linked to the rural development of the valley.
How important is the potential for tourism development on this line? (low/medium/high)	**High.** Strong appeal for "Outdoor & Active" tourism (trekking, caves, and historical Borghi).
Is tourism influencing funding for the line? (low/medium/high)	**High.** Funding is primarily regional for public service, but tourism drives extra historical train investments.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High.** Tourism justifies the continued operation of several minor stations that would otherwise face closure.

3.8.2. Terni - Sansepolcro Line (Central Umbrian Railway)

The Terni-Sansepolcro Line, historically known as the Ferrovia Centrale Umbra (FCU), is a standard-gauge (1435 mm) railway corridor that serves as the backbone of the Umbria region. It runs approximately 147 kilometres, connecting the industrial hub of Terni in the south with Sansepolcro (Tuscany) in the north, passing through the regional capital, Perugia.

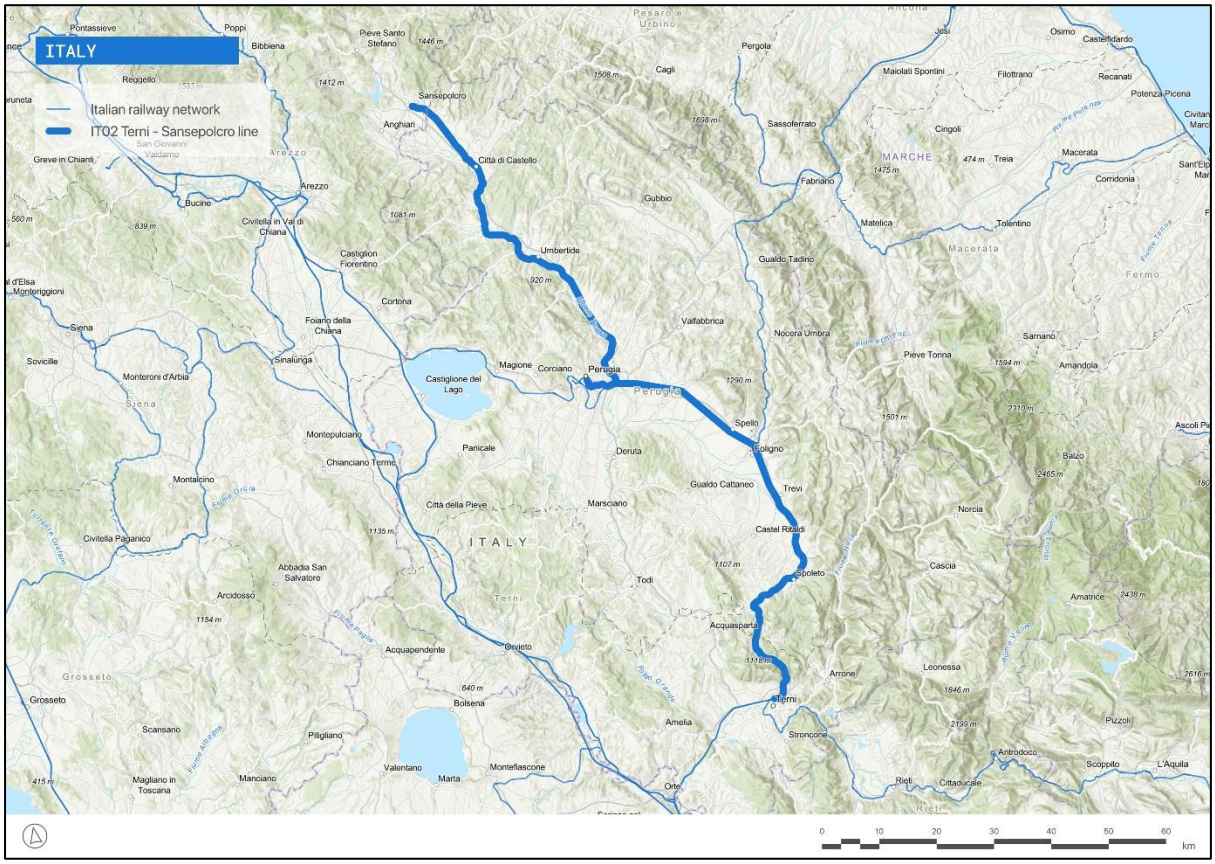


Figure 39. The Central Umbrian railway line from Terni to Sansepolcro. Source: own elaboration.

The infrastructure is currently under a significant transition: originally managed by regional entities (Umbria Mobilità), it is now under the responsibility of Rete Ferroviaria Italiana (RFI). The line is a single track and is partially electrified at 3 000 V DC. However, large sections are currently undergoing heavy maintenance and modernization to upgrade safety standards (ERTMS installation) and restore full electric traction, which is essential for integrating the line into the national transport scheme.

The line was conceived at the beginning of the 20th century to connect the internal Tiber Valley with the national rail network. Authorized by a special law in 1906, construction was carried out by the “Società per le Strade Ferrate di Ciclo e di Umbertide”. The entire route was inaugurated in 1915, just before Italy’s entry into World War I.

After suffering heavy damage during World War II, the line was rebuilt and modernized in the 1950s. For decades, it represented one of the most successful examples of a "regional railway" in Italy. In 2017-2018, the infrastructure management was transferred to the national manager (RFI) to ensure the financial and technical resources needed for its survival and technological leap.

The Terni-Sansepolcro line serves as a fundamental transport axis for the Umbria region. Before the recent infrastructure upgrades and partial closures for modernization, the line recorded a daily ridership of approximately 5 000 passengers. The user profile is predominantly composed of university students (attending the University of Perugia) and commuters moving between the industrial hub of Terni and the administrative centres of the Tiber Valley. The northern section (Upper Tiber Valley) also sees a significant flow of workers connected to the specialized industrial districts of Città di Castello and Sansepolcro.

The Terni-Sansepolcro line is often called the "Railway of the Green Heart of Italy." It offers access to some of the most significant cultural and religious heritage sites in the country:

- Sansepolcro: The birthplace of Piero della Francesca, housing his masterpiece The Resurrection.
- Città di Castello: Home to the Burri Collection (contemporary art) and Renaissance palaces.
- Perugia: A major Etruscan and Medieval city.
- Todi: Accessible via the scenic station of Todi Ponte Rio, it is considered one of the most liveable medieval towns in the world.
- The Cascata delle Marmore: Located near the southern terminus in Terni.

The line has a high potential for Intermodality (Bike-Train), as it runs parallel to the "Tevere Greenway" cycling path, attracting eco-tourists from Northern Europe. The railway is a crucial tool for Social Cohesion in the Tiber Valley, connecting a constellation of small and medium-sized towns to the administrative and educational services of Perugia.

Summary	
	Updated: 19/01/2026
Line name	Terni - Sansepolcro Line
Tourist services	Ferrovia Centrale Umbra (FCU)
Country	Italy
Region or Canton	Umbria (Terni, Perugia) and Tuscany (Arezzo)
Description of the line	
Origin / Destination	Terni / Sansepolcro [1]
Category	Regional / Tourist [1] [5]
Line length (km)	147 km [1] [2]
Track Gauge (standard, narrow, broad)	Standard 1435 mm [1] [2]
Electrification (Yes/No)	Yes, DC, 3000 V [6] [2][5]

• Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	
Signalling System	ERTMS (In process of installation) [9] [12]
General Condition of the line (bad/medium/good)	Medium [1] [12]
GPS Coordinates of Origin and Destination	Terni: 42°34'13.44"N 12°39'04.32"E / Sansepolcro:43°34'11.16"N 12°08'06.81"E [1] [2]
Route Map Link	https://terrenostre.info/2015/07/claudio-ricci-portavoce-centro-destra-e-civiche-per-i-100-anni-della-ferrovia-centrale-umbra-occorre-un-progetto-di-valorizzazione/
Sources	1 - https://www.regione.umbria.it/-/rete-ferroviaria 2 - https://www.rfi.it/it/news-e-media/comunicati-stampa-e-news/2024/2/8/rfi---umbria--al-via-i-lavori-tra-perugia-ponte-san-giovanni-e-t.html
Tourism Attractiveness	
Main Towns / Cities on the Route	Terni, Todi, Perugia, Città di Castello, Sansepolcro [1]
Natural Features (mountains, rivers, coasts)	Tiber Valley (Valle del Tevere), Umbrian hills [1, 8] Tiber Valley (Valle del Tevere), Umbrian hills [1, 8]
Cultural Sites (UNESCO, historical stations)	Assisi sites, Monte Peglia [11]
Unique Selling Points	“Pilgrimage by Rail” (San Francesco path) [11]
Visitor Services (hotels, tours, local crafts)	Agritourism networks, wine tours (Sagrantino nearby), religious tour packages
Sources	11 - https://www.umbriatourism.it/unesco-sites
Current Operation info	
Opening date	1915 [4]
Current Services • (Freight / Passenger / Tourism)	Mixed [4]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Daily regional services (Minuetto trains); frequency is currently being restored as sections reopen [6]
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	Temporarily declining (due to works) [4][12]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales and Regional/PNRR subsidies [1, 9]
Ticket price (€)	*Not found*
Sources	4 - https://www.treniebinari.it/treniebinari/store/libri-ferroviari-che-non-devono-mai-mancare-nella-tua-biblioteca.html

	12 - https://www.ferrovie.info/treni-reali/ferrovie-riapertura-della-terni-sansepolcro-obiettivo-fissato-a-giugno-2026.html?utm_source=chatgpt.com
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes (Partial suspension) [5][6]
Closure date	–
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	–
Services before closure • (Freight / Passenger / Tourism)	High-volume passenger use (approx. 10-15 trains/day per direction) for students and commuters. [5][6][1]
Reason for closure	Infrastructure decay and transition to national safety standards (RFI) [5][6][12]
Reopening date	Progressive (Full reopening expected by June 2026) [5][6][12]
Sources	5 - https://www.rfi.it/content/dam/rfi/offerta/offertaaccessorete/prospetto-informativo-ferrovie-concesse/DocumentometodologicoPIR2020_IFRU.pdf 6 - https://umbria7.it/2025/12/ex-fcu-finalmente-e-lora-dei-minuetto/
Stakeholders involved	
Service provider (Operator)	Busitalia (Gruppo FS) [1] [10]
Infrastructure manager	RFI [1][10]
National Authorities	MIT (Ministry of Infrastructure and Transport) [5][9]
Regional / Cantonal Authorities	Regione Umbria [1][8][10]
Local Authorities	Municipalities of Terni, Todi, Perugia, Umbertide, Città di Castello, and Sansepolcro; Provinces of Terni, Perugia, and Arezzo. [1][10]
Community Involvement Level (low, medium, high)	Medium (Strongly linked to regional mobility and urban regeneration projects) [8]
Impact on Local Economy • (jobs, local business synergy)	Vital for the regional art economy and student/commuter mobility [8][10]
Sources	1 - https://www.regione.umbria.it/-/rete-ferroviaria 8 - https://pnrr.regione.umbria.it/dashboard-regione-umbria/missione-5/rigenerazione-urbana-338-pinqua-vivere-lumbria 10 - https://www.rfi.it/it/news-e-media/comunicati-stampa-e-news/2023/6/7/gruppo-fs---umbria--aggiudicati-da-rfi-i-lavori-per-le-linee-per.html
Objectives and challenges	
Works required for reopening/revitalization	Complete track renewal and installation of ERTMS technology

Estimated reopening or revitalization cost	€163 million (PNRR funded)
Associated projects	
Local	PINQUA (Programma Innovativo Nazionale per la Qualità dell'Abitare): Renewal of 15 railway stations as community hubs [8][9]
National	PNRR Mission 3 (Infrastructure for sustainable mobility) and Mission 5 [8, 9]
International	Implementation of European signalling standards (ERTMS) [9]
Sources	8 - https://pnrr.regione.umbria.it/dashboard-regione-umbria/missione-5/rigenerazione-urbana-338-pinqua-vivere-lumbria 9 - https://pnrr.regione.umbria.it/dashboard-regione-umbria/missione-3
Other information	
Historic Summary	The "Green Backbone" of Umbria, traversing the Tiber Valley and connecting major art cities and religious sites.
Maps/Photographic Documentation	
Bibliography	1 - https://www.regione.umbria.it/-/rete-ferroviaria 2 - https://www.rfi.it/it/news-e-media/comunicati-stampa-e-news/2024/2/8/rfi---umbria--al-via-i-lavori-tra-perugia-ponte-san-giovanni-e-t.html 4 - https://www.treniebinari.it/treniebinari/store/libri-ferroviari-che-non-devono-mai-mancare-nella-tua-biblioteca.html 5 - https://www.rfi.it/content/dam/rfi/offerta/offertaaccessorete/prospetto-informativo-ferrovie-concesse/DocumentometodologicoPIR2020_IFRU.pdf 6 - https://umbria7.it/2025/12/ex-fcu-finalmente-e-lora-dei-minuetto/ 8 - https://pnrr.regione.umbria.it/dashboard-regione-umbria/missione-5/rigenerazione-urbana-338-pinqua-vivere-lumbria 9 - https://pnrr.regione.umbria.it/dashboard-regione-umbria/missione-3 11 - https://www.umbriatourism.it/unesco-sites

	12 - https://www.ferrovie.info/treni-reali/ferrovie-riapertura-della-terni-sansepolcro-obiettivo-fissato-a-giugno-2026.html
Contact person	clienti.terni@fsbusitalia.it direzione.umbria@trenitalia.it
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes.** It serves internal rural areas and small medieval Borghi that are otherwise difficult to reach by large-scale infrastructure.
How important is the potential for tourism development on this line? (low/medium/high)	**High.** There is massive potential for "Religious Tourism" (Franciscan paths) and "Green Tourism" (Tiber river valley views).
Is tourism influencing funding for the line (low/medium/high)	**Medium.** Significant PNRR (Recovery Plan) funds were allocated to transform the railway into a modern tourist-friendly infrastructure as well as to address safety concerns.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High.** While it serves students and workers, its long-term financial viability depends on its transformation into a "Scenic Railway."

3.8.3. Domodossola - Locarno Line

The Domodossola - Locarno Line, popularly known as the Vigezzina in Italy and the Centovalli in Switzerland, is an international narrow-gauge (1 000 mm) railway line. It connects the Val d'Ossola in Piedmont (Italy) with Lake Maggiore in the Canton of Ticino (Switzerland). The line has a total length of 52.2 kilometers (32.2 km in Italy and 20 km in Switzerland) and is a single track, entirely electrified at 1 200 V DC.

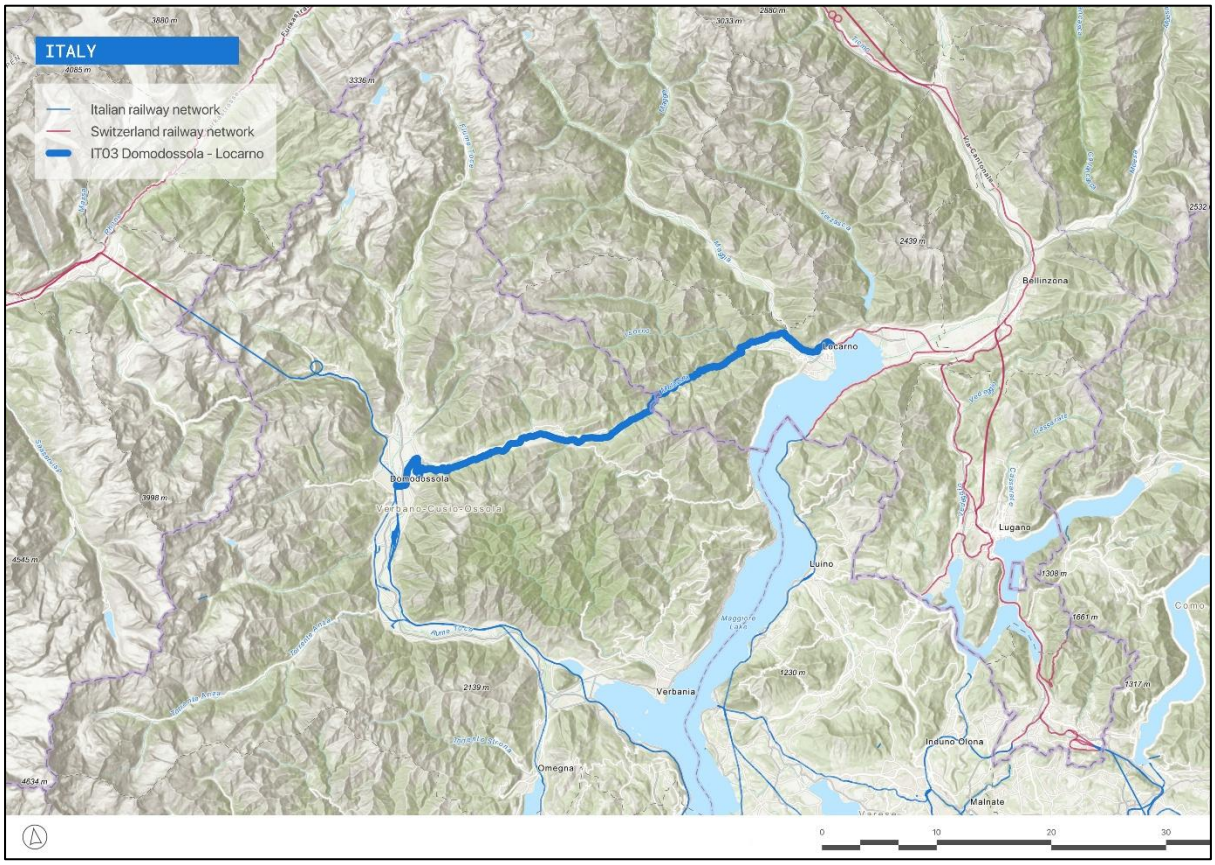


Figure 40. The Domodossola – Locarno railway line. Source: own elaboration.

The infrastructure is managed by two distinct companies: SSIF (Società Subalpina Imprese Ferroviarie) for the Italian section and FART (Ferrovie Autolinee Regionali Ticinesi) for the Swiss section. The line is a masterpiece of mountain civil engineering, featuring 83 bridges and viaducts and 31 tunnels to overcome steep gradients (up to 60‰) without the use of a rack system.

The railway was born from the visionary project of Giacomo Sutter and Andrea Testore at the beginning of the 20th century, aiming to create a direct link between the Simplon international line and the Gotthard line. After an international convention between Italy and Switzerland in 1918, construction proceeded rapidly despite the difficult alpine terrain. The line was officially inaugurated on 25 November 1923.

Since its inception, the railway has maintained a dual purpose: a strategic transit route between Northern Italy and the Swiss Alps and a vital local service for the communities of the Vigezzo Valley and the Centovalli, which were previously reachable only via arduous mountain paths.

The Vigezzina-Centovalli demonstrates remarkable operational efficiency, successfully balancing its dual role as a vital cross-border transit link and an international tourist attraction. The line manages a steady flow of 2 500 - 3 000 daily passengers, with significant peaks during seasonal events like the "Foliage Train." Unlike many rural lines, it offers a robust hourly service in both directions, supplemented by local reinforcements during peak commuting hours to support the high volume of cross-border workers.

Technical performance is currently being enhanced through a strategic fleet of renewals. While relying on traditional electric railcars, the introduction of new-generation articulated panoramic trainsets by 2025 will further improve the passenger experience. These investments ensure the railway remains competitive, safely managing the line's challenging 60‰ gradients while meeting the growing demands of both regional mobility and high-end alpine tourism.

The Vigezzina-Centovalli is recognized globally as one of the most scenic railways in Europe (often cited by Lonely Planet). Its heritage appeal is built on:

- The "Foliage Train": A world-renowned seasonal service during autumn that attracts thousands of international tourists to witness the changing colours of the alpine forests.
- The Lago Maggiore Express: An integrated tour combining the narrow-gauge train with navigation on Lake Maggiore.
- Cultural Stops: Access to the Sanctuary of Re, the "Chimney Sweep Museum" in Santa Maria Maggiore, and the medieval bell tower of Intragna.

The line uses both traditional rolling stock and modern panoramic trains, offering large windows designed specifically for landscape sightseeing.

The Vigezzina-Centovalli railway is a fundamental pillar for the "Internal Areas" of the Ossola Valley and Canton Ticino, acting as a primary antidote to the depopulation of high-altitude alpine villages. By providing a reliable, all-weather "social lifeline," the infrastructure ensures that residents maintain full access to essential healthcare, educational, and administrative services in the valley hubs of Domodossola and Locarno.

A key feature of this corridor is its role in the cross-border labour market, serving as a vital artery for hundreds of daily commuters ("frontalieri") whose mobility is essential to the region's economic stability. Furthermore, the line promotes sustainable development by shifting significant traffic from high-risk mountain roads to a low-carbon electric rail system, effectively preserving the cultural identity and economic viability of the cross-border alpine region.

Summary	
	Updated: 20/01/2026
Line name	Domodossola – Locarno
Tourist services	Vigezzina-Centovalli Railway
Country	Italy / Switzerland

Region or Canton	Piedmont (Province of Verbano-Cusio-Ossola) / Canton Ticino
Description of the line	
Origin / Destination	Domodossola (IT) / Locarno (CH) [1][2][8]
Category	Cross-border Regional / Tourist [1][2][6]
Line length (km)	52.2 km (32.2 km in Italy, 20 km in Switzerland) [1][2][8]
Track Gauge (standard, narrow, broad)	Narrow (1000 mm) [9]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes, DC, 1400 V [9]
Signalling System	–
General Condition of the line (bad/medium/good)	Good [1][9]
GPS Coordinates of Origin and Destination	Start (Domodossola): 46.11534109862087, 8.296286625092177 End (Locarno): 46°10'20.96"N 8°48'06.8"E [1][2] [8]
Route Map Link	https://maps.app.goo.gl/snzLPSPgEM8M7RHy6
Sources	1 – https://www.vigezzinacentovalli.com/chi-siamo/storia/ 2 – https://fartiamo.ch/en/line-620/ 8 - ssif - Progettazione 9 - https://www.socimi.it/ssif-vigezzina-centovalli-railway/
Tourism Attractiveness	
Main Towns / Cities on the Route	Domodossola, Santa Maria Maggiore, Malesco, Re, Camedo, Intragna, Locarno [2] [3]
Natural Features (mountains, rivers, coasts)	Vigezzo Valley ("Valley of Painters"), Centovalli ("Hundred Valleys"), waterfalls, deep gorges, Lepontine Alps [1][3]
Cultural Sites (UNESCO, historical stations)	Sacred Mount of Domodossola (UNESCO), Sanctuary of Madonna del Sangue (Re), Sacro Monte della Madonna del Sasso di Orselina [1][3][6]
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	Pilgrimages are organized [3] Via del Mercato [3]
Sources	3 https://www.vigezzinacentovalli.com/pianifica/
Current Operation info	
Opening date	25/11/1923 [1][9]
Current Services	Passenger (Regional and International) / Tourism [1][4]

• (Freight / Passenger / Tourism)	
Service • (frequency, speed, passengers/trains per day/week/month/year)	Hourly regional and international connections; max speed approx. 60 km/h [2][9]
Annual Tourist Ridership (last 5 years)	–
Ridership Trend (increasing / stable / declining)	Increasing (thanks to targeted "foliage" marketing) [1][6]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, state subsidies (Italy and Switzerland), regional/cantonal contributions [3][7]
Ticket price (€)	€15 - €30 (International tourist ticket); discounted rates for residents [2][3]
Sources	1 – https://www.vigezzinacentovalli.com/chi-siamo/storia/ 2 – https://fartiamo.ch/en/line-620/ 4 - Motore di ricerca | Regione Piemonte
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No [1]
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Sources	1 – https://www.vigezzinacentovalli.com/chi-siamo/storia/
Stakeholders involved	
Service provider (Operator)	SSIF (Società Subalpina di Imprese Ferroviarie - IT) and FART (Ferrovie Autolinee Regionali Ticinesi - CH) [1] [2][9]
Infrastructure manager	SSIF (Italian section) / FART (Swiss section) [1] [9]
National Authorities	Ministry of Infrastructure and Transport (IT) / Federal Office of Transport (CH) [1] [7]
Regional / Cantonal Authorities	Piedmont Region / Canton Ticino [1] [7]
Local Authorities	Municipalities of Domodossola and Locarno region [2] [3]
Community Involvement Level (low, medium, high)	High (The railway is a core identity symbol for the valleys) [1]

Impact on Local Economy • (jobs, local business synergy)	*Not found*
Sources	6 - https://www.distrettolaghi.it/sites/default/files/mediaroom/press/allegati/report_dtl_2023_compressed.pdf 7 – https://www.interreg-italiasvizzera.eu/wps/portal/site/interreg-italia-svizzera/DettaglioRedazionale/progetti-2014-2020/paes
Objectives and challenges	
Works required for reopening/revitalization	Complete renewal of rolling stock (currently purchasing new Stadler trains); extraordinary maintenance of historic viaducts
Estimated reopening or revitalization cost	-
Associated projects	
Local	Integration with cycling paths and hiking routes ("Market Path" / Via del Mercato) [7]
National	National Strategy for Inner Areas (SNAI) in Italy [7]
International	"PASTOUR" Interreg Project and other cross-border cooperation programs for sustainable mobility [7]
Sources	7 – https://www.interreg-italiasvizzera.eu/wps/portal/site/interreg-italia-svizzera/DettaglioRedazionale/progetti-2014-2020/paes
Other information	
Historic Summary	Born from an agreement between the Italian and Swiss governments to link the Simplon line with the Gotthard line. It survived the crisis of secondary railways due to its strategic and tourist value
Maps/Photographic Documentation	
Bibliography	1 – https://www.vigezzinacentovalli.com/chi-siamo/storia/ 2 – https://fartiamo.ch/en/line-620/ 3- https://www.vigezzinacentovalli.com/pianifica/ 4 - Motore di ricerca | Regione Piemonte

	6 - https://www.distrettolaghi.it/sites/default/files/mediaroom/press/allegati/report_dtl_2023_compressed.pdf 7 – https://www.interreg-italiasvizzera.eu/wps/portal/site/interreg-italia-svizzera/DettaglioRedazionale/progetti-2014-2020/paes 8 - ssif - Progettazione 9 - https://www.socimi.it/ssif-vigezzina-centovalli-railway/
Contact person	SSIF Domodossola (info@vigezzinacentovalli.com) FART Locarno (labiglietteria@fartiamo.ch)
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes.** Despite its high tourist numbers, its fundamental role is serving sparsely populated alpine valleys. It remains the only reliable year-round connection for several isolated mountain communities.
How important is the potential for tourism development on this line? (low/medium/high)	**High.** While already well-developed, the line continues to innovate with seasonal branding (e.g., the "Foliage Train"). Its ability to attract global visitors is the main engine for the local regional economy.
Is tourism influencing funding for the line? (low/medium/high)	**High.** Tourism provides the economic justification for massive capital investments, such as the €90 million fleet renewal, which would not be sustainable based on local commuter traffic alone.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High.** Tourism is the line's "life support." The strategic shift toward a panoramic experience has historically protected the railway from the closures that affected many other rural mountain lines in the 20th century.

3.9. Norway

Overview of the Norwegian Railway Network

Norway's railway infrastructure consists of a single national network administered by the state-owned enterprise Bane NOR, which is responsible for the planning, construction, operation and maintenance of railway infrastructure throughout the country. The network operates entirely with a standard gauge of 1 435 mm and comprises approximately 4 000 kilometres of track. Most of the network is single-track, although double-track sections have been progressively developed, particularly in the high-demand corridors surrounding Oslo.

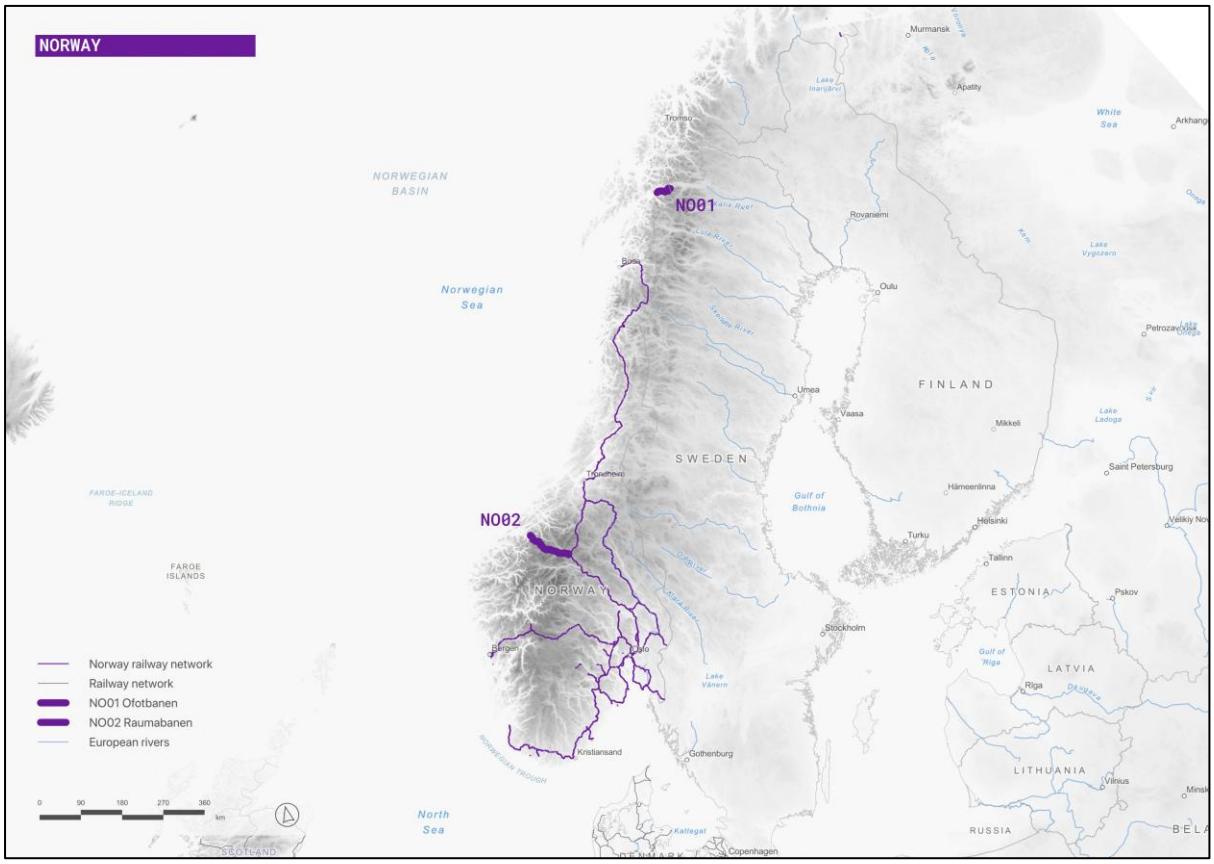


Figure 41. Norwegian railway network in 2026, showing the lines selected for this study. Source: own elaboration.

History of the Norwegian Railway Network

The first Norwegian railway line was inaugurated in 1854 between Oslo and Eidsvoll. Known as the Hovedbanen (Trunk Line), the 68-kilometre route was mainly designed to transport timber from Lake Mjøsa to the capital, while also providing passenger services. Unlike many later Norwegian lines, the Trunk Line was built and operated by a private company with significant British investment, although the Norwegian state supported the project and later acquired full ownership. After the opening of the Trunk Line, the Norwegian authorities showed increasing interest in expanding the railway network. The Norwegian Parliament gradually assumed a leading role in railway planning and funding, and most of the early lines constructed from the 1860s onward were built as state railways, although some private railways also operated in parallel.

In 1858, the Norwegian engineer Carl Abraham Pihl was appointed Chief Engineer with responsibility for future railway construction. Pihl pushed for the use of a 1.067 mm narrow gauge to reduce construction costs in the country's difficult terrain, and most lines built until the mid-1880s were narrow gauge. However, the coexistence of different gauges created operational inefficiencies, particularly freight transport, as goods had to be transferred between trains at break-of-gauge stations. For this reason, from the late 19th century onwards Norwegian authorities gradually adopted the standard gauge of 1.435 mm for new railway construction and existing narrow-gauge lines were progressively converted to standard gauge.

As the network expanded, the Norwegian government gradually strengthened its control over railway administration. In 1883, the railway system was reorganized under the state-owned railway company Norwegian State Railways (NSB). This organization managed most of the national network, while the remaining private lines were progressively integrated into the state system. In the late 20th century, Norway introduced a series of institutional reforms to modernize the railway sector and align it with European transport policies that promote the separation of infrastructure management from train operations. As part of this process, NBS was divided into the infrastructure operator Jernbaneverket, the train operator Vygruppen (Vy) and the Statens jernbanetilsyn, the agency responsible for control and supervision of rail transport.

In 2017, Norway implemented more institutional reforms in the railway sector. Jernbaneverket was dissolved and replaced by Bane NOR, the new agency responsible for the ownership, maintenance, operation and development of the railway infrastructure. At the same time, the Jernbanedirektorate was created to oversee long-term planning and strategic development of Norway's railway network.

Tourist train services in Norway

Railway tourism in Norway is closely linked to the country's natural landscapes and the scenic character of many of its railway lines. Because several routes cross fjords, valleys and mountain plateaus, train journeys themselves often constitute a central tourism experience. In this context, tourist rail services are used to promote nature-based travel and attract visitors to remote regions. These services generally focus on scenic journeys and immersion in the surrounding environment and frequently operate on lines that also fulfil regular passenger or freight transport functions.

The range of railway tourism products in Norway is relatively diverse. One of the most recognized examples is the Flåmsbana, a tourism-only line which connects Myrdal with the fjord village of Flåm and is widely promoted as one of the most scenic railway journeys in the world. In addition to dedicated tourist lines, several conventional railway routes are marketed for their scenic value and are frequently included in tourism itineraries, such as the Bergensbanen, the Nordlandsbanen, the Raumabanen and the Ofotbanen, all of which cross landscapes of significant natural interest. There are also services offered in these lines that are specifically designed as tourist train experiences. On the Raumabanen, the Golden Train offers scenic excursions that highlight the landscapes of the Romsdalen valley. Similarly, the Ofotbanen hosts tourist-oriented services such as the Arctic Train, which operates picturesque journeys from Narvik towards the Swedish border, as well as seasonal products such as the Northern Lights

Train, designed to provide visitors with opportunities to observe the aurora borealis in remote mountain areas.

References

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3.9.1. Ofotbanen

The Ofotbanen is a railway line located in northern Norway, in the region of Nordland, connecting the city of Narvik with Riksgränsen on the Swedish border. This line is the Norwegian section of the broader corridor linking Narvik with the Swedish mining areas and further south toward Stockholm. The line is approximately 43 kilometres long within Norway, although the entire corridor extends for about 168 kilometres. It is a standard-gauge, single-track electrified railway.

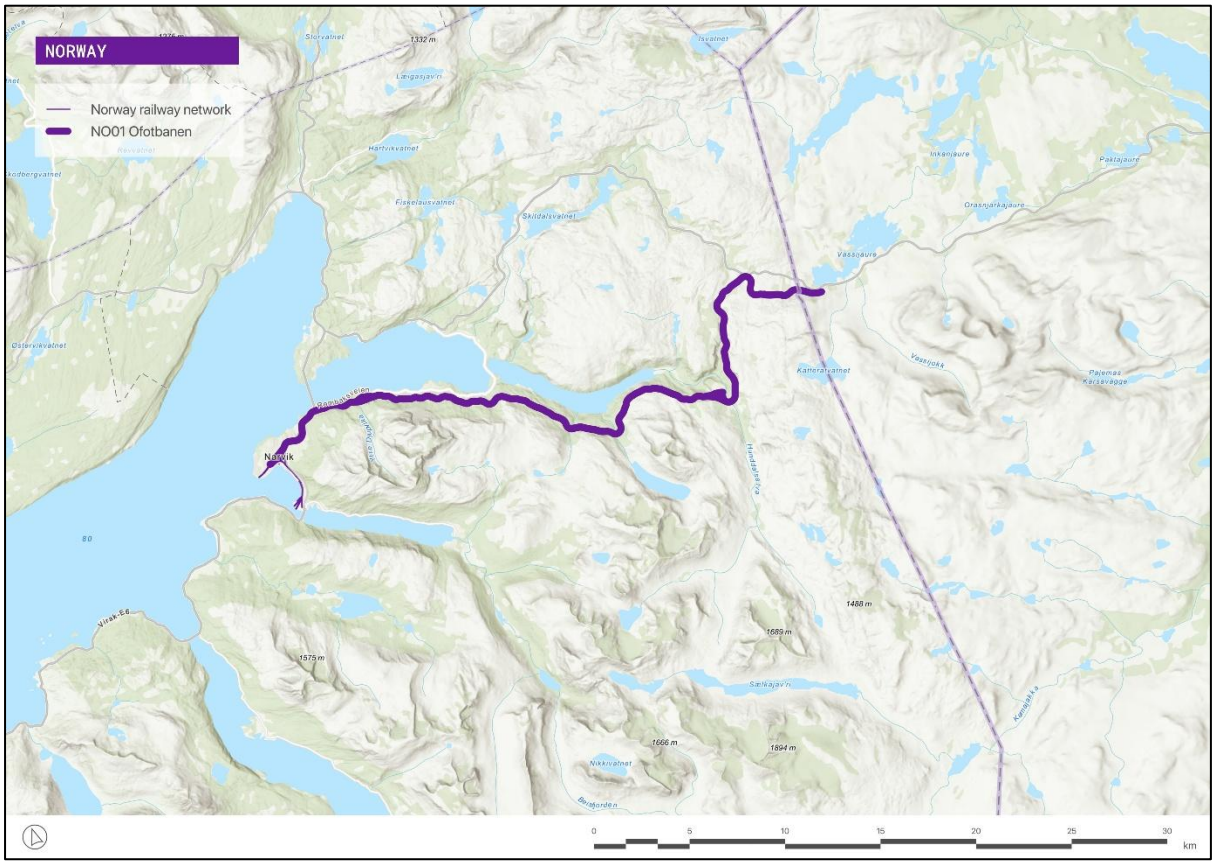


Figure 42. The Ofotbanen railway line from Narvik to Riksgränsen. Source: own elaboration.

The origins of the Ofotbanen date back to the late 19th century, when the railway was conceived to transport iron ore from the mining deposits of northern Sweden to the Norwegian port of Narvik. Construction required a major engineering effort, with more than 5 000 workers involved at the peak of the works. The line was completed in 1902 and shortly after its inauguration, it was electrified in order to improve operational efficiency and increase the capacity for transporting ore.

Historically, the line has also played a significant geopolitical role. During World War II, control over the Ofotbanen became strategically important because it was the main route for exporting Europe's largest iron deposits. Its importance for industrial supply made the railway a significant objective for the countries involved in the conflict. Today, the line remains central to the Scandinavian economy, as it continues to transport large volumes of iron ore from Swedish mines to the port of Narvik for global distribution. Freight activity is intense, with between 10 to 12 freight trains operating daily in each direction.

In addition to freight operations, the Ofotbanen also provides passenger services and tourism-oriented trains. Regular passenger transport includes two daily services in each direction between Narvik and the Swedish border. The railway also plays a crucial role in the supply chain of essential goods. It is estimated that around 90% of groceries transported to northern regions arrive via this railway corridor.

Tourism has become an increasingly vital component of the line's activity. The railway passes through remarkable Arctic landscapes characterized by fjords and mountains. To capitalize on this scenery, two dedicated tourist services operate on the line. The Arctic Train, running between Narvik and Bjørnfjell, offers panoramic journeys through the Arctic environment. Another service, the Northern Lights Train, runs between Narvik and Katterat during the winter season and focuses on observing the aurora borealis.

Despite these tourism initiatives, the Ofotbanen remains primarily a freight corridor, with tourism playing a complementary role in the line's sustainability. The railway serves sparsely populated areas and therefore registers modest passenger volumes, estimated at around 70 000 passengers annually for the regular service. Its strategic value lies mainly in its freight function and in its role as an essential infrastructure link between Norway and Sweden.

Summary	
	Updated: 05/05/2026
Line name	**Ofotbanen**
Tourist services	Arctic Train: Narvik / Bjørnfjell Northern Lights Train: Narvik / Katterat
Country	Norway
Region or Canton	Nordland
Description of the line	
Origin / Destination	Narvik / Riksgränsen (Sweden)
Category	Single track [1]
Line length (km)	43 km [5]
Track Gauge (standard, narrow, broad)	Standard gauge [4]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes [2] • AC [4] • 15 kV [4]
Signalling System	FATC [3]

General Condition of the line (bad/medium/good)	*Not found*
GPS Coordinates of Origin and Destination	Narvik: 68°26'30"N 17°26'29"E Riksgränsen: 68°25'33"N 18°07'38"E
Route Map Link	https://www.banenor.no/en/traffic-and-travel/train-lines/narvik-boden-lulea-stockholm/
Tourism Attractiveness	
Main Towns / Cities on the Route	Narvik, Riksgränsen
Natural Features (mountains, rivers, coasts)	Arctic landscapes, Narvik fjords [6]
Cultural Sites (UNESCO, historical stations)	Norddalsbrua (bridge), Narvik War Museum [8]
Unique Selling Points	Train journey along Norway's northernmost trainline, through breathtaking Arctic landscapes, with panoramic views of mountains and fjords and northern lights sightseeing. [6] Tourist services: • Arctic Train. [6] • The Northern Lights Train. [11]
Visitor Services (hotels, tours, local crafts)	There are numerous accommodations, restaurants and ski resorts, especially in Narvik. [7] Arctic Train: [5] • On-board guide. The Northern Lights Train: [11] • Snack, beverages and bonfire. • Guide. • Northern Lights documentary. • Visit to the old mountain village of Katterat. • Visit to the old barracks containing the museum at Katterat.
Current Operation info	
Opening date	1902 [5] Arctic Train: *Not found* The Northern Lights Train: *Not found*
Current Services • (Freight / Passenger / Tourism)	Passenger, freight and tourism [1]
Service	Regular service: [5] • 2 daily passenger trains in each direction.

• (frequency, speed, passengers/trains per day/week/month/year)	• 10 to 12 daily freight trains in each direction. Arctic Train: [6] • September to May: ~2 services per week. The Northern Lights Train: [12] • February to March: ~2 services per week. • No information on the rest of the months yet
Annual Tourist Ridership (last 5 years)	Regular service: • 2011: ~70 000 passengers/year [9] Arctic Train: *Not found* The Northern Lights Train: *Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	*Not found*
Ticket price (€)	Regular service (one-way): [13] • Adults: from 5 SEK Arctic Train (roundtrip): [11] • Adults: 665 NOK • Children (ages 7 to 17): 365 NOK • Children (under the age of 6): Free • Students: 365 NOK The Northern Lights Train (roundtrip): [12] • Adults: 1 495 NOK • Children (ages 7 to 17): 772 NOK • Children (under the age of 6): Free
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes
Closure date	December 2023 [10]
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: [5] • 2 daily passenger trains in each direction. • 10 to 12 daily freight trains in each direction. Arctic Train: [6] • September to May: 2 to 6 services per week The Northern Lights Train: *Not found*
Services before closure • (Freight / Passenger / Tourism)	Passenger, freight and tourism [1]
Reason for closure	Derailment [10]

Reopening date	February 2024 [10]
Stakeholders involved	
Service provider (Operator)	SJ Sverige
Infrastructure manager	Bane NOR
National Authorities	-
Regional / Cantonal Authorities	-
Local Authorities	Municipality of Narvik
Community Involvement Level (low, medium, high)	Medium. The official Narvik travel guide recommends numerous local businesses and services, such as car rentals, restaurants, accommodations and shops. [7]
Impact on Local Economy • (jobs, local business synergy)	*Not found*
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	The Ofotbanen was conceived in the 19th century to access the iron deposits of northern Sweden. The work was monumental, with over 5 000 workers working on the railway at its peak. The line was completed in 1902, with a total length of 168 kilometers, although only 43 kilometers are under Norwegian jurisdiction. Soon after it was inaugured, the line was electrified to allow greater efficiency in the transportation of iron. Thanks to this, the mining operations in Sweden grew as well as the volume transported to the Norwegian city of Narvik for global shipping. During World War II, Germany was interested in controlling the line, as it was the route for exporting Europe's largest iron deposits.

	Today, the Ofotbanen is core to Scandinavia's economy. Every day, 10 to 12 trains travel along the railway, each loaded with 100 tons of ore. It also is essential for the habitants of northern Norway, as 90% of groceries from the south make their way north via this line. Recently, two tourist services started operating. The Arctic Train was launched, allowing visitors to enjoy the arctic landscape as well as the history of the line. The Northern Lights Train lets passengers see the Aurora Borealis phenomena.
Maps/Photographic Documentation	Svingheim, N. https://www.jernbanedirektoratet.no/jernbanestrekning/ofotbanen/#stasjoner-og-holdeplasser-pa-ofotbanen Nordisk Film. https://www.visitnarvik.com/ofoten-railway
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	[13] https://entur.no/
Contact person	+47 98365000
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** - The Ofotbanen serves sparsely populated areas, has limited-service frequency and carries relatively low annual ridership.
How important is the potential for tourism development on this line? (low/medium/high)	**Medium** - The Ofotbanen has potential due to the arctic landscapes of the region, but the line is already well-established as a rail freight corridor.
Is tourism influencing funding for the line (low/medium/high)	**Low** - There is no evidence of dedicated funding for the line because of tourist-related reasons.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Low** - The line is currently active for passengers and freight with daily trains in both directions and is an important fright corridor between Norway and Sweden.

3.10. Portugal

Overview of the Portuguese Railway Network

The Portuguese railway network is characterized by the predominance of the Iberian gauge (1 668 mm), except for the Vouga line, which operates on narrow gauge (1 000 mm). Electrification is widespread across the main corridors, with most electrified sections using a 25 kV AC system, while the Linha de Cascais operates with a 1.5 kV DC system.

The railway infrastructure is managed centrally by the public company Infraestruturas de Portugal (IP), which is responsible for the planning, maintenance and development of rail infrastructure. The current operational railway network extends for approximately 2 526 kilometres. Rail services are mainly operated by Comboios de Portugal (CP), which provides long-distance, regional and suburban passenger services, while freight operations are carried out by several private operators. In addition, urban rail systems in the metropolitan areas of Lisbon and Porto complement the national network.

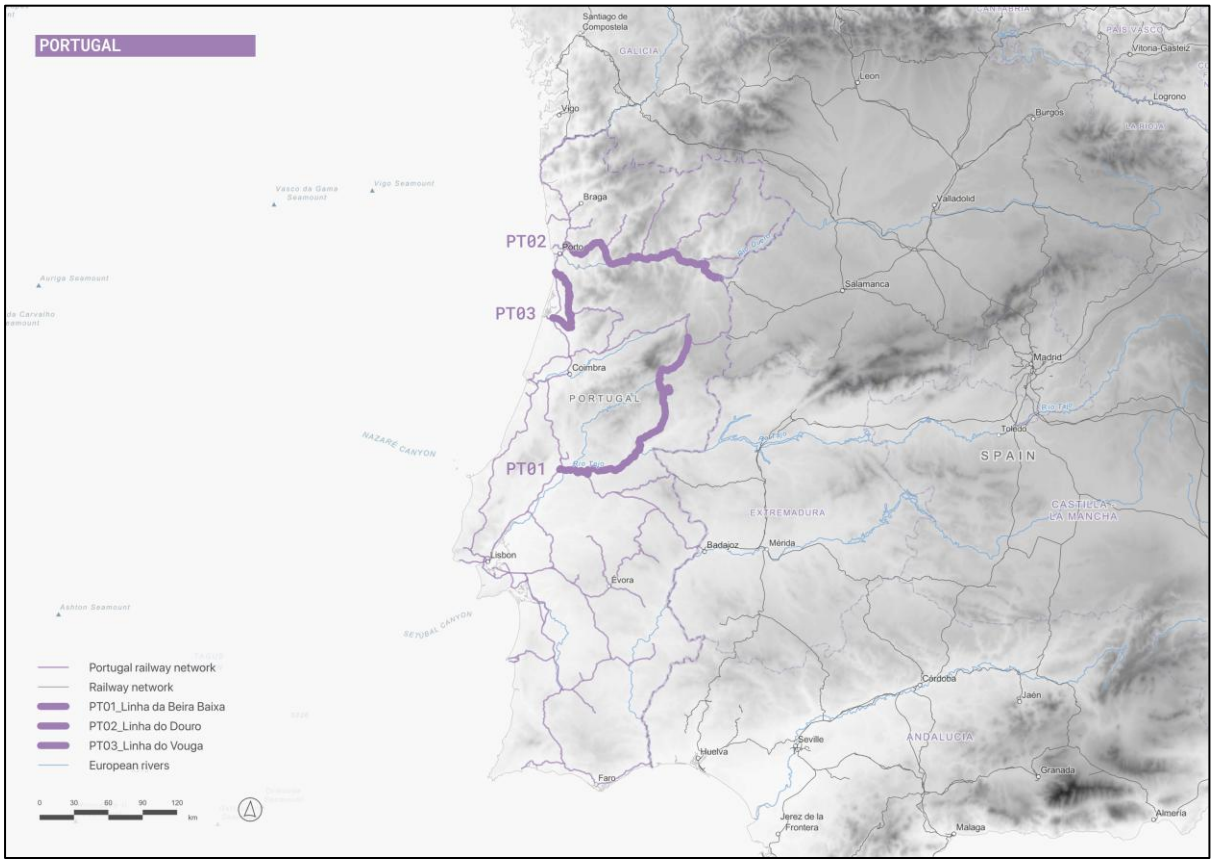


Figure 43. Portuguese railway network in 2026, showing the lines selected for this study. Source: own elaboration.

History of the Portuguese Railway Network

The first railway line in Portugal was inaugurated in 1856, connecting Lisbon and Carregado on the Linha do Leste. The line was initially built with a standard track gauge of 1 435 mm. However, in 1861 the country decided to adopt the Iberian gauge (1 668 mm) to ensure interoperability with the Spanish railway network and facilitate cross-border connections on the Iberian Peninsula. As a result, the sections already constructed were progressively converted to the new gauge.

Following the opening of the first line, the network expanded steadily and by the early twentieth century it had reached about 2 400 kilometres in length. Private railway companies played a major role in this expansion, particularly the Companhia Real dos Caminhos de Ferro Portugueses, which was responsible for constructing and operating several of Portugal's main lines. Railway technology also evolved during this period. One of the most notable examples was the electrification of the Linha de Cascais in 1926, which became the first electrified railway line in the country and represented an important technological milestone.

Although the Portuguese railway infrastructure was not destroyed during World War II, the network gradually became technologically outdated and suffered from geographic isolation because of the Spanish Civil War. In this context, the government prioritized investment in developing the road network, relegating railway transport to a secondary role. In 1945, Lei n. º 2008 authorized the government to unify the various railway concessions under a single contract. The unique exploitation of the network began in 1947, with the Companhia dos Caminhos de Ferro Portugueses as the only national manager.

From the 1950s onwards, the government attempted to mitigate the stagnation of the railway sector through a series of economic development programs known as the Planos de Fomento, which allocated funds for the acquisition of new rolling stock and the modernization of existing lines. Despite these investments, the financial situation of the Companhia dos Caminhos de Ferro Portugueses remained unstable. Following the Carnation Revolution, the company was nationalized in 1975 and renamed Caminhos de Ferro Portugueses.

Significant investment in the railway sector resumed in 1986, after Portugal joined the European Union. During this period, several secondary and narrow-gauge lines were closed due to declining traffic and high maintenance costs, while investments focused on the modernization of main corridors and suburban rail systems in major metropolitan areas such as Lisbon and Porto. Institutional reforms also took place. The Lei n. º 10/90 established a separation between railway operations and infrastructure management. Consequently, in 1997 the company Rede Ferroviária Nacional (REFER) was created to manage the national railway infrastructure. In 2015, REFER merged with the road infrastructure manager Estradas de Portugal, forming Infraestruturas de Portugal (IP), which today manages both rail and road infrastructure.

Meanwhile, Caminhos de Ferro Portugueses focused on improving the quality of service, particularly through investment in new rolling stock. A major milestone in modern rail services was the introduction of the Alfa Pendular service in 1999, which uses tilting trains to provide faster long-distance connections between Braga, Porto, Lisbon and Faro. In 2009, the company adopted its current name, Comboios de Portugal (CP).

Today, the Portuguese railway network continues to evolve through modernization programs aimed at improving infrastructure quality, electrification and international connectivity. These initiatives seek to strengthen the role of rail transport within the national mobility system while enhancing Portugal's integration into the broader European railway network.

Tourist train services in Portugal

Rail-based tourism in Portugal represents a growing segment within the national tourism offer. Initiatives such as historic or scenic train services make use of railway lines that pass-through landscapes of high cultural or environmental value. This contributes to the promotion of rural territories and helps diversify the use of railway infrastructure, particularly on lines with low levels of regular traffic.

Most tourist train services in Portugal are organized by the national railway operator, Comboios de Portugal, often in collaboration with regional authorities, tourism boards or local municipalities. These initiatives usually take the form of special seasonal trains, historic steam services, or themed journeys that highlight the cultural and natural heritage of specific regions. In most cases, these services operate only during specific periods of the year or as part of special events, contributing to the promotion of local tourism.

Among the various initiatives, the MiraDouro stands out as the most established tourist railway service in the country. Unlike most themed trains, the MiraDouro is a regular service specifically designed to showcase the scenic value of the Douro Valley. It operates along the Linha do Douro using historic carriages to provide charming journeys between Porto and Régua or Pocinho through the Douro Valley. Because of its regular operation and clear tourism orientation, the MiraDouro has become one of the most recognizable tourist rail experiences in the country.

In addition to this service, several heritage trains operate periodically on the Linha do Douro. One of the best known is the Douro Historical Train, which uses steam locomotives and historic rolling stock to recreate the atmosphere of early twentieth-century rail travel between Régua and Tua. Another example is the Presidential Train, a special heritage service that uses the historic presidential carriage once reserved for heads of state. This train offers premium gastronomic experiences on board, combining railway heritage with high-end tourism.

Other initiatives focus on the preservation and promotion of secondary lines. The Vouga Historical Train, for instance, runs on the Linha do Vouga and combines steam traction with historic carriages to highlight the last surviving narrow-gauge railway in the country. Seasonal variations of this service include themed journeys such as Christmas trains, which integrate festive activities and are particularly oriented towards family tourism.

Overall, railway tourism in Portugal demonstrates significant potential for the valorization of scenic railway corridors. Many Portuguese railway lines traverse landscapes of high environmental and cultural value, making them suitable for the development of new tourist railway initiatives. In this context, tourist services can contribute not only to the preservation of railway heritage but also to the economic revitalization and territorial integration of rural regions served by the railway network.

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3.10.1. Beira Baixa Line

Beira Baixa Line is an Iberian-gauge railway corridor located in Portugal, connecting Entroncamento (in central Portugal) with Guarda, near the Spanish border. The line is managed by Infraestruturas de Portugal, with Comboios de Portugal (CP) operating passenger and tourism services. Freight services are also carried out along the line.

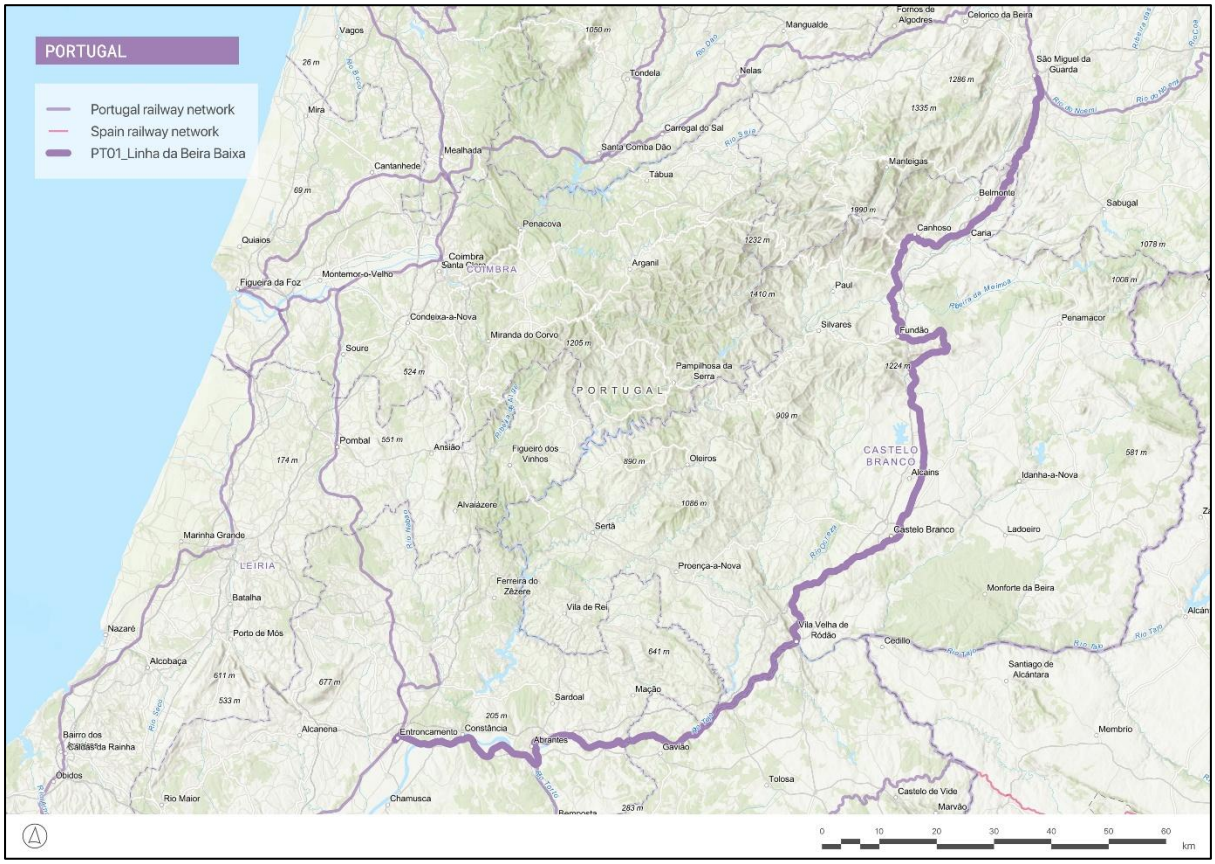


Figure 44. The Beira – Beixa railway line from Entroncamento to Guarda. Source: own elaboration.

The line was conceived in 1875, with construction beginning in 1883. The first sections opened progressively, and the full route became operational in 1893. With a total length of 239.8 km, the Beira Baixa Line is a single-track electrified railway. Between 2009 and 2021, the section linking Covilhã and Guarda was closed due to poor infrastructure conditions. The line was fully reopened after extensive renovation, and electrification works under Portugal's Ferrovia 2020 investment plan. Today, the line supports Intercidades and regional services, with approximately three daily trains from Entroncamento to Guarda and additional regional connections along intermediate segments.

Beyond its transport function, Linha da Beira Baixa has developed a strong tourism dimension. The route traverses' landscapes of high scenic value, including the Tagus River valley, the Serra da Estrela Natural Park and the Naturtejo UNESCO Global Geopark. Major towns along the corridor include Abrantes, Castelo Branco, Covilhã and Guarda, all of which host significant cultural and historical heritage. Attractions such as the National Railway Museum of

Entroncamento, medieval castles, cathedrals, and historic city centres enhance the tourism appeal of the line.



Figure 45. View from a Schindler passenger coach of the Tagus vintage train. Source: CP.

Several thematic tourism train services operate seasonally on the line. These include the Comboio Vintage do Tejo, launched in 2022, and two gastronomic and landscape-oriented products: the Rota das Cerejas do Fundão and the Rota das Cerejeiras em Flor. These initiatives combine rail travel with guided tours, tastings of local products, visits to cultural sites and close cooperation with municipalities and local businesses. Tourist trains typically operate close to capacity, with positive demand trends.



Figure 46. Landscape along the Beira-Baixa line. Source: CP.

From a territorial perspective, the railway plays a key role in reducing isolation in rural and low-density regions, supporting economic activity, social inclusion, and access to services. While tourism is not a primary driver of infrastructure financing as funding remains largely justified by passenger transport needs, the success of the tourism products demonstrates their potential as complementary tools for demand generation and local development. Overall, the line stands as an example of how conventional rail services and targeted tourism initiatives can coexist to reinforce the sustainability and relevance of rural railway corridors.

Summary	
	Updated: 05/05/2026
Line name	**Linha da Beira Baixa**
Tourist services	Comboio Vintage do Tejo (Tagus Vintage Train): Lisbon / Entroncamento (Program 1) or Lisbon / Castelo Branco (Program 2) Rota das Cerejas do Fundão (Fundão Cherry Circuit): Lisbon / Castelo Branco Rota das Cerejeiras em Flor (Cherry Trees in Blosson Circuit): Lisbon / Fundão
Country	Portugal
Region or Canton	Center Region: Districts of Santarém, Castelo Branco and Guarda
Description of the line	
Origin / Destination	Entroncamento / Guarda
Category	Intercidades and Regional service [2] Single track line [1]
Line length (km)	239.8 km [1]
Track Gauge (standard, narrow, broad)	Iberian gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes [1] • AC • 25 kV
Signalling System	From Entroncamento to Covilhã: Interposed Automatic Block (RCI) [1] From Covilhã to Guarda: Advanced Signals Automatic Block (RCASA) [1]
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Entroncamento: 39°27'41"N 8°28'26"W

	Guarda: 40°33'09"N 7°14'24"W
Route Map Link	https://www.cp.pt/info/documents/d/cp/mapa-servicos-comboios
Tourism Attractiveness	
Main Towns / Cities on the Route	Entroncamento, Abrantes, Castelo Branco, Covilhã, Guarda
Natural Features (mountains, rivers, coasts)	Tagus River, Portas de Ródão, Serra da Estrela
Cultural Sites (UNESCO, historical stations)	National Railway Museum (Entroncamento), Abrantes Castle, Castelo Branco Castle, Belver Castle, Natural Monument of Portas de Ródão, Guarda Cathedral, Guarda Castle, Naturtejo UNESCO Global Geopark, Estrela UNESCO Global Geopark [13]
Unique Selling Points	Scenic journey through the Tagus Valley and the Naturtejo and Estrela UNESCO Global Geopark landscapes. [13] Access to historic towns such as Abrantes, Belver, Castelo Branco, and Guarda. [13] Seasonal tourism products such as cherries, regional pastries, and local fish gastronomy. [5, 14] Tourist services: • Comboio Vintage do Tejo. [13] • Rota das Cerejas do Fundão. [14] • Rota das Cerejeiras em Flor. [5]
Visitor Services (hotels, tours, local crafts)	Comboio Vintage do Tejo: [13] • Program 1: • Tasting of local products. • On-board entertainment. • Guided tour of the Railway Quarter in Entroncamento. • Guided tour of the National Railway Museum. • Trip on mini train. • Program 2: • Tasting of local products. • On-board entertainment. • Discount on visits to points of interest in Castelo Branco. Rota das Cerejas do Fundão: [14] • Tasting of local products. • Guided tour to a traditional cheese factory. • Lunch at a local restaurant. • Cherry picking and tasting. Rota das Cerejeiras em Flor: [5]

	• Guided tour of the Fundão Historic Center and the Moagem Museum. • Guided tour to Casa da Chereja. • Cherry pastry and liquor tasting. • Guided tour of the Historical Village of Castelo Novo.
Current Operation info	
Opening date	Permanent service: 1893 [9] Comboio Vintage do Tejo: 2022 Rota das Cerejas do Fundão: 2012 Rota das Cerejeiras em Glor: mid-2010s *Note: Data provided by Comboios de Portugal*
Current Services • (Freight / Passenger / Tourism)	Passenger, freight and tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: [3] • 3 daily trains from Entroncamento to Guarda (Intercidades service). • 5 daily trains from Entroncamento to Castelo Branco (Regional service). • 4 daily trains from Castelo Branco to Covilhã (Regional service). • 3 daily trains from Covilhã to Guarda (Regional service). • Travel time (Entroncamento to Guarda): 3h 15 min. • Average speed: ~75 km/h. Comboio Vintage do Tejo: [8] • 2 outings in November. • 304 passengers/train. Rota das Cerejas do Fundão: [7] • 6 outings in May and June. • 50 passengers/train. • Intercidades service. Rota das Cerejeiras em Flor: [5, 6] • 6 outings in March and April. • Intercidades service.
Annual Tourist Ridership (last 5 years)	Comboio Vintage do Tejo: • 2022: 1 200 passengers. • 2023: no outings. • 2024: 618 passengers. Rota das Cerejas do Fundão:

	• 2023: 446 passengers. • 2024: 450 passengers. • 2025: 350 passengers. Rota das Cerejeiras em Flor: • 2023: 140 passengers • 2024: 180 passengers • 2025: 350 passengers *Note: Data provided by Comboios de Portugal*
Ridership Trend (increasing / stable / declining)	Comboio Vintage do Tejo: decreasing due to a smaller number of outings. Rota das Cerejas do Fundão: decreasing due to a smaller number of outings. Rota das Cerejeiras em Flor: increasing. *Note: Data provided by Comboios de Portugal*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales *Note: Data provided by Comboios de Portugal*
Ticket price (€)	Regular service: [15] • Regional service (from Entroncamento to Abrantes): starting from 3.35€ • Intercidades service (from Entroncamento to Abrantes): starting from 5.90€ Comboio Vintage do Tejo: [4] • Adults: 27€ (program 1) or 43€ (program 2) • Children (4 to 12 years old): 16€ (program 1) or 22€ (program 2) Rota das Cerejas do Fundão: [7] • Adults: 86€ • Children: 55€ Rota das Cerejeiras em flor: [6] • Adults: 47€ • Children: 26€
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes, between Covilhã and Guarda.
Closure date	2009 [10]

Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	*Not found*
Services before closure • (Freight / Passenger / Tourism)	Freight and passenger [1]
Reason for closure	Renovation and electrification [10]
Reopening date	2021 [10]
Stakeholders involved	
Service provider (Operator)	Comboios de Portugal
Infrastructure manager	Infraestruturas de Portugal
National Authorities	-
Regional / Cantonal Authorities	-
Local Authorities	Comboio Vintage do Tejo: Municipalities of Entroncamento and Castelo Branco Rota das Cerejas do Fundão and Rota das Cerejeiras em Flor: Municipality of Fundão
Community Involvement Level (low, medium, high)	High. There are three railway services with tourism-oriented programs. Each of these initiatives was implemented in cooperation with local authorities as well as different local businesses and associations. [5, 13, 14]
Impact on Local Economy • (jobs, local business synergy)	The Beira Baixa Line is a vital link for passenger and freight transport, integrating rural areas into the national rail network and supporting economic activities such as agriculture and industry. It also contributes to reducing regional isolation and promoting social and economic inclusion. Additionally, the tourism programs promote sustainable tourism that involves the local communities. [5, 13, 14]
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-

National	-
International	-
Other information	
Historic Summary	The project for the Beira Baixa Line was first conceived in 1875. Construction began in 1883, and the first section of the line, between Abrantes and Covilhã, was inaugurated in 1891. The section between Covilhã and Guarda opened in 1893, finalizing the construction. In 2009, the section between Covilhã and Guarda was closed due to poor infrastructure conditions. The section was reopened in 2021, after renovation and electrification works financed under the Ferrovia 2020 Plan of the Portuguese Government. The line has been served by tourism services in recent decades, including the Comboio Vintage do Tejo, the Rota das Cerejas do Fundão and the Rota das Cerejeiras em Flor.
Maps/Photographic Documentation	Unknown (2024). https://www.youtube.com/watch?v=1PxF7r8uixI
Bibliography	[1] https://servicos.infraestruturasdeportugal.pt/sites/default/files/inline-files/Network%20Statement%202026.pdf [2] https://www.cp.pt/info/documents/d/cp/mapa-servicos-comboios [3] https://www.cp.pt/info/documents/d/cp/comboio-linha-beira-baixa-lisboa-covilha [4] https://www.diariodigitalcastelobranco.pt/noticia/67184/comboio-vintage-do-tejo-estya-de-regresso-yz-linha-da-beira-baixa [5] https://www.cp.pt/info/en/w/cherry-blossom-circuit-1 [6] https://valsousatv.sapo.pt/2025/03/13/cp-promove-rota-das-cerejeiras-em-flor-com-seis-viagens-em-2025/ [7] https://www.nit.pt/fora-de-casa/na-cidade/cp-volta-promover-rota-das-cerejas-fundao-os-bilhetes-ja-estao-venda [8] https://tagus-ri.pt/wp/wp-content/uploads/2024/12/Madalena_Delgado.pdf [9] https://www.cp.pt/info/cronologia [10] https://www.infraestruturasdeportugal.pt/pt-pt/principais-investimentos/linha-da-beira-baixa-troco-covilha-guarda [11] https://www.reconquista.pt/articles/linha-da-beira-baixa-passeios-regressam-dois-anos-depois [12] https://www.dn.pt/viver/fundo-renova-com-cp-parceria-que-leva-turistas-de-comboio-s-cerejeiras-em-flor [13] https://www.cp.pt/info/en/w/tagus-vintage-train [14] https://www.cp.pt/info/en/w/cherry-circuit

	[15] https://www.cp.pt/en
Contact person	*Not found*
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes -** The Beira Baixa Line crosses low-density and rural areas.
How important is the potential for tourism development on this line? (low/medium/high)	**High -** The Beira Baixa Line is one of the most scenic lines of Portuguese railways. It is also interesting for cultural and historical tourism.
Is tourism influencing funding for the line? (low/medium/high)	**Medium** - The line was renovated and after the works completion many tourism-related initiatives were launched.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Low** - The line is currently active for passengers and freight with daily trains in both directions.

3.10.2. Douro Line

Douro Line is an Iberian-gauge railway corridor in northern Portugal, connecting Ermensinde, in the Porto metropolitan area, with Pocinho, near the Spanish border. The railway is owned and managed by Infraestruturas de Portugal, while Comboios de Portugal (CP) is the sole operating company. The railway was designed initially to link Porto with the Douro wine-producing hinterland and later with Spain via Barca d'Alva, and it has played a strategic role in regional connectivity, freight transport and territorial cohesion since its inauguration in 1887. However, the connection to Spain was closed in 1988 due to the low traffic of the section.

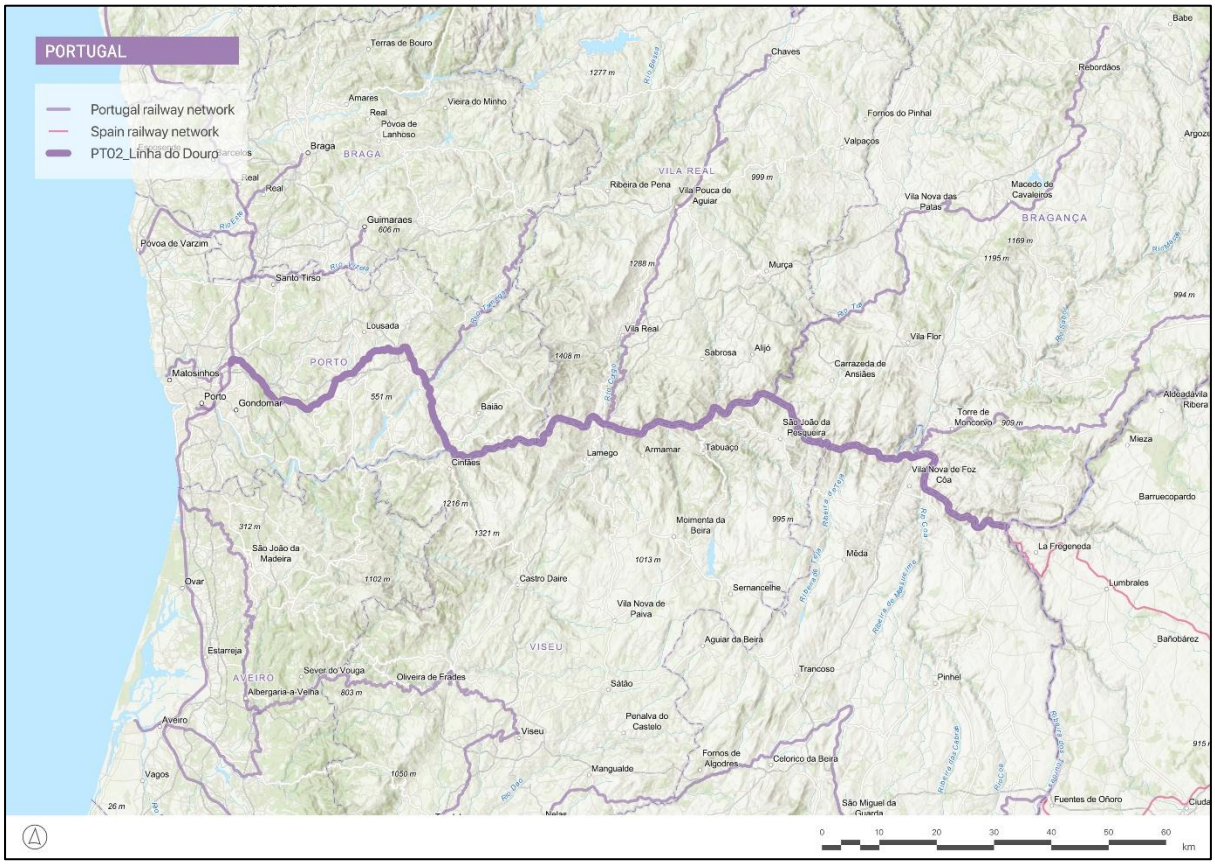


Figure 47. The Douro railway line from Porto to Pocinho. Source: own elaboration.

With a total length of 164.4 km, the line is structured as a double track line between Ermensinde and Caíde, followed by a single-track section from Caíde to Pocinho. It combines urban, regional and interregional services, and electrification is currently limited to the Ermensinde-Marco de Canaveses section.

The railway has a high tourist appeal, as its route closely follows the Douro River, crossing terraced vineyards, steep valleys and landscapes classified as the Alto Douro Wine Region UNESCO World Heritage Site. The main towns along the route include Marco de Canaveses, Peso da Régua, Pinhão, and Tua, with notable cultural assets such as the Pinhão Railway Station, renowned for its azulejo panels, and the Douro Museum in Régua. This combination of scenic value, cultural heritage and wine tourism makes the Linha do Douro one of Portugal's most iconic railway journeys.



Figure 48. The MiraDouro running along the Douro River. Source: CP.

Daily operations include passenger, freight, and tourist services. Regular services provide frequent connections between Porto and Marco de Canaveses, as well as regional services toward Pocinho. In parallel, several seasonal tourist products operate, notably the Comboio Histórico do Douro, the Rota das Amendoeiras, the Festa das Vindimas de Comboio and the Miradouro service. These products combine rail travel with wine tastings, cultural visits, gastronomy and local experiences, and have shown strong demand growth in recent years, especially the Comboio Histórico do Douro.



Figure 49. The Douro Historical Train. Source: CP.

From a territorial perspective, the line plays a crucial role in reducing the isolation of rural and low-density areas, supporting local economies and tourism-related activities. Community involvement is high, with municipalities, local producers and cultural institutions actively participating in the tourist programs. While the railway core funding and investment decisions are primarily driven by mobility and modernization needs, tourism represents a valuable complementary function, enhancing ridership and regional development. The success of the tourist trains demonstrates how a line can simultaneously serve residents and act as tools for sustainable tourism and regional revitalization.

Summary	
	Updated: 05/05/2026
Line name	**Linha do Douro**
Tourist service	Passenger service with a strong touristic dimension MiraDouro: Porto São Bento / Pocinho Seasonal trains: • Comboio Histórico do Douro (Douro Historical Train): Régua / Tua • Rota das Amendoeiras (Almond Blossom Circuit): Porto Campanhã / Pocinho • Festa das Vindimas de Comboio (Grape harvest festival by train): Porto Campanhã / Régua
Country	Portugal
Region or Canton	North Region. District of Porto, Aveiro, Viseu, Vila Real and Bragança
Description of the line	
Origin / Destination	Ermensinde / Pocinho
Category	Urbanos do Porto, Regional and InterRegional service [10] From Ermensinde to Caíde: Double track line [1] From Caíde to Pocinho: Single track line [1]
Line length (km)	164.4 km [1]
Track Gauge (standard, narrow, broad)	Iberian gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes (from Ermensinde to Marco de Canavezes) [1] • AC • 25 kV
Signalling System	From Ermensinde to Caíde: Automatic Block (RCAP) [1]

	From Caíde to Marco de Canavezes: Interposed Automatic Block (RCI) [1] From Marco de Canavezes to Pocinho: Telephonic Block (RCT) [1]
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Ermensinde: 41°13'01"N 8°33'15"W Pocinho: 41°07'49"N 7°07'24"W
Route Map Link	https://www.cp.pt/info/documents/d/cp/mapa-servicos-comboios https://www.google.com/maps/d/u/0/viewer?mid=19pi0MtNy_Q5PNOBS1ppkMsMXa7r23SBP&femb=1&ll=41.15466604086945%2C-7.42603533109196&z=8
Tourism Attractiveness	
Main Towns / Cities on the Route	Ermensinde, Marco de Canaveses, Régua, Pinhão, Tua
Natural Features (mountains, rivers, coasts)	Douro River, Douro quintas and vineyards [2]
Cultural Sites (UNESCO, historical stations)	Alto Douro Wine Region (UNESCO World Heritage Site), Douro Museum (Régua), Pinhão Railway Station [2]
Unique Selling Points	Journey through the landscapes of the Douro Wine Region. [2] Tourist services: • Comboio Histórico do Douro. [2] • Rota das Amendoeiras. [16] • Festa das Vindimas de Comboio. [18] • MiraDouro (regular passenger service). [13]
Visitor Services (hotels, tours, local crafts)	Comboio Histórico do Douro: [2] • On-board entertainment. • Wine tasting. • Regional sweets and gifts. • Visit to Pinhão Wine House. Rota das Amendoeiras: [16] • Guided tour of the Côa Museum. • Visit to the Almond Blossom Festival. • Guided tour of Castelo Melhor's Almond Grove. • Regional sweets gifts. • Optional: lunch at the Côa Museum Restaurant. Festa das Vindimas de Comboio: [18] • Tasting of local products. • Participation in the grape harvest. • Lunch. • Visit to mills and wine press. • Wine tasting.

Current Operation info	
Opening date	Permanent service: 1887 [11] Comboio Histórico do Douro: 1999 [7] Rota das Amendoeiras: 1953 [11] Festa das Vindimas de Comboio: 2012 MiraDouro: 2017 [11] *Note: Data provided by Comboios de Portugal*
Current Services • (Freight / Passenger / Tourism)	Passenger, freight and tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: [14, 15] • 6 daily trains from Marco de Canaveses to Porto São Bento (Urbanos do Porto). • 6 daily trains from Porto to Marco de Canaveses (Regional and InterRegional service). • 4 daily trains from Régua to Pocinho (Regional service). Comboio Histórico do Douro: • Weekends between June and October and some Wednesdays from July to September. [3] • 254 passengers per train. [6, 4] Rota das Amendoeiras: [16, 17] • 6 outings in February and March. • InterRegional services. Festa das Vindimas de Comboio: [19] • 2 outings in September. • 200 passengers/train. MiraDouro: [13] • 2 daily trains from Porto São Bento to Pocinho. • 3 daily trains from Porto Campanhã to Pocinho.
Annual Tourist Ridership (last 5 years)	Comboio Histórico do Douro: • 2023: 10 800 passengers. • 2024: 11 400 passengers. • 2025: 11 000 passengers. Rota das Amendoeiras: • 2023: 508 passengers. • 2024: 650 passengers. • 2025: 640 passengers. Festa das Vindimas de Comboio: • 2023: 350 passengers. • 2024: 400 passengers. • 2025: 400 passengers.

	Note: Data provided by Comboios de Portugal
Ridership Trend (increasing / stable / declining)	Comboio Histórico do Douro: increasing. Rota das Amendoeiras: stable. Festa das Vindimas de Comboio: stable. *Note: Data provided by Comboios de Portugal*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales *Note: Data provided by Comboios de Portugal*
Ticket price (€)	Permanent service: • Urbanos do Porto (from Ermesinde to Marco de Canaveses): starting from 3.35€ • Regional service (from Ermesinde to Caíde): starting from 4.20€ • InterRegional service (from Ermesinde to Marco de Canaveses): starting from 6.05€ *Note: Data provided by Comboios de Portugal* Comboio Histórico do Douro: [3] • Adults: 59€ • Children (4 to 12 years old): 30€ Rota das Amendoeiras: [17] • Adults: 76€ (program 1) or 51€ (program 2) • Children: 39€ (program 1) or 26€ (program 2) Festa das Vindimas de Comboio: [19] • Adults: 88€ (1st class) or 83.50€ (2nd class) • Children (4 to 12 years old): 49.50€ (1st class) or 45€ (2nd class) MiraDouro: [13] • One way: from 7.50 to 14.80€ • Round trip: from 13.50 to 26.65€
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes, between Pocinho and Barca d'Alva and between Marco de Canaveses and Peso da Régua.
Closure date	Pocinho-Barca d'Alva: 1988 [11] Marco de Canaveses-Peso da Régua: 2025 [9]
Operating conditions before closure	*Not found*

• (frequency, speed, passengers/trains per day/week/month/year)	
Services before closure • (Freight / Passenger / Tourism)	Pocinho-Barca d'Alva: Freight and passenger [1] Marco de Canaveses-Peso da Régua: Freight, passenger and tourism [1]
Reason for closure	Pocinho-Barca d'Alva: The Spanish government closed several railway lines, including the section between La Fuente de San Esteban and Barca d'Alva because of the low traffic. Following this, the Portuguese authorities decided to close the Douro Line between Pocinho and Barca d'Alva. [11] Marco de Canaveses-Peso da Régua: Modernization Works [9, 15]
Reopening date	Pocinho-Barca d'Alva: N/A Marco de Canaveses-Peso da Régua: estimated 2028 [22]
Stakeholders involved	
Service provider (Operator)	Comboios de Portugal
Infrastructure manager	Infraestruturas de Portugal
National Authorities	-
Regional / Cantonal Authorities	-
Local Authorities	Comboio Histórico do Douro: Municipalities of Alijó, Carrazeda and Régua
Community Involvement Level (low, medium, high)	High. There are many tourist programs involving different local producers, associations, businesses, and authorities. [2, 16, 18]
Impact on Local Economy • (jobs, local business synergy)	The Douro Line plays an important role in reducing the isolation of rural areas and in promoting social and economic inclusion. It is also one of the most touristic lines of Portugal and an important infrastructure in the tourism of the Douro region, thus having a positive impact on the local economy. All programs partner with local establishments to offer regional products, tours, etc. [2, 16, 18]
Objectives and challenges	
Works required for reopening/revitalization	Pocinho-Barca d'Alva: Modernization and electrification [11] Marco de Canaveses-Peso da Régua: Modernization and electrification [22]
Estimated reopening or revitalization cost	Pocinho-Barca d'Alva: N/A Marco de Canaveses-Peso da Régua: 110M € [22]
Associated projects	

Local	-
National	Reopening of the Douro line between Pocinho and Barca d'Alva [8] Modernization of the Douro line between Marco de Canaveses and Peso da Régua [9]
International	-
Other information	
Historic Summary	The construction of the Douro Line began in 1875, with the goal of linking Porto to the Douro Wine Region. It later became one of Portugal's first international railway connections, offering a direct link to Spain from Barca d'Alva station. However, this connection is currently out of service after the closure of the section between Pocinho and Barca d'Alva in 1988. At present, the section between Marco de Canaveses and Peso da Régua is also closed. Both segments are scheduled to undergo modernization and electrification works. Throughout the years, many tourism-related initiatives have been promoted. The services offer a scenic route through the Douro Valley, a UNESCO World Heritage site, and promote different sectors like winemaking.
Maps/Photographic Documentation	Smith, M. https://www.seat61.com/places-of-interest/douro-valley-by-train.htm Smith, M. https://www.seat61.com/places-of-interest/douro-valley-by-train.htm André, P. (2017). https://portugalferroviario.net/wp-content/uploads/2017/12/2016-12.pdf André, P. (2017). https://portugalferroviario.net/wp-content/uploads/2017/12/2016-12.pdf
Bibliography	[1] https://servicos.infraestruturasdeportugal.pt/sites/default/files/inline-files/Network%20Statement%202026.pdf [2] https://www.cp.pt/info/en/w/douro-historical [3] https://www.cp.pt/info/en/w/historical-train-2025 [4] https://www.cp.pt/info/w/carruagens-historico-via-larga [5] https://www.diariodominho.pt/reportagem/2024-08-27-comboio-historico-convida-a-apreciar-o-douro-66ce0c292c2a1 [6] https://www.cp.pt/info/documents/d/cp/tripbook-douro-en

	[7] https://www.publico.pt/1999/05/01/jornal/comboios-historicos-vao-voltar-ao-douro-133065 [8] https://www.infraestruturasdeportugal.pt/pt-pt/lancamento-de-concurso-para-o-troco-pocinho-barca-dalva-na-linha-do-douro [9] https://www.infraestruturasdeportugal.pt/pt-pt/principais-investimentos/linha-do-douro-troco-marco-de-canaveses-peso-da-regua [10] https://www.cp.pt/info/documents/d/cp/mapa-servicos-comboios [11] https://www.cp.pt/info/cronologia [12] https://www.dn.pt/sociedade/ir-a-festa-das-vindimas-de-comboio [13] https://www.cp.pt/info/documents/d/cp/miradouro-horarios [14] https://www.cp.pt/info/documents/d/cp/comboios-regionais-porto-regua-douro [15] https://www.cp.pt/info/en/w/douro-line [16] https://www.cp.pt/info/en/w/almond-blossom-circuit [17] https://www.cp.pt/info/en/w/almond-blossom-circuit-2025 [18] https://www.cp.pt/info/en/w/grape-harvest-festival [19] https://ominho.pt/esta-de-volta-o-comboio-que-sobe-o-douro-ate-as-vindimas/ [20] https://beira.pt/portal/noticias/comboio-historico-do-douro-com-7-800-turistas-em-2021-2/ [21] https://www.noticiasaominuto.com/economia/1207639/cp-transportou-13500-passageiros-com-a-rota-das-amendoeiras-em-flor [22] https://www.portugal.gov.pt/pt/gc25/comunicacao/comunicado?i=linha-do-douro-investimento-de-110-milhoes-para-modernizar-troco-entre-marco-de-canaveses-e-peso-da-regua [23] https://www.cp.pt/en
Contact person	*Not found*
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes** -The Douro Line crosses low-density and rural territories.

How important is the potential for tourism development on this line? (low/medium/high)	**High -** The train passes through the Douro Region, a UNESCO World Heritage site, which attracts thousands of tourists every year and still has growth potential.
Is tourism influencing funding for the line (low/medium/high)	**Medium** - The Douro Line is currently being electrified and modernized. Although there is no concrete evidence that the funding was influenced by tourism-related reasons, tourist traffic is significant and will benefit from the works.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Low** - The line is currently active for passengers and freight with daily trains in both directions.

3.10.3. Vouga Line

Vouga Line is a narrow-gauge railway corridor located in central-northern Portugal, connecting the coastal city of Aveiro with Espinho. The railway infrastructure is owned and managed by Infraestruturas de Portugal, while the services operator is Comboios de Portugal (CP). The line plays a strategic role in linking inland rural territories with coastal urban centers.

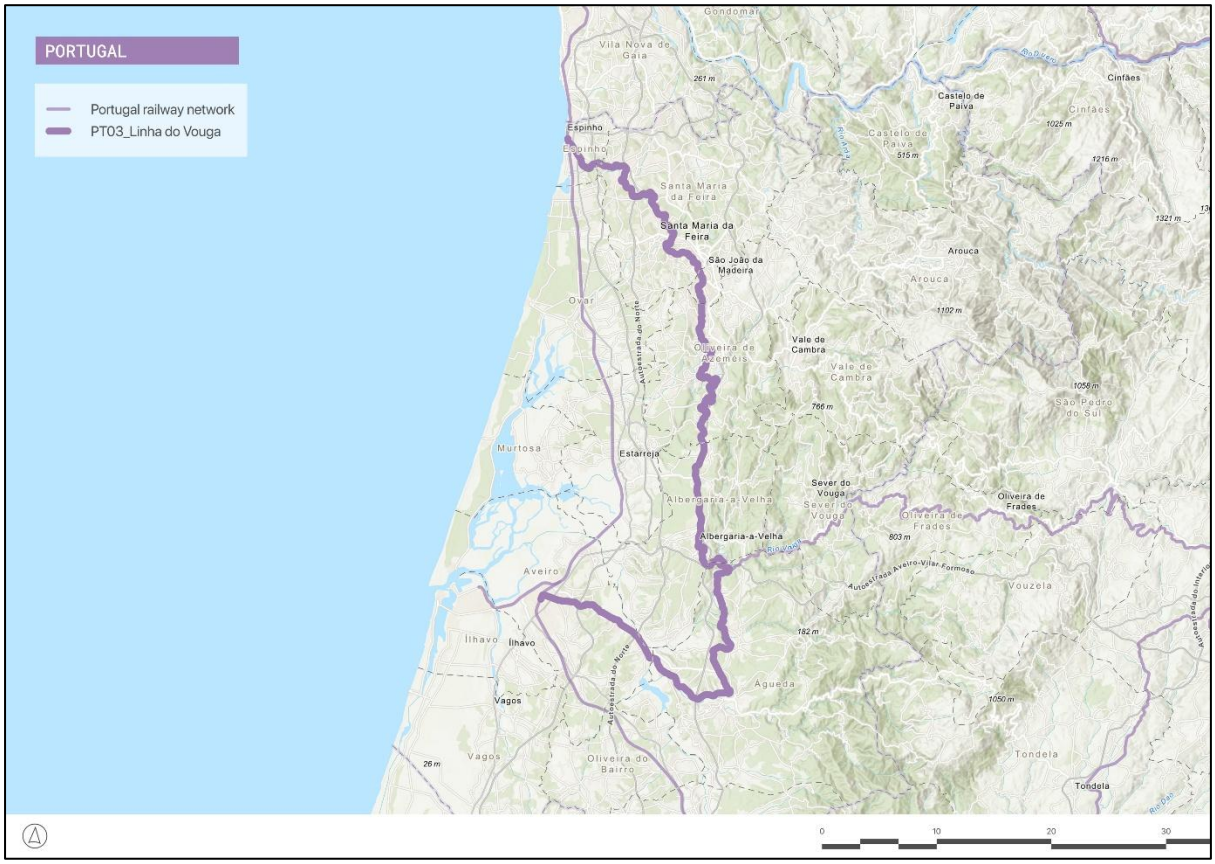


Figure 50. The Vouga railway line from Aveiro to Espinho. Source: own elaboration.

The railway was conceived in the late 19th century as a logistics corridor to transport agricultural production from the Vouga Valley toward the Porto and Aveiro regions. Construction progressed gradually and the full line became operational in 1913. The infrastructure has a total length of 95.8 kilometers, is entirely single track and non-electrified, with a narrow track gauge, making it a unique line within the Portuguese railway network.

Regular railway operations include passenger and freight services. Daily services comprise eight trains between Aveiro and Sernada do Vouga and seven trains between Oliveira de Azeméis and Espinho-Vouga. Despite serving low-density and predominantly rural territories, the line remains active and socially relevant.

From a tourism perspective, the railway stands out for its strong landscape, cultural and heritage value. The route passes through areas of high environmental interest, such as the Vouga River and the Pateira de Fermentelos, one of the largest natural lakes in the Iberian Peninsula. Cultural attractions along the corridor include the Macinhata do Vouga Railway Museum, the Church of São Salvador in Águeda and the archaeological site of Cabeço do Vouga.

To take advantage of these assets, in addition to its regular services the line hosts a renowned seasonal tourist product, the Comboio Histórico do Vouga, which operates between Aveiro and Macinhata do Vouga. The service was inaugurated in 2017 and currently operating on selected Saturdays in June and August. The Comboio Histórico do Vouga offers an integrated tourism experience combining the train journey with on-board entertainment, local gastronomy, visits to regional markets, guided tours and cultural explorations in Águeda.

In territorial terms, the Linha do Vouga has a significant positive impact on local communities by reducing isolation, supporting local economies and fostering social inclusion. While tourism is not the primary driver of infrastructure funding, which remains focused on safety and modernization, the Comboio Histórico do Vouga demonstrates that tourism can effectively complement regular services and contribute to the long-term revitalization of rural railway corridors.

Summary	
	Updated: 05/05/2026
Line name	**Linha do Vouga**
Tourist services	Comboio Histórico do Vouga (Vouga Historical Train): Aveiro / Macinhata do Vouga
Country	Portugal
Region or Canton	Aveiro district
Description of the line	
Origin / Destination	Aveiro / Espinho-Vouga
Category	Regional service [7] Single track line [1]
Line length (km)	95.8 km [1]
Track Gauge (standard, narrow, broad)	Narrow gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No [1]
Signalling System	Simplified Computerized Block (SISE) [1]
General Condition of the line (bad/medium/good)	Medium [4]
GPS Coordinates of Origin and Destination	Aveiro: 40°38'38"N 8°38'26"W

	Espinho-Vouga: 41°00'08"N 8°38'37"W
Route Map Link	https://www.cp.pt/info/documents/d/cp/mapa-servicos-comboios
Tourism Attractiveness	
Main Towns / Cities on the Route	Aveiro, Águeda, Macinhata do Vouga, Espinho, Oliveira de Azeméis, São João da Madeira
Natural Features (mountains, rivers, coasts)	Vouga River, Pateira de Fermentelos [2]
Cultural Sites (UNESCO, historical stations)	Church of São Salvador (Águeda), Macinhata do Vouga Railway Museum, Archaeological site of Cabeço do Vouga [2]
Unique Selling Points	Immersion in the history of the railway and the traditions of Portugal's central-northern region. [2] Tourist services: • Comboio Histórico do Vouga. [2]
Visitor Services (hotels, tours, local crafts)	Comboio Histórico do Vouga: [2] • On-board entertainment. • Traditional pastries gifts. • Visit to a regional produce market. • Guided tour of the Macinhata do Vouga Railway Museum. • Guided tour of Águeda and urban art exhibitions.
Current Operation info	
Opening date	1913 [8] Comboio Histórico do Vouga: 2017 [4]
Current Services • (Freight / Passenger / Tourism)	Passenger and tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: [9] • 8 daily trains between Aveiro and Sernada do Vouga (regional service). • 7 daily trains between Oliveira de Azeméis and Espinho-Vouga (regional service). Comboio Histórico do Vouga: [3] • Saturdays in June and August. • 206 passengers per train.
Annual Tourist Ridership (last 5 years)	Comboio Histórico do Vouga: • 2022: 4 550 passengers. • 2023: No outings. • 2024: 1 400 passengers. • 2025: 1 400 passengers.

	Note: Data provided by Comboios de Portugal
Ridership Trend (increasing / stable / declining)	Comboio Histórico do Vouga: decreasing due to less number of outings. *Note: Data provided by Comboios de Portugal*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales *Note: Data provided by Comboios de Portugal*
Ticket price (€)	Regular service: • Regional service (from Espinho-Vouga to Oliveira de Azeméis): starting from 3.50€ • Regional service (from Aveiro to Sernada do Vouga): starting from 3.75€ *Note: Data provided by Comboios de Portugal* Comboio Histórico do Vouga: [3] • Adults: 41€ • Children (4 to 12 years old): 25€
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	Comboios de Portugal
Infrastructure manager	Infraestruturas de Portugal
National Authorities	-
Regional / Cantonal Authorities	-

Local Authorities	Municipalities of Águeda and Macinhata do Vouga
Community Involvement Level (low, medium, high)	High. The tourism service program Comboio Histórico do Vouga includes a visit to a regional produce market and numerous urban art exhibitions and other initiatives in the city of Águeda. [2]
Impact on Local Economy • (jobs, local business synergy)	The Vouga Line plays an essential role in connecting rural areas and small towns along its route, promoting social and economic inclusion. Moreover, the Comboio Histórico do Vouga includes a visit to a regional produce market, where visitors can purchase typical local products. [2]
Objectives and challenges	
Works required for reopening/revitalization	Superstructure rehabilitation [5]
Estimated reopening or revitalization cost	34M € [5]
Associated projects	
Local	-
National	Rehabilitation of the Vouga Line [5]
International	-
Other information	
Historic Summary	The Vouga Line was first conceived in 1877 as a means of transporting agricultural products from the Vouga Valley to Porto. The first section of the line, between Espinho and Oliveira de Azeméis, opened in 1908, and the Aveiro branch was inaugurated in 1911. The construction of the entire line was completed in 1913. In 1972, service between Sernada do Vouga and Viseu was suspended, but this decision was reverted in 1974. However, the section was closed again in 1990, and a railway walk was later installed along the route. Currently, there is an ongoing plan to rehabilitate the entire line with an investment of 34M €. The work is divided into different sections, and the section between Sernada do Vouga and Oliveira de Azeméis has been closed for renovations since 2022.

Maps/Photographic Documentation	 Ferreira, R. (2017). https://portugalferroviario.net/wp-content/uploads/2017/08/2017-08.pdf  Unknown (2025). https://www.youtube.com/watch?v=OI91GOx7_R0&t=150s
Bibliography	[1] https://servicos.infraestruturasdeportugal.pt/sites/default/files/inline-files/Network%20Statement%202026.pdf [2] https://www.cp.pt/info/en/w/vouga-historical [3] https://www.cp.pt/info/en/w/vouga-historical-train-2025 [4] https://portugalferroviario.net/wp-content/uploads/2017/08/2017-08.pdf [5] https://www.infraestruturasdeportugal.pt/pt-pt/principais-investimentos/plano-de-reabilitacao-da-linha-do-vouga [6] https://portugalferroviario.net/wp-content/uploads/2019/04/2019-04.pdf [7] https://www.cp.pt/info/documents/d/cp/mapa-servicos-comboios [8] https://www.cp.pt/info/en/cronologia [9] https://www.cp.pt/info/documents/d/cp/comboios-regionais-aveiro-vouga-espinho [10] https://www.cp.pt/en

Contact person	*Not found*
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes** - The Vouga Line crosses low-density and rural territories.
How important is the potential for tourism development on this line? (low/medium/high)	**High** - The existing tourism service Comboio Histórico do Vouga is an initiative to make the cities of Águeda and Macinhata do Vouga more dynamic and revitalize the Vouga Line as a whole.
Is tourism influencing funding for the line? (low/medium/high)	**Low** - The Vouga Line is currently being rehabilitated, but there is no evidence that the project is being funded for tourism-related reasons.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Medium** - The line is currently active for passengers and freight with daily trains in both directions.

3.11. Slovakia

Overview of the Slovakian Railway Network

The Slovak railway network is a key transit system located at the geographical heart of Europe, acting as a bridge between the European Union's standard-gauge network and the broad-gauge systems of Eastern Europe. The national infrastructure is managed by Železnice Slovenskej republiky (ŽSR) and comprises approximately 3,626 kilometres of track.

The Slovak network has a dual electrification system: 3 000 V DC, predominant in the northern and eastern regions (including the main line to Košice), ensuring continuity with the Czech and Polish networks; and 25 kV AC (50 Hz), used in the western and southern parts of the country, aligning with Hungarian and Austrian standards.

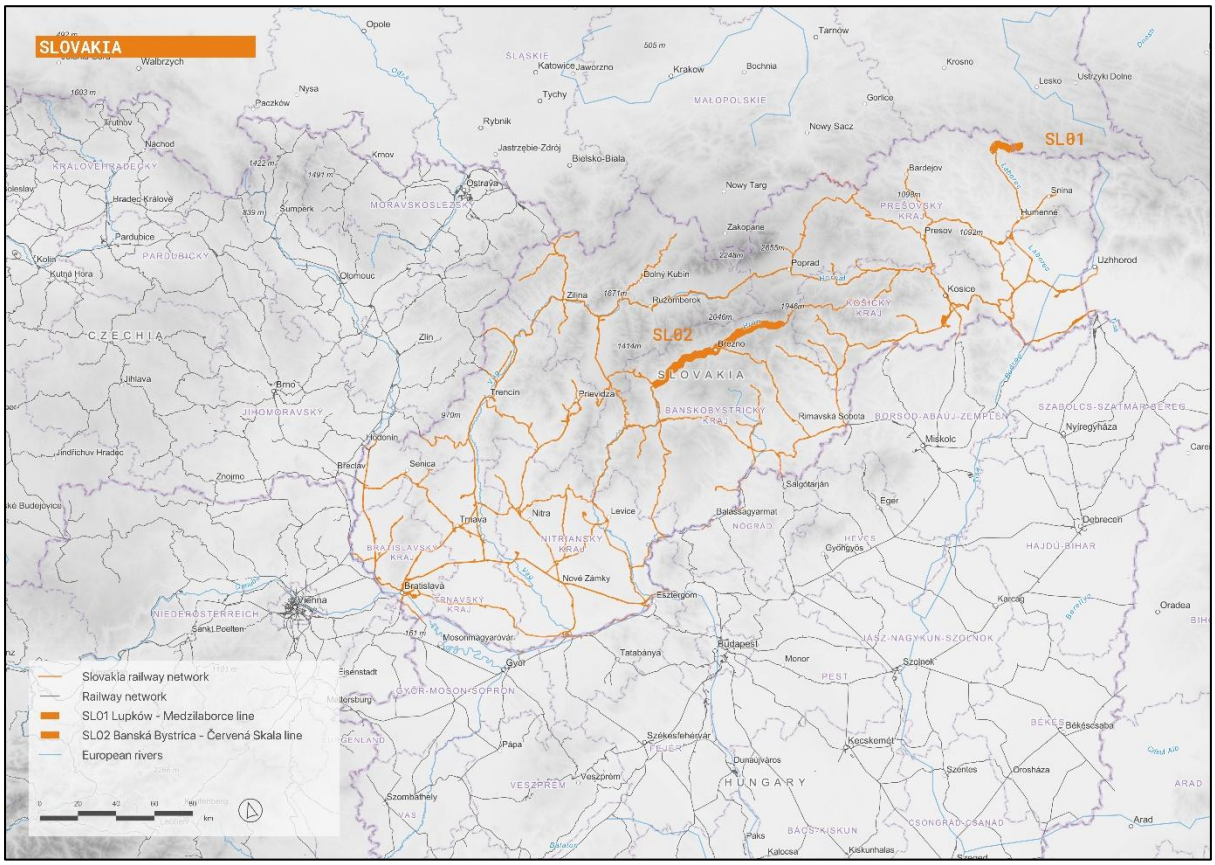


Figure 51. Slovakian railway network in 2026, showing the lines selected for this study. Source: own elaboration.

In addition, Slovakia operates a strategic broad-gauge line (1 520 mm) extending from the Ukrainian border to Košice, primarily used for heavy freight transport, particularly iron ore. The network also includes several narrow-gauge systems, most notably the Tatra Electric Railway, which serves both local mobility and tourism in the High Tatras region.

History of the Slovakian Railway Network

Railway development in present-day Slovakia began when the territory was part of the Kingdom of Hungary within the Austrian Empire. The first horse-drawn railway opened in 1840 between Bratislava and Svätý Jur. Steam railway operations began in 1848 with the opening of the Vienna–Bratislava line. During the 19th century, the network expanded as part of the Hungarian railway system, with major lines designed to connect the industrial regions of Upper Hungary (now Slovakia) to Budapest and the wider imperial network, often crossing mountainous terrain.

Following the creation of Czechoslovakia in 1918, the network was integrated into the Československé státní dráhy (ČSD). A key challenge during this period was the reorientation of the network: most lines had originally been designed to converge toward Budapest, whereas the new state required stronger east–west connections linking Prague, Bratislava, and Košice. During the Cold War, Slovakia became an important transit hub within the Eastern Bloc. This led to the electrification of major corridors and the construction of the broad-gauge line linking the Soviet Union to eastern Slovakia, facilitating freight transport.

Following the peaceful dissolution of Czechoslovakia in 1993, the network was divided and ŽSR was established as the Slovak infrastructure manager. Since joining the European Union in 2004, Slovakia has focused on modernizing its sections of the TEN-T corridors (notably the Rhine–Danube and Orient/East-Med corridors). Current investments aim to increase speeds to 160 km/h on main lines, while maintaining regional "low traffic" lines that remain essential for serving rural and mountainous areas, particularly in central and eastern Slovakia.

Tourist train services in Slovakia

Railway tourism in Slovakia includes both regional passenger lines serving areas with tourism activity and dedicated heritage railway operations, often developed on preserved sections of former lines.

Within the framework of the *TOUR&RAIL* project, the Lupków–Medzilaborce railway line constitutes the selected case. This line connects eastern Slovakia to southern Poland through the Lupków Pass and provides regional passenger services. It crosses a sparsely populated mountainous area in the Carpathians, with access to natural landscapes and hiking regions. The line operates regular services, including seasonal cross-border connections, and remains part of the conventional railway network.

In addition to this line, Slovakia hosts several heritage and narrow-gauge railway operations. Among these, the Čiernohronská railway and the Orava Forest Railway can be cited as examples. These lines operate on preserved infrastructure, generally on a seasonal basis, and are primarily dedicated to tourism and recreational use.

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  https://www.zsr.sk/en/railway-undertaking/infrastructure/network-statement
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  https://uic.org/com/enews/article/news-in-the-zssk-timetable-benefits-for-tourism-in-slovakia

3.11.1. Lupków - Medzilaborce Railway

The Lupków - Medzilaborce Railway, historically known as the Lupkowska Pass Line, is a standard-gauge (1 435 mm) cross-border railway corridor that connects the Podkarpackie Voivodeship in Poland with the Prešov Region in Slovakia through the Carpathian Mountains.

The line spans approximately 123 km in its entirety, linking the town of Lupków (Poland) with Medzilaborce (Slovakia). The infrastructure is currently in a state of transition and modernization. Management is shared between national entities: PKP PLK on the Polish side and ŽSR on the Slovak side. The line is partially electrified and is generally in medium condition, with ongoing works focusing on track maintenance and the modernization of the historic tunnel drainage systems.

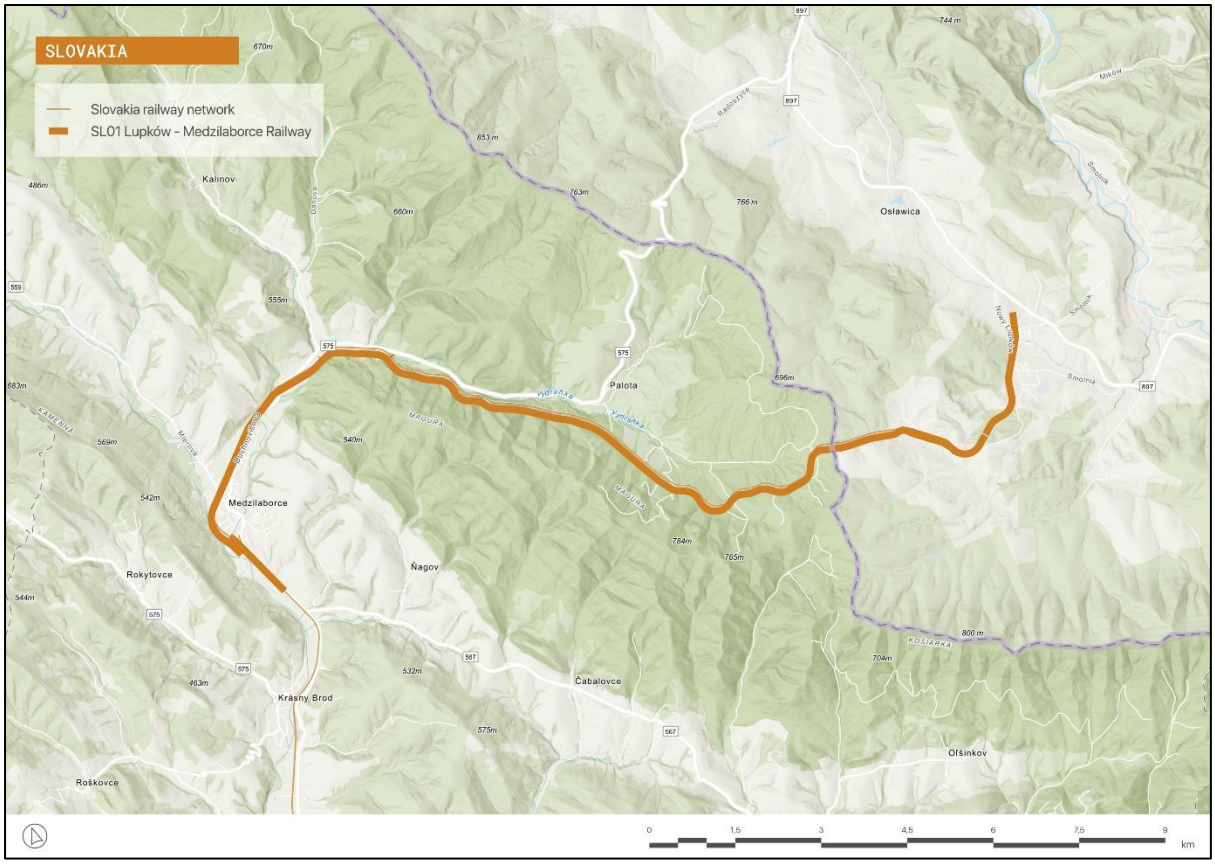


Figure 52. The Lupków - Medzilaborce railway line. Source: own elaboration.

Conceived in the late 19th century to facilitate mountain crossings, the line's defining feature is the Lupków Tunnel, which was inaugurated in 1874. After suffering heavy damage during World War II and experiencing closures due to border restrictions in the 1980s, the line saw a revival in the 21st century. Following years of limited use, seasonal passenger services were successfully resumed in the summer of 2017. Today, it remains one of the most isolated and authentic railway border crossings in the Carpathians.

Currently, the line operates primarily as a seasonal tourist and passenger service, with occasional freight traffic. The services are operated by Polregio (Poland) and Železničná spoločnosť Slovensko (ZSSK). Unlike commuter-heavy urban lines, the ridership is almost entirely driven by tourism. The user profile consists mainly of eco-tourists, railway enthusiasts,

and travelers looking for remote rural experiences and slow-tourism connections between Poland and Slovakia.

Often celebrated for its scenic beauty, the Lupkowska Pass Line is a significant asset for the "Green Heart" of this border region. It offers access to the remote landscapes of the Carpathian Mountains and provides a connection to the Andy Warhol Museum of Modern Art in Medzilaborce. There is also a high potential for train-bike intermodality, supported by cross-border heritage projects and regional INTERREG initiatives.

The railway serves as a vital tool for social cohesion and cultural exchange between Polish and Slovak border communities. While its role as a daily transport axis is limited, tourism is the essential activity that keeps the line active. The operation is heavily dependent on regional and EU funding, such as the Interreg Poland–Slovakia program, which views the railway as a key driver for local jobs, business synergy, and the revitalization of this rural territory.



Figure 53. Regional passenger train operating on the Medzilaborce–Łupków railway line. Source: ZSSK.

Summary	
	Updated: 02/03/2026
Line name	Lupków–Medzilaborce Railway (Łupkowska Pass Line)
Country	Poland – Slovakia (Podkarpackie Voivodeship / Prešov Region)
Region or Canton	Podkarpackie Voivodeship / Prešov Region
Description of the line	
Origin / Destination	Łupków (Poland) – Medzilaborce (Slovakia) [1][2]
Category	Cross-border Regional / Tourist [4]
Line length (km)	123 km (entire line) [4]
Track Gauge (standard, narrow, broad)	Standard 1435 mm [4]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Not in the part Lupków-Medzilaborce
Signalling System	
General Condition of the line (bad/medium/good)	Medium, undergoing modernization [1][2][4]
GPS Coordinates of Origin and Destination	Start (Łupków): 49°14'51.5"N 22°03'32.8"E End (Medzilaborce): 49°16'26.7"N 21°54'05.2"E
Route Map Link	
Sources	1- https://www.railwaypro.com/wp/poland-to-reconstruct-the-rail-link-with-slovakia/ 2 - https://www.andybtravels.com/en-route-blog/summer-cross-border-train 4 - https://www.vlaky.net/trate/63/zsr-191-michalany-medzilaborce-lupkow-pkp/#tratTab1
Tourism Attractiveness	
Main Towns / Cities on the Route	Łupków, Osławica, Palota, Medzilaborce [4]
Natural Features (mountains, rivers, coasts)	Carpathian Mountains, *Ancient and Primeval Beech Forests of the Carpathian mountains*) -UNESCO
Cultural Sites (UNESCO, historical stations)	Historic Łupków Tunnel (opened 1874) (no UNESCO), Wooden Churches of the Slovak part of the Carpathian Mountain Area –

	UNESCO; Museum; The Andy Warhol Museum of modern Art Mezilaborce – No UNESCO.
Unique Selling Points	Old cross-border tunnel through Carpathians; authentic, remote landscape; revival of heritage train connections, Historical building od Border station of Lupkow on top of mountains.
Visitor Services (hotels, tours, local crafts)	–
Sources	3 - https://cpkzagorz.pl/en/o-projekcie-2/
Current Operation info	
Opening date	1874 (Łupków Tunnel inaugurated) [2]
Current Services ● (Freight / Passenger / Tourism)	Seasonal passenger and tourist trains – weekend on summer; no freight [2]
Service ● (frequency, speed, passengers/trains per day/week/month/year)	4 train pairs on weekend days from mid-June to -mid-September
Annual Tourist Ridership (last 5 years)	–
Ridership Trend (increasing / stable / declining)	–
Revenue Sources (ticket sales, subsidies, other)	–
Ticket price (€)	Medzilaborce – Lupkow – cca. 2,5 EUR
Sources	2 - https://www.andybtravels.com/en-route-blog/summer-cross-border-train
Historic Operation info (if applicable)	
Has the line been closed in the past? ● Yes / No	Yes [2]
Closure date	1945 (war damage), later 1980s (border restriction) [2]
Operating conditions before closure ● (frequency, speed, passengers/trains per day/week/month/year)	Limited local passenger and freight [2]
Services before closure ● (Freight / Passenger / Tourism)	Passenger present historically [2]
Reason for closure	Post-war border division, low demand [2]
Reopening date	Summer service resumed post 2017 [2]

Sources	2 - https://www.andybtravels.com/en-route-blog/summer-cross-border-train
Stakeholders involved	
Service provider (Operator)	Polregio (Poland), Železničná spoločnosť Slovensko (ZSSK) [1]
Infrastructure manager	PKP PLK (Poland), ŽSR (Slovakia) [1]
National Authorities	Podkarpackie Voivodeship [1]
Regional / Cantonal Authorities	Podkarpackie Voivodeship [1] [1]
Local Authorities	Local Municipalities
Community Involvement Level (low, medium, high)	–
Impact on Local Economy ● (jobs, local business synergy)	–
Sources	1- https://www.railwaypro.com/wp/poland-to-reconstruct-the-rail-link-with-slovakia/
Objectives and challenges	
Works required for reopening/revitalization	Track maintenance, modernization of tunnel drainage, improved cross-border coordination, tourism branding
Estimated reopening or revitalization cost	Approx. €10–15 million (joint PL–SK funding)
Associated projects	
Local	Cross-border heritage INTERREG project (Zagórz/Medzilaborce [3]
National	-
International	Interreg Poland–Slovakia (2021–2027) [2]
Sources	3 - https://cpkzagorz.pl/en/o-projekcie-2/
Other information	
Historic Summary	Historic cross-border mountain railway connecting Łupków (Poland) with Medzilaborce (Slovakia) through the Carpathian Mountains via the Łupków Tunnel. The route is known for its high scenic value, remote rural setting, and cultural ties between Polish and Slovak border communities. Today it operates mainly as a summer seasonal tourist service and occasional freight link.
Maps/Photographic Documentation	

Bibliography	1- https://www.railwaypro.com/wp/poland-to-reconstruct-the-rail-link-with-slovakia/ 2 - https://www.andybtravels.com/en-route-blog/summer-cross-border-train 3 - https://cpkzagorz.pl/en/o-projekcie-2/ 4 - https://www.vlaky.net/trate/63/zsr-191-michalany-medzilaborce-lupkow-pkp/#tratTab1
Contact person	regional.rzeszow@polregio.pl hradisky.lubomir@slovakrail.sk
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** - One of the most isolated railway border crossings in the Carpathians
How important is the potential for tourism development on this line? (low/medium/high)	**High** - Strong appeal due to the unique Andy Warhol connection and the Good Soldier Švejk literary link
Is tourism influencing funding for the line? (low/medium/high)	**High** - The service is almost entirely dependent on regional/EU tourism grants for seasonal operation
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High** - Tourism is currently the only driver for keeping the passenger crossing active across the pass

3.11.2. Banská Bystrica - Červená Skala

The Banská Bystrica–Červená Skala railway line (Slovak railway line 172) is a regional railway located in central Slovakia. It links the regional capital of Banská Bystrica with the mountain junction station of Červená Skala, crossing the historic Horehronie region along the upper Hron River valley. The line forms part of a wider east–west corridor connecting central Slovakia with the eastern part of the country through the adjacent Červená Skala–Margecany railway. Railway infrastructure is owned and managed by the Slovak infrastructure manager ŽSR (Železnice Slovenskej republiky), while passenger services are operated by the national railway company ZSSK (Železničná spoločnosť Slovensko).

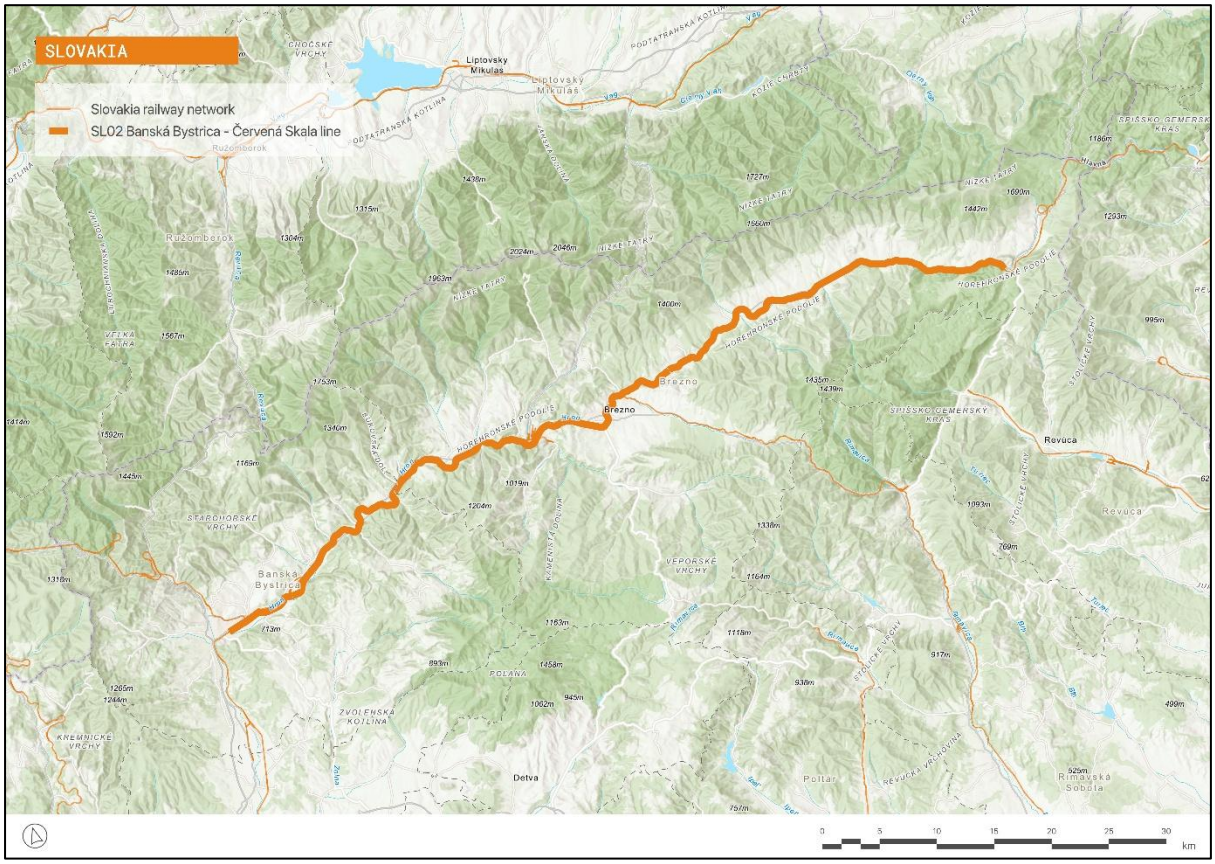


Figure 54. The Banská Bystrica - Červená Skala railway line. Source: own elaboration.

The railway is a single-track, non-electrified standard-gauge line with a total length of approximately 86 kilometres. It connects the urban centre of Banská Bystrica with the industrial and rural settlements of the Hron valley, including Podbrezová, Brezno, Polomka and Červená Skala. The line operates primarily as a regional passenger railway and provides connections with other Slovak rail corridors at both ends.

The railway was constructed in several stages during the late nineteenth and early twentieth centuries as part of the development of the Hungarian railway network within the Austro-Hungarian Empire. The section from Banská Bystrica to the ironworks of Podbrezová opened in 1884, was extended to Brezno in 1895, and finally reached Červená Skala in 1903. The line was originally intended to support industrial development, particularly metallurgy, forestry and mining activities in the Horehronie region, while also improving accessibility to remote mountain

communities. Throughout much of the twentieth century, it played an important role in regional mobility and economic integration.

Like many rural railways in Central Europe, the line experienced declining traffic after the political and economic transformations of the 1990s. Increased car ownership and competition from road transport reduced passenger demand, while freight volumes also decreased. Nevertheless, unlike many secondary lines elsewhere in Europe, the route remained open due to its role in providing public transport services to settlements in the Hron valley and maintaining territorial cohesion in a mountainous region. Today, regular passenger services continue to operate, consisting mainly of regional trains and a limited number of faster regional express services. Freight traffic remains present but relatively modest.



Figure 55. Regional train crossing a viaduct at Telgárt.

The railway has developed a significant tourism dimension. Its attractiveness is strongly linked to the landscapes of the Horehronie region, situated between the Low Tatras and the Slovak Ore Mountains. Tourist trains such as the Horehronie Express operate on parts of the corridor during the summer season and promote the railway as a heritage and scenic attraction. The line also provides access to several important tourist destinations, including the historic industrial heritage of Podbrezová, the mountain areas surrounding Brezno, and connections towards the famous technical monuments of the neighbouring Červená Skala–Margecany line, notably the Telgárt Loop and the Chmaroš and Telgárt viaducts. The route is also closely connected to the tourist railways of central Slovakia, including the Čiernohronská Railway and the Tisovec cog railway.

The tourism attractiveness of the line is primarily based on its combination of mountain scenery, industrial heritage and access to outdoor recreation. The railway follows the Hron valley for most

of its length and provides views of the Low Tatras National Park and surrounding forested landscapes. Tourism generates additional seasonal demand and enhances the visibility of the railway, but regular public transport remains its principal function and source of justification. The line continues to depend largely on public funding through regional passenger service contracts rather than tourism revenues alone.

Overall, the Banská Bystrica–Červená Skala railway can be considered a low-traffic rural railway with significant landscape and heritage value. Its role in regional accessibility remains important, particularly for communities in the Horehronie valley. Compared with major tourist railways in Europe, its tourism potential is moderate but growing, especially within the context of sustainable tourism and railway heritage promotion. Tourism is not essential for the line's survival, yet it provides a valuable complementary function that contributes to the economic and cultural vitality of the region.

Summary	
	Updated: 17/06/2026
Line name	Banská Bystrica - Červená Skala (172) Technical name (by ZSR): 116A
Country	Slovakia
Region or Canton	Banská Bystrica Region
Description of the line	
Origin / Destination	Banská Bystrica - Červená Skala
Category	Single-track (1)
Line length (km)	85 km (2) (addition of section length)
Track Gauge (standard, narrow, broad)	Standard (1435 mm) (2)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No (2)
Signalling System	Manual
General Condition of the line (bad/medium/good)	medium
GPS Coordinates of Origin and Destination	Banská Bystrica Salkova Train Station 48.74141691503024, 19.21750589669855 Šumiac Červená Skala Train Station

	48.823195469432065, 20.13178788428268
Route Map Link	https://maps.app.goo.gl/EMWCpJ3H476ECje87
Tourism Attractiveness	
Main Towns / Cities on the Route	Banská Bystrica ; Podbrezová, Brezno ; Heľpa ; Červená Skala
Natural Features (mountains, rivers, coasts)	Hron valley, Tatras mountains, Forests, Karst plateau
Cultural Sites (UNESCO, historical stations)	Slovenská Ľupča Castle (3) Museum of the Slovak National Uprising (4) Heľpa Folk Traditions (5), National Park Nízke Tatry, National Park Muranska planina,
Unique Selling Points	Telgárt spiral and viaduct, narrow gauge railway Čierny Balog
Visitor Services (hotels, tours, local crafts)	Hotels, tours, local crafts
Current Operation info	
Opening date	1884 – 1903 (6)
Current Services • (Freight / Passenger / Tourism)	Passenger/ Tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regional service: (7) Travel without correspondence: one train every two hours Average travel time for: • Omnibus trains: 1h45 • Direct trains: 1h05 Horehronský express (seasonal tourist train): Every Friday and Saturday from Brezno (8) On-board animation program in the Horehronský express (9)
Annual Tourist Ridership (2025)	550.000 visitors (+ 6% compared to 2024)
Ridership Trend (increasing / stable / declining)	Increasing
Revenue Sources (ticket sales, subsidies, other)	Public subsidies and ticket sales

Ticket price (€)	~5€ for a one-way ticket with adult fare without any discount (Data observed on ZSSK commercial site on 02 June 2026 – Price may vary) (10)
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	Železničná spoločnosť Slovensko (ZSSK)
Infrastructure manager	Železnice Slovenskej republiky (ŽSR)
National Authorities	Tourism and Sports Slovakian Ministry
Regional / Cantonal Authorities	Banská Bystrica
Local Authorities	•
Community Involvement Level (low, medium, high)	**Medium** – The line benefits from partnerships with regional tourism and development organisations, but there is limited evidence of strong grassroots mobilisation, advocacy campaigns or community-led efforts to secure its future.
Impact on Local Economy • (jobs, local business synergy)	No data on the local economic impact of Line 172 was identified in the sources consulted.
Objectives and challenges	
Works required for reopening/revitalization	N/a
Estimated reopening or revitalization cost	N/a
Associated projects	
Local	•
National	•

International	•
Other information	
Historic Summary	Opened in stages between the 1880s and early 1900s, the line was built as part of a strategic east–west railway corridor linking central and eastern Slovakia through the Hron Valley and the Carpathian Mountains. During the socialist period, it supported both regional mobility and industrial traffic. Following the post-1990 decline in heavy industry and rail use, traffic decreased but the line remained in continuous operation. Since the 2010s, it has gained renewed visibility through regional tourism initiatives highlighting its scenic landscapes and remarkable engineering structures, particularly the Telgárt Loop and Viaduct.
Maps/Photographic Documentation	
Bibliography	1. ŽSR | 2026 (Annex 2.3) 2. InfoMap 3. The Castle of Slovenská Ľupča - Slovakia.travel 4. Múzeum SNP - Múzeum Slovenského národného povstania 5. The village of Heľpa | Cities and villages | GoSlovakia 6. Horehronie Express - Rail4V4+V 7. Microsoft Word - k172_3.doc 8. Horehronský Express allows tourists to explore the beauties of Horehronie - The Slovak Spectator 9. Horehronie Express | Slovakia Travel 10. Slovak rail 11. Brezno – Tisovec rack railway
Contact person	•
Relevance: How relevant is this line for T&R?	

Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** - The line is a secondary single-track regional railway serving rural communities in the Horehronie region, with moderate traffic levels and no strategic national corridor function.
How important is the potential for tourism development on this line? (low/medium/high)	**High** - The line combines attractive mountain landscapes, nationally significant railway engineering landmarks (Telgárt Loop and Viaduct), and strong connections to heritage railways and outdoor tourism destinations, offering substantial opportunities for further tourism development.
Is tourism influencing funding for the line? (low/medium/high)	**Medium** – tourism supports additional services, marketing and political justification, but the line is primarily funded as a regional public transport corridor.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Low** - No evidence that tourism is critical to the line's survival. The line appears to be maintained primarily as a regional public transport service.

3.12. Spain

Overview of the Spanish Railway Network

The Spanish railway network is a strategic and complex transportation system, characterized by the coexistence of lines with three different track gauges: Iberian gauge (1 668 mm), standard gauge (1 435 mm) and metric gauge (1 000 mm). Some sections incorporate a third rail, allowing mixed traffic of trains with Iberian and standard gauges. The most extensive and busiest network is the General Interest Railway Network (RFIG), which consists of the network managed by ADIF, the Puertos del Estado network, and the Figueres-Perpignan line. Currently, the RFIG exceeds 15 000 kilometres. The rest of the railway system includes regional networks that run entirely within a single Autonomous Community. These include the lines operated by Ferrocarrils de la Generalitat de Catalunya (FGC), Ferrocarrils de la Generalitat Valenciana (FGV), Euskal Trenbide Sarea - Basque Railway Network (ETS), and Serveis Ferroviaris de Mallorca (SFM).

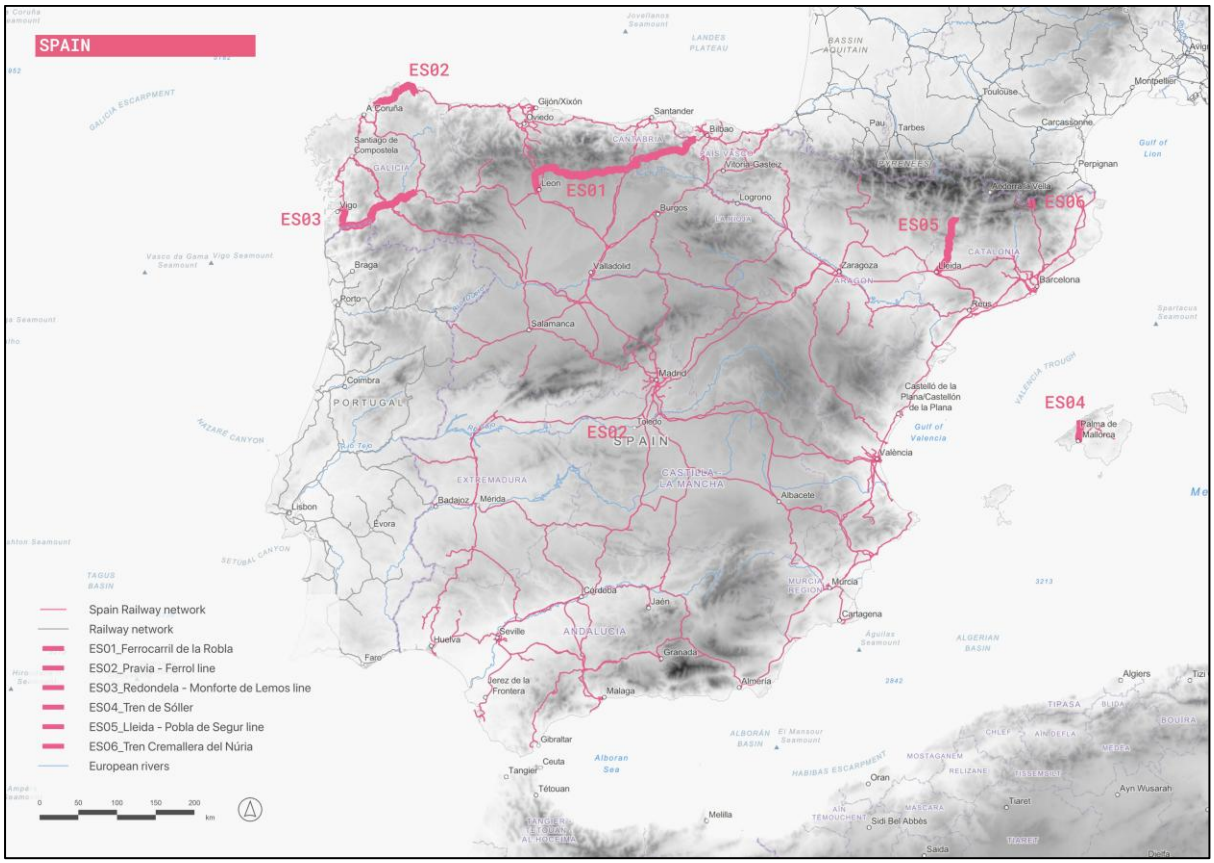


Figure 56. Spanish railway network in 2026, showing the lines selected for this study. Source: own elaboration.

History of the Spanish Railway Network

The first railway line on the Iberian Peninsula was inaugurated in 1848, running between Barcelona and Mataró, with a 30-kilometer route. In 1855, Spain approved its first railway law (Ley General de Ferrocarriles). This law was highly significant as it established the administrative and technical operation of the network. It introduced a private exploitation scheme and a radial structure for the network, as well as a track gauge of six Castilian feet (1 672 mm). Later, this gauge was standardized jointly with Portugal at 1 668 mm, forming the Iberian gauge. The law

prompted the construction of numerous railway lines, which grew from 459 km in 1857 to 5 044 km in 1866, improving mobility and contributing to Spain's modernization. However, many companies were unable to continue operations and went bankrupt, leading to the creation of Explotación de Ferrocarriles por el Estado (EFE) in 1926, a public entity responsible for operating abandoned lines or those with expired concessions.

The next major milestone in Spanish railway history came in 1941 when, after the Spanish Civil War, the Franco regime nationalized all Iberian gauge railway companies and created Red Nacional de los Ferrocarriles Españoles (RENFE) as the public company in charge of operating the network. After the fall of the dictatorship, Spain joined the European Economic Community (EEC) in 1986 and gradually adopted EU transport policy. In 2003, the Ley del Sector Ferroviario was passed, arranging the separation of RENFE into two companies. This split materialized in 2005 with the creation of ADIF (Administrador de Infraestructuras Ferroviarias), responsible for maintaining railway infrastructure, and Renfe-Operadora, responsible for operating the lines and providing transport services.

On the other hand, narrow-gauge railways played an important role in Spain. At the end of the 19th century, the first narrow-gauge lines appeared in the northern region, especially along the Cantabrian Coast, as a mobility solution due to the lack of road development. The reason for using a different gauge from the rest of the country was the difficult terrain in northern Spain and the high cost of implementing wide-gauge lines. In 1965, after RENFE was created, EFE was reorganized to group lines with gauges smaller than Iberian, adopting the name Ferrocarriles de Vía Estrecha (FEVE). After the end of the Franco dictatorship and the approval of the Spanish Constitution in 1978, part of the narrow-gauge network was transferred to the respective autonomous communities, as happened with FGC and FGV. In 2013, FEVE was integrated into ADIF and Renfe-Operadora to improve the efficiency of railway system management.

In recent years, Spain has invested heavily in high-speed rail, a technology that has transformed the railway network and consolidated the use of the international gauge (1 435 mm) in the country. The first line was inaugurated in 1992 between Madrid and Seville, one of the greatest engineering challenges due to the high technical requirements and Spain's complex terrain. Since then, Spain has developed a high-speed network with about 4 000 kilometers in operation, making it the largest in Europe and the second largest in the world.

Tourist train services in Spain

Railway tourism in Spain is a well-established segment within the country's tourism offer. Through historic or themed trains, these services help to enhance railway lines with significant scenic or heritage value, contributing to the economic development of rural areas and to the diversification of the use of railway infrastructure with limited traffic. In most cases, these initiatives combine the train journey with cultural, gastronomic, or nature-based activities, integrating the railway into a broader tourism experience. In this way, the train becomes not only a means of transport but also a tourist attraction in itself, capable of drawing visitors to rural areas. This approach is particularly relevant for low traffic railway lines, where railway tourism can help strengthen their economic viability.

In Spain, the range of tourist trains is diverse and operated by different public and private entities. The main operator is Renfe, which markets a wide variety of rail experiences through its program

of tourist and cultural trains. These include short-duration services linked to specific destinations, such as the Trenes Turísticos de Galicia program and the Trenes Turísticos de Castilla-La Mancha. These products are frequently developed in collaboration with regional and local administrations to promote the visibility of rural territories.

There are also services operated by regional railway companies, such as the tourist trains run by FGC, which focus primarily on the tourism valorisation of natural landscapes in Catalonia. Among the most notable initiatives is the Tren dels Llacs, which connects Lleida with La Pobla de Segur. In addition, FGC operates lines that, although they do not offer themed trains as such, have a strong tourism orientation and attract many visitors, such as the rack railways to Vall de Núria and Montserrat. Moreover, some tourist trains are operated by local operators or tourism entities that manage historic or heritage railway lines. One of the most prominent examples is the Tren de Sóller in Mallorca, inaugurated in 1912 and one of the most emblematic tourist railways in the country, linking Palma with the Sóller valley.

Luxury trains also stand out within Spain's railway tourism offer. These services, operated by Renfe, include the Transcantábrico Gran Lujo, the Costa Verde Express, the Tren Al-Ándalus and the Expreso de La Robla. These services offer multi-day itineraries with on-board accommodation and cultural activities in the regions visited. Among them, the Transcantábrico holds a particularly important place in the history of railway tourism in Spain. Inaugurated in 1983, it was the country's first tourist train. Its creation helped to revalorize the extensive narrow-gauge railway network in northern Spain, contributing to maintaining railway activity on lines with limited traffic while promoting tourism along the Cantabrian coast.

Beyond luxury trains, railway tourism represents a strategic opportunity for the valorization of conventional railway lines with tourism potential. In this context, the historic Rampa de Pajares constitutes a particularly relevant example. This mountain railway section was inaugurated in 1884 to cross the Cantabrian Mountains between León and Asturias. In 2023, the Variante de Pajares opened, introducing a new tunnel alignment that significantly reduces travel times and diverts most traffic to the new infrastructure. This development creates an opportunity to rethink the role of the historic Pajares line. Its alignment, characterized by spectacular mountain landscapes, offers considerable potential for the development of tourist railway services. At the same time, preserving this infrastructure would allow it to remain an alternative transport route for the rural communities located along the line, ensuring their territorial connectivity. In this context, combining tourist services with regional passenger or freight services could help secure the long-term viability of the infrastructure.

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3.12.1. Ferrocarril de La Robla

Línea 790 Aranguren-La Asunción Universidad/León, commonly known as Ferrocarril de La Robla, is a narrow-gauge railway line located in northern Spain that links the metropolitan area of Bilbao with the city of León. The line crosses three autonomous communities: Basque Country, Cantabria, and Castilla y León. It serves both commuter and regional functions while also supporting freight and tourism activities. The railway infrastructure is owned and managed by ADIF, and Renfe is the current and sole railway operator providing services along the corridor.



Figure 57. The Ferrocarril de La Robla railway line from Aranguren-La Asunción Universidad to León. Source: own elaboration.

The line is a single-track narrow-gauge railway with a total length of 308.3 kilometres. It is operationally divided into three sections: the eastern section between Aranguren and Balmaseda forms part of Cercanías Bilbao, the central section between Balmaseda and Guardo operates as a regional line, and the western section between Guardo and León is integrated into Cercanías León. Electrification is limited to the Aranguren-Balmaseda section.

The railway was originally developed in the late nineteenth century to transport coal from the mining regions of Castile and León to the iron and steel industries of the Basque Country. Construction began in 1890, and the main section between La Robla and Balmaseda was officially inaugurated in 1894. Throughout much of the twentieth century, the line played a fundamental role in regional economic development, facilitating the movement of both goods and passengers across mountainous and sparsely populated areas of León, Palencia, Cantabria and the Basque Country.

Towards the end of the twentieth century, the line faced severe operational and financial difficulties. The decline of coal mining combined with increasing competition from road transport led to a sharp reduction in freight traffic and revenues. As a result, a significant portion of the line was closed in 1991. This closure generated strong reactions from local authorities and communities, reflecting the line's importance for territorial cohesion. Following this period, FEVE launched a major rehabilitation program to modernize the line, and passenger services were reopened in 2003.

Today, the railway provides passenger services, with two daily regional trains operating in each direction, alongside continued freight activity and commuter services. The line also supports tourism operations, most notably through the Tren Expreso de La Robla, a luxury tourist train launched in 2009. This multi-day service travels between Bilbao and León, offering an experience focused on cultural landscapes and high-quality onboard and off-train services. The tourist train evokes the historic prestige of northern Spanish rail travel.

The tourism attractiveness of the line is mainly based on its high landscape diversity along its route. It is further reinforced by the presence of natural and cultural assets distributed along the corridor. It crosses areas such as the Cantabrian Range and the Mena Valley and is closely linked to cultural heritage sites including sections of the Camino de Santiago, a UNESCO World Heritage Site. While tourism generates visibility and additional demand, the financial sustainability of the line continues to rely primarily on public service obligation subsidies and revenue from regular passenger services.

Overall, the line is considered a low traffic rural railway that plays a significant role in maintaining connectivity across sparsely populated territories. Its potential for tourism development is moderate, particularly in the context of sustainable and heritage tourism. Although tourism is not essential to keeping the line operational, it represents an important complementary activity that contributes to regional revitalization.

Summary	
	Updated: 05/05/2026
Line name	**Ferrocarril de La Robla** **Technical name: Línea 790 Aranguren-La Asunción Universidad/León**
Tourist services	Tren Expreso de La Robla (Ruta de la Robla): Bilbao / León
Country	Spain
Region or Canton	País Vasco, Cantabria and Castilla y León
Description of the line	
Origin / Destination	Aranguren / León
Category	Single track line [2]

	From Aranguren to Balmaseda (La Calzada station): Cercanías Bilbao (commuter line) [1] From Balmaseda to Guardo: Media Distancia (regional line) [1] From Guardo to León: Cercanías León (commuter line) [1]
Line length (km)	308.3 km [1]
Track Gauge (standard, narrow, broad)	Narrow gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	From Aranguren to Balmaseda: Yes [2] • DC • 1.5 kV From Balmaseda to León: No [2]
Signalling System	ASFA [2]
General Condition of the line (bad/medium/good)	Medium
GPS Coordinates of Origin and Destination	Aranguren: 43°12'38"N 3°06'31"W León: 42°36'10"N 5°34'30"W
Route Map Link	https://www.adif.es/documents/20124/43878160/20250228_03_NS_Adif_2026_Maps.pdf/56ad5b6f-fc13-ad49-0720-ebb449d0f17e?t=1757259530540 (pg 9) From Aranguren to Balmaseda (La Calzada station): https://www.renfe.com/es/es/cercanias/cercanias-bilbao/mapas From Guardo to León: https://www.renfe.com/es/es/cercanias/cercanias-leon/mapas
Tourism Attractiveness	
Main Towns / Cities on the Route	Bilbao, Guardo, León
Natural Features (mountains, rivers, coasts)	Cantabrian Range, Mena Valley [3]
Cultural Sites (UNESCO, historical stations)	Camino de Santiago (Camino Francés and Routes of Northern Spain, UNESCO World Heritage Site) [3]
Unique Selling Points	Tourist services: • Tren Expreso de La Robla (Ruta de la Robla): luxury train travelling through the countryside and along the northern coast of Spain in a three-day and two-night route, evoking the route and glamour of El Transcantábrico. [3]
Visitor Services (hotels, tours, local crafts)	Tren Expreso de La Robla (Ruta de la Robla): [4]

	• Accommodation with private bathroom and additional amenities and toiletries. • Breakfirst, lunches and dinners. • Tickets to museums, monuments, and shows. • Private bus. • Excursions and scheduled visits with guide. • Transfer by train before and after the trip. • Additional services: bar, laundry, and baggage transport.
Current Operation info	
Opening date	1894 [8] Tren Expreso de La Robla (Ruta de la Robla): 2009 [5]
Current Services • (Freight / Passenger / Tourism)	Passenger, tourism, freight [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: [1] • Regional line: 2 daily trains in both directions. Tren Expreso de La Robla (Ruta de la Robla): 4 outings per year. [9]
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies (public service obligation) [6]
Ticket price (€)	Regular service: • From Balmaseda to Guardo (one-way ticket): 11.45€ [7] Tren Expreso de La Robla (Ruta de la Robla): [9] • Single occupancy: 2 200 € • Double occupancy: 1 300 €
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes [8]
Closure date	1991
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	*Not found*

Services before closure • (Freight / Passenger / Tourism)	Passenger, freight
Reason for closure	Financial problems and poor infrastructure condition
Reopening date	2003
Stakeholders involved	
Service provider (Operator)	Renfe
Infrastructure manager	ADIF
National Authorities	-
Regional / Cantonal Authorities	-
Local Authorities	-
Community Involvement Level (low, medium, high)	Medium. After a major part of the line was closed in 1991, many councils and affected citizens sought to reopen the line. [8]
Impact on Local Economy • (jobs, local business synergy)	*Not found*
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	Línea 790 Aranguren-La Asunción Universidad/León, also known as Ferrocarril de La Robla, is one of Spain's most historically significant narrow-gauge railway lines. It was built in the late 19th century to transport coal from the mining regions of Castile and León to the iron and steel industries of the Basque Country. Construction began in 1890, and the railway officially opened on 11 August 1894, when the main section between La Robla and Balmaseda was inaugurated. The line was later extended to reach Bilbao in 1902.

	For much of the 20th century, the railway played a key role in the regional economy, moving both freight and passengers across the mountainous areas of León, Palencia, Cantabria, and Basque Country. In 1983, the tourist train Transcantábrico started operating in the line, a luxury service that was the first tourist train-hotel in Spain. The line eventually came under the management of FEVE, which operated Spain's narrow-gauge rail network. However, by the late 20th century the line faced serious challenges. The decline of coal mining and increasing competition from road transport led to a significant reduction in freight traffic and revenue. In 1991, passenger services in the central section of the line were suspended due to safety concerns and deteriorating infrastructure. Following the closure, a major infrastructure rehabilitation program was launched by FEVE to modernize the track, bridges, tunnels, and stations along the route. After several years, passenger services were gradually restored, and the line was fully reopened in 2003. In addition to regular regional services now operated by Renfe, the line also gained a new role in tourism. The luxury tourist train Expreso de La Robla, launched in 2009, offers multi-day journeys through northern Spain, highlighting the cultural landscapes and railway heritage of the historic route.
Maps/Photographic Documentation	 

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Contact person	Tren Expreso de La Robla (Ruta de la Robla): • +34 912 555 912 • trenesturisticosdelujo@renfe.es
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes -** The Ferrocarril de La Robla is a low traffic rural line with limited daily services serving sparsely populated areas across northern Spain.
How important is the potential for tourism development on this line? (low/medium/high)	**High -** The line has a lot of tourist potential, especially in terms of sustainable tourism, driven by the scenic mountain landscapes.
Is tourism influencing funding for the line (low/medium/high)	**Medium -** Tourism is moderately influencing funding decisions, but core subsidies still primarily support essential passenger and freight connectivity needs.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Medium -** Tourism helps keep the line active by complementing freight and regional passenger services, but it is not essential for maintaining operations or ensuring long-term financial sustainability overall.

3.12.2. Pravia - Ferrol Line

Línea 740 Pravia-Ferrol is a metric-gauge railway corridor that connects the city of Pravia (Principality of Asturias) with Ferrol (Autonomous Community of Galicia). ADIF owns and manages the railway infrastructure, and Renfe is currently the sole operating company. At its eastern end, the route continues toward Gijón as Línea 750, while at its western end, Ferrol station is considered a terminus. The railway project between Gijón and Ferrol was approved in 1886 for strategic and industrial reasons. However, construction did not begin until 1921, and the full opening of the line would not occur until 1972, following successive partial inaugurations.

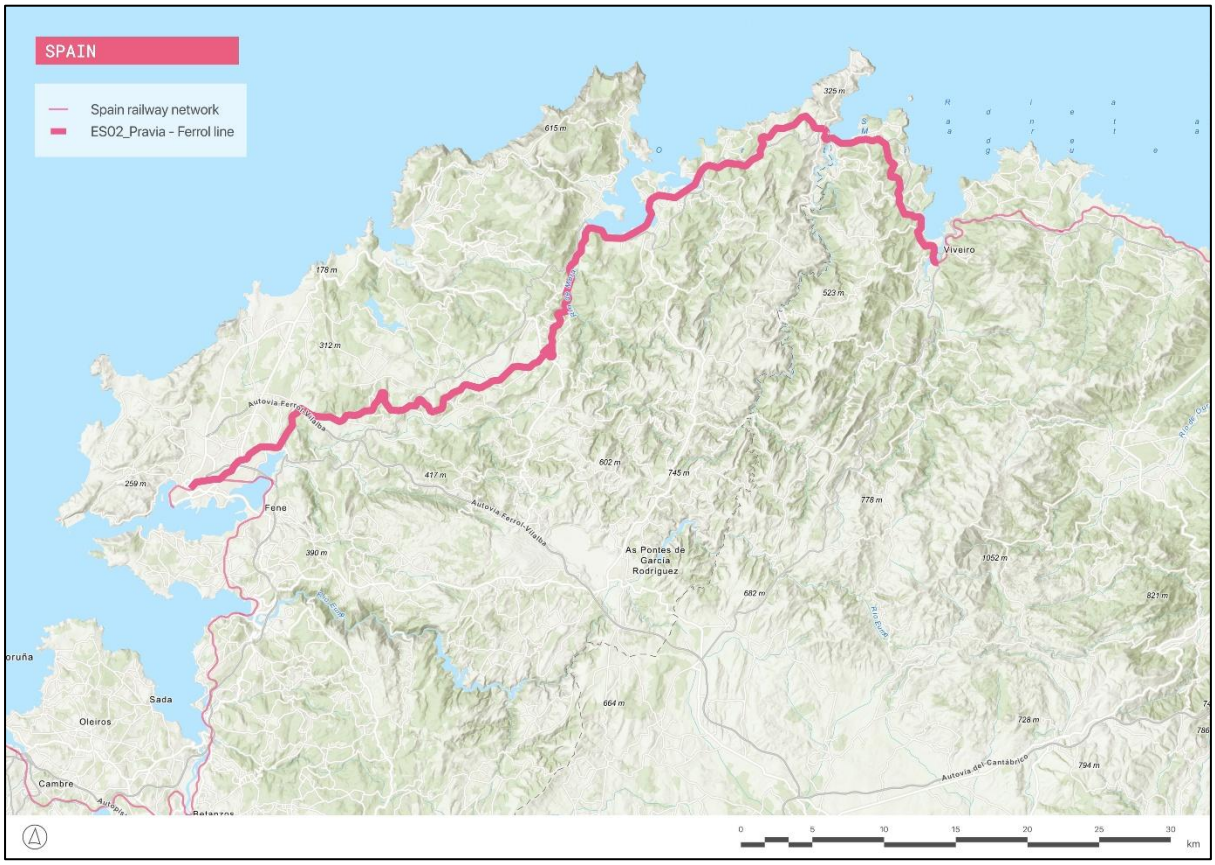


Figure 58. The Pravia – Ferrol railway line. Source: own elaboration.

The infrastructure, with a length of 269.3 kilometers, consists of a single track and is divided into three distinct sections: the segment between Pravia and Cudillero (13.4 km), which belongs to Cercanías Asturias; the segment between Cudillero and Ortigueira (203.3 km), which is a regional line; and the segment between Ortigueira and Ferrol (52.6 km), which belongs to Cercanías Ferrol. Only the first section, Pravia-Cudillero, is electrified. The section of interest within the scope of the project is the intermediate one, between Cudillero and Ortigueira.

The tourist appeal of the corridor lies primarily in its highly diverse and rich landscape and its route running parallel to the Cantabrian coast, a landscape characterized by cliffs and rocky shoreline typical of northern Spain. Nearby points of interest include the Estaca de Bares Lighthouse, the Castro de Coaña and Castro de Fazouro and sections of the Northern Way of Camino de Santiago, declared a UNESCO World Heritage Site. This combination of coastal scenery and archaeological heritage makes the line a unique tourism product.

Daily operations include passenger, freight, and tourist services. Between Ortigueira and Cudillero, there are two daily trains, with an approximate travel time of 4 hours and 30 minutes. The financial framework for operations relies on ticket sales and public service obligation compensations granted by the Administration. Despite the low population density of the towns along the route, demand has shown a growing trend in recent years. In 2022, regional services between Ferrol and Gijón carried a total of 64 000 passengers, a 90% increase compared to the previous year.

Currently, the line operates a seasonal tourist service: the Tren de la Ruta de los Faros. This initiative is part of the Trenes Turísticos de Galicia program, jointly organized by Renfe, Xunta de Galicia, the Provincial Council of Ourense, Turismo de Galicia and the Ourense Institute for Economic Development (INORDE). The service was inaugurated in 2013 and offers six annual departures from Ferrol to Viveiro. In addition to the train journey, the ticket includes visits to various sites such as the Serra da Capelada, the sanctuary of Santo André do Teixido, and the Estaca de Bares Lighthouse. The Tren de la Ruta de los Faros has achieved excellent results since its creation, with trains operating at nearly full capacity.

In terms of territorial impact, the line has reduced the isolation of rural areas in Asturias and Galicia, promoting their social and economic inclusion by connecting them to urban and regional transport corridors. Due to these positive externalities, the funding scheme strongly relies on public service obligation contracts. On the other hand, the line offers moderately high tourism potential. Nevertheless, the direct influence of tourism on the line's financing is low, as current investments are mainly driven by safety and modernization criteria. However, the success of the Tren de la Ruta de los Faros demonstrates that tourism is a solid complement for territorial revitalization and demand generation without compromising the maintenance of regular service for the residents in the area.

Summary	
	Updated: 05/05/2026
Line name	**Technical name: Línea 740 Pravia-Ferrol**
Tourist services	Tren de la Ruta de los Faros: Ferrol / Viveiro
Country	Spain
Region or Canton	Asturias and Galicia
Description of the line	
Origin / Destination	Pravia / Ferrol
Category	Single track line [2] From Pravia to Cudillero: Cercanías Asturias (commuter line) [1] From Cudillero to Ortigueira: Media Distancia (regional line) [3] From Ortigueira to Ferrol: Cercanías Ferrol (commuter line) [1]
Line length (km)	269.3 km [1]

	• From Pravia to Cudillero: 13.4 km [1] • From Cudillero to Ortigueira: 203.3 km [1] • From Ortigueira to Ferrol: 52.6 km [1]
Track Gauge (standard, narrow, broad)	Narrow gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	From Cudillero to Ferrol: No [2] From Pravia to Cudillero: Yes [2] • DC • 1.5 kV
Signalling System	ASFA (analogical) [2]
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Cudillero: 43°33'05"N 6°09'07"W Ortegueira: 43°41'11"N 7°50'59"W
Route Map Link	https://www.adif.es/documents/20124/43878160/20250228_03_NS_Adif_2026_Maps.pdf/56ad5b6f-fc13-ad49-0720-ebb449d0f17e?t=1757259530540 (pg 9) From Pravia to Cudillero: https://www.renfe.com/es/es/cercanias/cercanias-asturias/mapas From Cudillero to Ortigueira: https://tourandrail.com/lineas/cudillero-ortigueira/ From Ortigueira to Ferrol: https://www.renfe.com/es/es/cercanias/cercanias-ferrol/mapas
Tourism Attractiveness	
Main Towns / Cities on the Route	Pravia, Cudillero, Viveiro, Ortigueira, Ferrol
Natural Features (mountains, rivers, coasts)	Cantabrian Coast [4]
Cultural Sites (UNESCO, historical stations)	Estaca de Bares Lighthouse, Castro de Coaña, Castro de Fazouro, Camino de Santiago (Routes of Northern Spain, UNESCO World Heritage Site) [4]
Unique Selling Points	Journey through the Cantabrian Coast, with a seascape dominated by cliffs and rocky areas. [4] Tourist services: • Tren de la Ruta de los Faros. [4]

Visitor Services (hotels, tours, local crafts)	Tren de la Ruta de los Faros: [4] • Tour through the Serra da Capelada with a stop at the Vixia Herbeira viewpoint. • Visit to Santo André do Teixido. • Visit to Estaca de Bares Lighthouse, the northernmost point of the Iberian Peninsula. • Visit to the Loiba cliffs. • Guided tour of Viveiro. • Optional transfer from Ferrol to A Coruña.
Current Operation info	
Opening date	1972 [11] Tren de la Ruta de los Faros: 2013 [5]
Current Services • (Freight / Passenger / Tourism)	Passenger, freight and tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: [1] • Regional line: 4 daily trains in both directions. • Maximum track speed: 80 km/h. Tren de la Ruta de los Faros: 6 outings per year. [4]
Annual Tourist Ridership (last 5 years)	Regular service: • 2021: 39 000 passengers (Ferrol-Gijón) [10] • 2021: 87 000 passengers (including all lines of the metric gauge network: Ferrol-Gijón, Oviedo-Santander, Santander-Bilbao and León-Bilbao) [9] • 2022: 64 000 passengers (Ferrol-Gijón) [10] Tren de la Ruta de los Faros: nearly 100% occupancy [6]
Ridership Trend (increasing / stable / declining)	Increasing [10]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies (public service obligation) [12]
Ticket price (€)	Regular service: • From Ortigueira to Cudillero (one-way ticket): 15.6€ [13] Tren de la Ruta de los Faros: [4] • Adults: 45€ • Children (4 to 14 years old): 20€ • Children (under 4 years old): Free
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No

Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	Renfe
Infrastructure manager	ADIF
National Authorities	-
Regional / Cantonal Authorities	Tren de la Ruta de los Faros: Xunta de Galicia
Local Authorities	-
Community Involvement Level (low, medium, high)	*Not found*
Impact on Local Economy • (jobs, local business synergy)	The Pravia-Ferrol Line connects rural areas from Galicia and Asturias to urban regions, contributing to reducing regional isolation and promoting social and economic inclusion. [1, 2]
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	Signalling system standardization and modernization on the Cudillero - Pravia section (removal of the telephone block system) 18.2M € [1] Safety system automatization of the Ribadeo - Cudillero section (removal of the telephone block system) 17.5M € [7]
International	-

Other information	
Historic Summary	The section between Cudillero and Ortigueira belongs to the metric gauge railway line 740 of ADIF, which runs between Pravia and Ferrol. The line continues to Gijón as line 750. The construction of line between Ferrol and Gijón was approved in 1886, with the goal of linking the artillery barracks in Ferrol with the armament and explosives factories in Gijón. The line was a part of the Plan de Ferrocarriles Secundarios of 1888, but the project was finally not developed. In 1906, the Ley de Ferrocarriles Estratégicos y Secundarios and the Ferrol-Gijón project was once again started. The construction began in 1921, but the political instability in Spain during the following years delayed the works. In 1953, the first section of the line between Avilés and Pravia was inaugurated. The line was fully opened in 1972, with the completion of the Luarca-Vegadeo section. Ferrocarriles Españoles de Vía Estrecha (FEVE) was the operator of the line until 2012, when the infrastructure was transferred to ADIF and Renfe took over as the new operator. In 2013, the service Tren de la Ruta de los Faros, a seasonal tourist train, was launched as part of Galicia's "Trenes Turísticos" initiative. It offers a scenic journey through the rugged northern coast of Galicia, combining rail travel with bus transfers to reach remote coastal landmarks. The route showcases the region's natural beauty and maritime heritage.
Maps/Photographic Documentation	TOUR&RAIL (2025). https://tourandrail.com/lineas/cudillero-ortigueira/
Bibliography	[1] https://www.adif.es/documents/20124/47395394/20250613_01_NS_Adif_Book2026.pdf/daaf688a-eaaa-ae6b-134f-e676510d0105?t=1761568761014 [2] https://www.adif.es/documents/20124/43878160/20250228_03_NS_Adif_2026_Maps.pdf/56ad5b6f-fc13-ad49-0720-ebb449d0f17e?t=1757259530540 [3] https://www.renfe.com/content/dam/renfe/es/Viajeros/Secciones/pdf/mapa_general_ServiocioPublico_2024.pdf [4] https://www.renfe.com/es/es/experiencias/trenes-tematicos/trenes-turisticos-galicia/ruta-faros [5] https://www.turismo.gal/espazo-profesional/actualidade/detalle-nova?content=nova_0117.html&langId=es_ES

	[6] https://www.xunta.gal/es/notas-de-prensa/-/nova/017745/ruta-los-faros-los-trenes-turisticos-junta-resulta-galardonada-con-premio-union [7] https://www.adif.es/o/pdf/prensa?pdf=33a7d0ee-f573-45f8-5f71-974211e5049b [8] https://www.renfe.com/es/es/grupo-renfe/comunicacion/renfe-al-dia/sala-de-prensa/noroeste/renfe-programa-servicios-carretera-movilidad-trayecto-cudillero-ribadeo [9] https://www.transportes.gob.es/recursos_mfom/paginabasica/recursos/12ferrocarril_21.pdf [10] https://www.lavozdeasturias.es/noticia/asturias/2023/01/30/renfe-recupera-asturias-dos-millones-viajeros-2022/00031675094833243553793.htm [11] https://web.archive.org/web/20120621142206/http:/www.telecable.es/personales/alfredov/ferrol.html [12] https://cdn.transportes.gob.es/portal-web-transportes/ferroviario/observatorio/OFE-2023.pdf [13] https://www.renfe.com/es/es
Contact person	Tren de la Ruta de los Faros: • +34 981 900 643 • 012@xunta.gal
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes -** The line runs through rural areas of low population density in northern Spain and has low ridership (64.000 passengers/year in 2022).
How important is the potential for tourism development on this line? (low/medium/high)	**High -** The line has great tourist potential due to the natural cultural and gastronomic attractions of both Asturias and Galicia. The line runs parallel to the Cantabrian Coast, providing a unique scenic route.
Is tourism influencing funding for the line? (low/medium/high)	**Low -**The line is currently undergoing automatization on the Ribadeo - Cudillero section, and there are plans to modernize the blockings on the Cudillero - Pravia section. However, there is no evidence that these projects are influenced by the tourism potential of the line.

	Nevertheless, the tourist service Tren de la Ruta de los Faros is clearly supported by tourism initiatives and regional promotion strategies.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Low -** The line is currently active for passengers and freight with daily trains in both directions.

3.12.3. Redondela - Monforte de Lemos Line

The Redondela - Monforte de Lemos railway line (Línea 810 Bif. Chapela-Monforte de Lemos) is an Iberian-gauge corridor located in the Autonomous Community of Galicia, in north-western Spain. The line connects the Atlantic coastal area near the city of Vigo with the interior of the region, linking Redondela with Monforte de Lemos over a total length of 166.6 kilometers. The infrastructure is owned and managed by ADIF, while Renfe is the sole operator for passenger and tourist services.

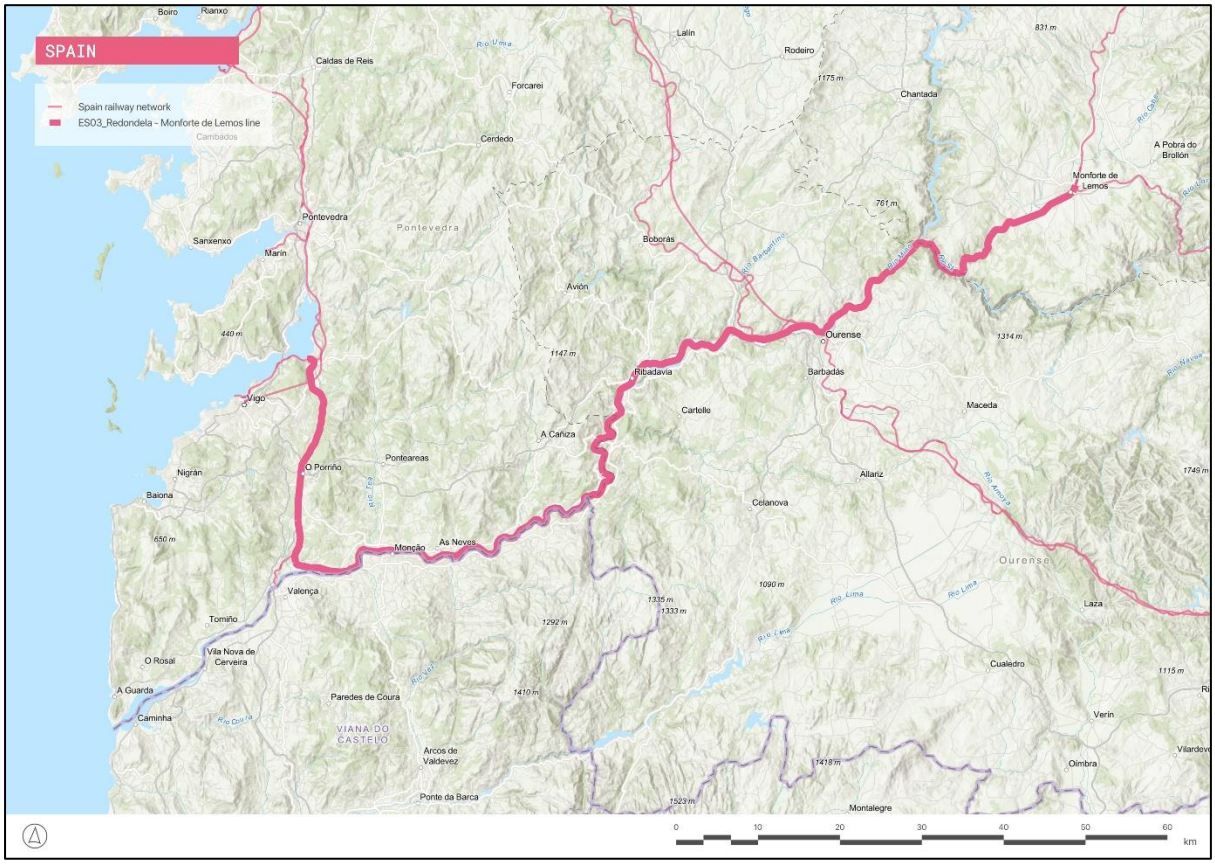


Figure 59. The Redondela - Monforte de Lemos railway line. Source: own elaboration.

The railway was conceived in the mid-19th century as part of a strategic plan to connect the port city of Vigo with inland Galicia. Built by the private company Compañía del Ferrocarril de Medina a Zamora y de Orense a Vigo, the line entered full operation in 1885. Following financial difficulties, it became part of the state railway system. Changes to the network during the development of Galicia's high-speed rail system in 2011 left Redondela as the western terminus for regional services.

The line consists of a single track and is fully electrified. Recent infrastructure projects have focused on electrification upgrades and operational improvements, particularly on the Ourense-Monforte section. The line currently supports 12 daily trains in both directions, ensuring permanent regional connectivity alongside freight movements.

From a tourism perspective, the corridor has notable attractiveness due to its route along the Miño and Sil river valleys, offering scenic landscapes closely associated with the Ribeira Sacra cultural and natural area. Tourist services are promoted through the Trenes Turísticos de Galicia

program, launched by the Xunta de Galicia in 2013. Four different tourist services operate on the line with seasonal departures: Ruta de la Ribeira Sacra (Río Sil), Ruta de la Ribeira Sacra (Río Miño), Tren del Vino Ribeiro / Rías Baixas and Ruta de la Ribeira Sacra y Valdeorras. These products combine rail travel with guided tours, river cruises, and winery tours. Although frequencies are limited, between one and six outings per year per service, these services have become established products within Galicia's cultural tourism offer.

Passenger demand for regular services remains moderate, reflecting the rural character of much of the territory served. In 2023, 52 338 passengers were registered in the Monforte de Lemos station. The financial model of the line relies primarily on ticket revenues and public service obligation subsidies, and current investment decisions are mainly driven by network modernization criteria rather than by tourist potential.

In territorial terms, Línea 810 plays a key role in maintaining connectivity between rural inland Galicia and the coastal urban axis. While tourism is not essential to keep the line open, the success of the seasonal tourist trains demonstrates their value as a tool for rural promotion, demand diversification and local economic stimulation, reinforcing the social relevance of the line without compromising its primary function as a regional transport corridor.

Summary	
	Updated: 05/05/2026
Line name	**Technical name: Línea 810 Bif. Chapela-Monforte de Lemos**
Tourist services	Ruta de la Ribeira Sacra (Río Sil): Ourense / Os Peares Ruta de la Ribeira Sacra (Río Miño): Ourense / Monforte de Lemos Tren del Vino Ribeiro / Rías Baixas: Ourense / As Neves Ruta de la Ribeira Sacra y Valdeorras: Ourense / Santo Estevo de Ribas de Sil
Country	Spain
Region or Canton	Galicia
Description of the line	
Origin / Destination	Redondela / Monforte de Lemos
Category	Single track line [2] Regional line [3]
Line length (km)	166.6 km [1]
Track Gauge (standard, narrow, broad)	Iberian gauge [1]
Electrification (Yes/No)	Yes [1] • DC

• Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	• 3 kV
Signalling System	ASFA [2]
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Redondela: 42°17'10"N 8°37'10"W Monforte de Lemos: 42°31'48"N 7°30'12"W
Route Map Link	https://www.renfe.com/content/dam/renfe/es/Viajeros/Secciones/pdf/mapa_general_ServiocioPublico_2024.pdf
Tourism Attractiveness	
Main Towns / Cities on the Route	Redondela, O Porriño, Ribadavia, Ourense, Monforte de Lemos
Natural Features (mountains, rivers, coasts)	Ribeira Sacra, Miño River, Sil River [2, 4]
Cultural Sites (UNESCO, historical stations)	None
Unique Selling Points	Railway that links the interior and coast of the region of Galicia, offering a journey alongside the rivers Miño and Sil. Tourist services: • Ruta de la Ribeira Sacra (Río Sil). [4] • Ruta de la Ribeira Sacra (Río Miño). [14] • Tren del Vino Ribeiro / Rías Baixas. [15] • Ruta de la Ribeira Sacra y Valdeorras. [16]
Visitor Services (hotels, tours, local crafts)	Ruta de la Ribeira Sacra (Río Sil): [4] • Dramatized visit and guided tour to Os Peares station. • Guided tour to a local winery and wine degustation. • Sil River boat cruise. • Visit to the Monasterio de San Pedro de Rocas. Ruta de la Ribeira Sacra (Río Miño): [14] • Guided tour to the Monasterio de las Bernardas de Pantón. • Visit to the Ecomuseo in Arxériz. • Miño River boat cruise. • Visit to a local winery and wine degustation. Tren del Vino Ribeiro / Rías Baixas: [15] • Visit to a local winery and wine degustation. • Visit to the town of Ribadavia. • Visit to the Museo do Viño de Galicia in San André de Camporredondo.

	• Visit to the San Cibrao hillfort. • Visit to the museums in the Santa Cruz de Arrabaldo station. Ruta de la Ribeira Sacra y Valdeorras: [16] • Sil River boat cruise. • Visit to a local winery and wine degustation. • Visit to the Santuario As Ermidas. • Dramatized visit and guided tour to Os Peares station.
Current Operation info	
Opening date	1885 [6] Ruta de la Ribeira Sacra (Río Sil): 2018 [19] Ruta de la Ribeira Sacra (Río Miño): 2018 [19] Tren del Vino Ribeiro / Rías Baixas: 2015 [18] Ruta de la Ribeira Sacra y Valdeorras: 2015 [17]
Current Services • (Freight / Passenger / Tourism)	Passenger, freight and tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: • 12 trains in both directions. [1] Ruta de la Ribeira Sacra (Río Sil): 6 outings per year. [4] Ruta de la Ribeira Sacra (Río Miño): 3 outings per year. [14] Tren del Vino Ribeiro / Rías Baixas: 1 outing per year. [15] Ruta de la Ribeira Sacra y Valdeorras: 2 outings per year. [16]
Annual Tourist Ridership (last 5 years)	Regular service: • 2023: 52 338 passengers registered in the Monforte de Lemos station (including passengers of other regional lines). [8] Tourist services: *Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies (public service obligation) [7]
Ticket price (€)	Regular service: • From Redondela to Monforte de Lemos (one-way ticket): starting from 12.70€ [9] Tourist services: [4] • Adults: 45€ • Children (4 to 14 years old): 20€ • Children (under 4 years old): Free

Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	Renfe
Infrastructure manager	ADIF
National Authorities	-
Regional / Cantonal Authorities	Tourist services: Xunta de Galicia
Local Authorities	Tourist services: Deputación Ourense
Community Involvement Level (low, medium, high)	Medium. All three tourist services offer visits to local winery and wine degustation.
Impact on Local Economy • (jobs, local business synergy)	*Not found*
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	Renovation of the overhead line in the Ourense-Monforte de Lemos section [12]

	Bypass to connect lines 810 and 824 in Redondela [13]
International	-
Other information	
Historic Summary	The Redondela-Monforte de Lemos line was conceived in the mid-19th-century as part of the plan to connect the city of Vigo and the interior of Galician region. The line was built under the private enterprise Compañía del Ferrocarril de Medina a Zamora y de Orense a Vigo. After phased construction, it entered full service in 1885. In 1928, the company joined the state-backed Compañía Nacional de los Ferrocarriles del Oeste de España due to financial difficulties, and in 1943 the network was absorbed into RENFE. RENFE was split in 2005 into the companies Renfe Operadora (operator) and ADIF (infrastructure manager). In 2011, parts of the original route toward Vigo were removed during the construction of the high-speed line in Galicia, leaving Redondela as the regional line terminus. In 2013, the region of Galicia launched the "Trenes Turísticos" initiative to promote tourism in rural areas through the rail network. Over the years, multiple services have been inaugurated and currently, four services are operating in the line with seasonal outings.
Maps/Photographic Documentation	  ADIF (2024). https://www.adif.es/-/adif-pruebas-renovado-tramo-ourense-monforte

Bibliography	[1] https://www.adif.es/documents/20124/47395394/20250613_01_NS_Adif_Book2026.pdf/daaf688a-eaaa-ae6b-134f-e676510d0105?t=1761568761014 [2] https://www.adif.es/documents/20124/43878160/20250228_03_NS_Adif_2026_Maps.pdf/56ad5b6f-fc13-ad49-0720-ebb449d0f17e?t=1757259530540 [3] https://www.renfe.com/content/dam/renfe/es/Viajeros/Secciones/pdf/mapa_general_ServiocioPublico_2024.pdf [4] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-galicia/ruta-ribeira-sacra-sil [5] https://www.depourense.gal/gl/nova/los-trenes-turisticos-de-galicia-se-presentan-en-fitur-como-reclamo-turistico-traves-de-las [6] https://subastaseuropa.com/subasta/monografias/44.pdf [7] https://cdn.transportes.gob.es/portal-web-transportes/ferroviario/observatorio/OFE-2023.pdf [8] https://www.lavozdegalicia.es/noticia/lugo/sarria/2024/03/28/tren-hoy-monforte-25-usuarios-6-anos/0003_202403M28C1991.htm [9] https://www.renfe.com/es/es [10] https://www.adif.es/w/adif-ampl%C3%ADa-actuaciones-en-ourense-monforte-de-lemos-lugo-para-equipararla-a-los-corredores-europeos [11] https://www.monfortedelemos.es/es/noticias/2024/teniente-alcalde-destaca-hoy-es-un-dia-muy-importante-para-nuestra-ciudad-con-reapertura-renovada-via-tren-monforte-ourense [12] https://planderecuperacion.gob.es/como-acceder-a-los-fondos/convocatorias/PLC/10572881/obras-de-ejecucion-del-proyecto-constructivo-de-renovacion-total-de-la-linea-aerea-de-contacto-para-la-posterior-transformacion-de-3-kv-c-c-a-25-kv-c-a-tramo-ourense-monforte-de-lemos [13] https://www.transportes.gob.es/ministerio/comunicacion/sala-prensa/mar-12112024-1934 [14] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-galicia/ruta-ribeira-sacra-mino [15] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-galicia/ruta-ribeiro-rias-baixas

	[16] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-galicia/ruta-ribeira-sacra-valdeorras [17] https://www.turismo.gal/espazo-profesional/actualidade/detalle-nova?content=nova_0712.html&langId=es_ES [18] https://www.laregion.es/comarca-de-ourense/trenes-turisticos-vino-superan-87-ocupacion_1_20150712-2785450.html [19] https://www.turismo.gal/espazo-profesional/actualidade/detalle-nova?content=nova_1579.html&langId=es_ES
Contact person	Tourist services: • +34 981 900 643 • 012@xunta.gal
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes -** The line mainly serves regional traffic through rural Galicia with moderate passenger volumes.
How important is the potential for tourism development on this line? (low/medium/high)	**Medium -** The natural landscape and river valleys provide opportunities for tourist-oriented rail services and seasonal excursions.
Is tourism influencing funding for the line (low/medium/high)	**Low -** The line has been subject to renovation projects. However, these projects are not influenced by the tourism potential of the line. Nevertheless, the tourist services are clearly supported by tourism initiatives and regional promotion strategies.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Low -** The line is currently active for passengers and freight with daily trains in both directions.

3.12.4. Tren de Sóller

The Tren de Sóller is a narrow-gauge railway line in Spain that connects the city of Palma de Mallorca with the town of Sóller, on the island of Mallorca. The line has a total length of 27.3 km and is owned and operated by Ferrocarril de Sóller S.A., a private company founded in 1905 with strong local backing, which manages both the infrastructure and rail services.

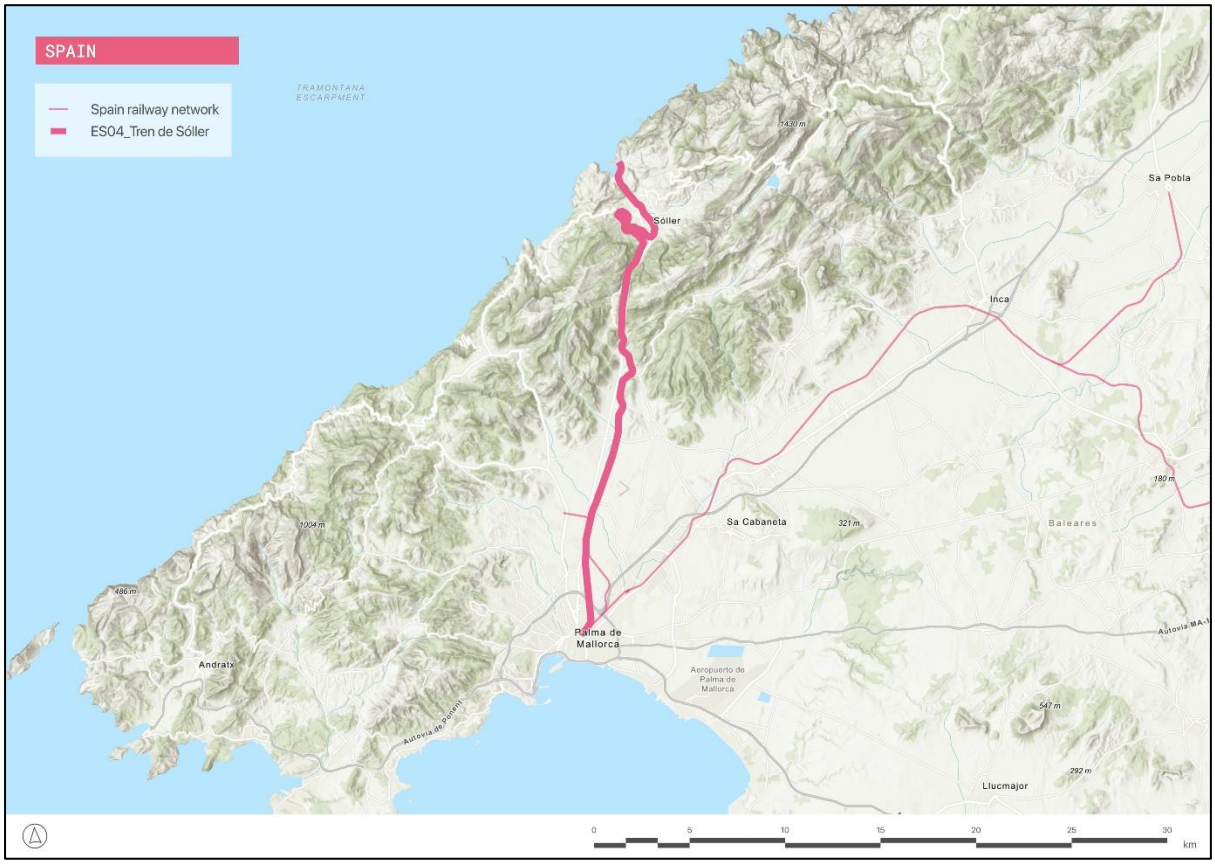


Figure 60. The Tren de Sóller railway line from Palma de Mallorca to Sóller. Source: own elaboration.

The railway was conceived in the late 19th century to overcome the geographical isolation of Sóller, which was historically separated from Palma by the Serra de Tramuntana mountain range. Construction began in 1907, requiring significant engineering works such as tunnels and cuttings through mountainous terrain. The line was officially inaugurated in 1912 and electrified in 1929, improving efficiency and passenger comfort. Today, the Tren de Sóller remains fully operational and operates exclusively for passenger and tourism purposes.

From a tourism perspective, the line is one of Mallorca's most iconic attractions. The line crosses the Serra de Tramuntana, a UNESCO World Heritage cultural landscape, and offers visitors the opportunity to travel in historic wooden carriages and panoramic views of mountain landscapes, orchards and traditional settlements. A major attraction is the Sóller station, which hosts permanent art exhibitions featuring works by Picasso and Miró. The railway is complemented by the Sóller tramway, which connects the town to the Port of Sóller.

The line runs nine daily trains in each direction, serving both residents and tourists. Although the railway can still be classified as a low-traffic line, ridership has shown a positive trend in recent

years, with 360 000 passengers in 2023 and 377 296 passengers in 2024. All revenue is generated through ticket sales, with no public subsidies, making the railway financially dependent on tourism demand. Ticket prices reflect its tourist orientation, with premium fares compared to conventional regional rail services.

In terms of territorial impact, the Tren de Sóller plays a key role in supporting the local economy. The company employs more than one hundred people and acts as a major economic and cultural stakeholder in the region. Community involvement is high, as the railway is locally owned, historically rooted and closely linked to the identity of Sóller. Therefore, tourism is not only the main driver of demand but also essential for the line's financial sustainability. Without tourist activity, the railway would be unable to cover operating costs. As such, the Tren de Sóller represents a best-practice example of a tourism-led heritage railway that successfully combines cultural preservation, economic viability and territorial cohesion.

Summary	
	Updated: 04/05/2026
Line name	**Tren de Sóller**
Country	Spain
Region or Canton	Islas Baleares
Description of the line	
Origin / Destination	Palma / Sóller
Category	Single track line [3] Private line [1]
Line length (km)	27.3 km [1]
Track Gauge (standard, narrow, broad)	Narrow gauge (914 mm) [2]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes [3] • DC [4] • 1.2 kV [4]
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Palma: 39°34'35"N 2°39'15"E Sóller: 39°46'09"N 2°42'57"E
Route Map Link	https://trendesoller.com/tren

	https://ca.wikipedia.org/wiki/Ferrocarril_de_S%C3%B3ller#/map/0
Tourism Attractiveness	
Main Towns / Cities on the Route	Palma, Bunyola, Sóller
Natural Features (mountains, rivers, coasts)	Serra de Tramuntana [5]
Cultural Sites (UNESCO, historical stations)	Sóller Station, which includes two art exhibitions from Picasso and Miró [6]
Unique Selling Points	Trip in a historic wooden train, that has been running since 1912, through the stunning Tramuntana mountain range. [5]
Visitor Services (hotels, tours, local crafts)	Numerous tourist accommodations and restaurants. [7] The railway continues as a tram line, which is also a popular tourist attraction. There are travel packages which include the train and tram tickets, as well as a trip by boat. [8]
Current Operation info	
Opening date	1912 [2]
Current Services • (Freight / Passenger / Tourism)	Passenger, tourism [2]
Service • (frequency, speed, passengers/trains per day/week/month/year)	• 14 daily trains in both directions. [9]
Annual Tourist Ridership (last 5 years)	• 2023: 360 000 passengers. [11] • 2024: 377 296 passengers. [11]
Ridership Trend (increasing / stable / declining)	Increasing [11]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales [10]
Ticket price (€)	From Palma to Sóller: • Single trip: 23€ • Round-trip: 30€ From Palma or Sóller to Bunyola: • Single trip: 11€ • Round-trip: 19€ Packages: • Combined ticket (train + tram): 40€

Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	**No**
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	Ferrocarril de Sóller S.A.
Infrastructure manager	Ferrocarril de Sóller S.A.
National Authorities	-
Regional / Cantonal Authorities	-
Local Authorities	-
Community Involvement Level (low, medium, high)	High. The line has been operated and maintained by the local company Ferrocarril de Sóller S.A. The enterprise was founded in 1905 with the support of the inhabitants of the town of Sóller, and is it an emblematic company for Sóller, given its long history and cultural heritage.
Impact on Local Economy • (jobs, local business synergy)	The company Ferrocarril de Sóller S.A. employ more than a hundred people and is a major economical actor in the region. The line is a popular tourist attraction and, as such, drives spending in local businesses. [12]
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	

Local	-
National	-
International	-
Other information	
Historic Summary	In the late 19th century, the town of Sóller wanted to be connected to Palma de Mallorca and the island's broader rail network. At the time, the town was surrounded by mountains and did not have access to a good transportation network. In this context, local businessman Jerónimo Estades proposed the idea of building a railway. Construction began in 1907, and work progressed from both Sóller and Palma, overcoming the challenging terrain with extensive tunnels and trenches. The official inauguration of the railway took place in 1912. In 1929, the line underwent electrification, which increased efficiency, reliability and passenger comfort, cementing the line's role as a vital transport link. Over time, the Tren de Sóller has become a historic and tourist-oriented service, celebrated for its century-old route through Mallorca's scenic landscapes.
Maps/Photographic Documentation	  Ferrocarril de Sóller S.A. https://trendesoller.com/tren

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Contact person	+34 971 752 051 +34 971 752 028 +34 971 630 130 info@trendesoller.com
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes -** The line connects the geographically isolated town of Sóller to the city of Palma. It also has a moderate ridership of around 380 000 annual passengers.
How important is the potential for tourism development on this line? (low/medium/high)	**High -** Tourism drives most passenger demand. It also generates revenue for the region and supports local businesses, making the line’s viability and growth heavily dependent on visitor activity.
Is tourism influencing funding for the line? (low/medium/high)	**High -** Tourist activity is essential to the line, and the main reason for the ongoing infrastructure investments.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High** - All revenue comes from ticket sales, which makes tourism critical for financial sustainability. Without tourism, the line would not be able to cover operating costs and would be forced to close.

3.12.5. Lleida - La Pobla de Segur Line

Línia Lleida - La Pobla de Segur is an Iberian-gauge railway corridor located in the Autonomous Community of Catalonia. It connects the city of Lleida with the mountainous municipality of La Pobla de Segur in the Pre-Pyrenees. Both the infrastructure and services are owned and operated by Ferrocarrils de la Generalitat de Catalunya (FGC).

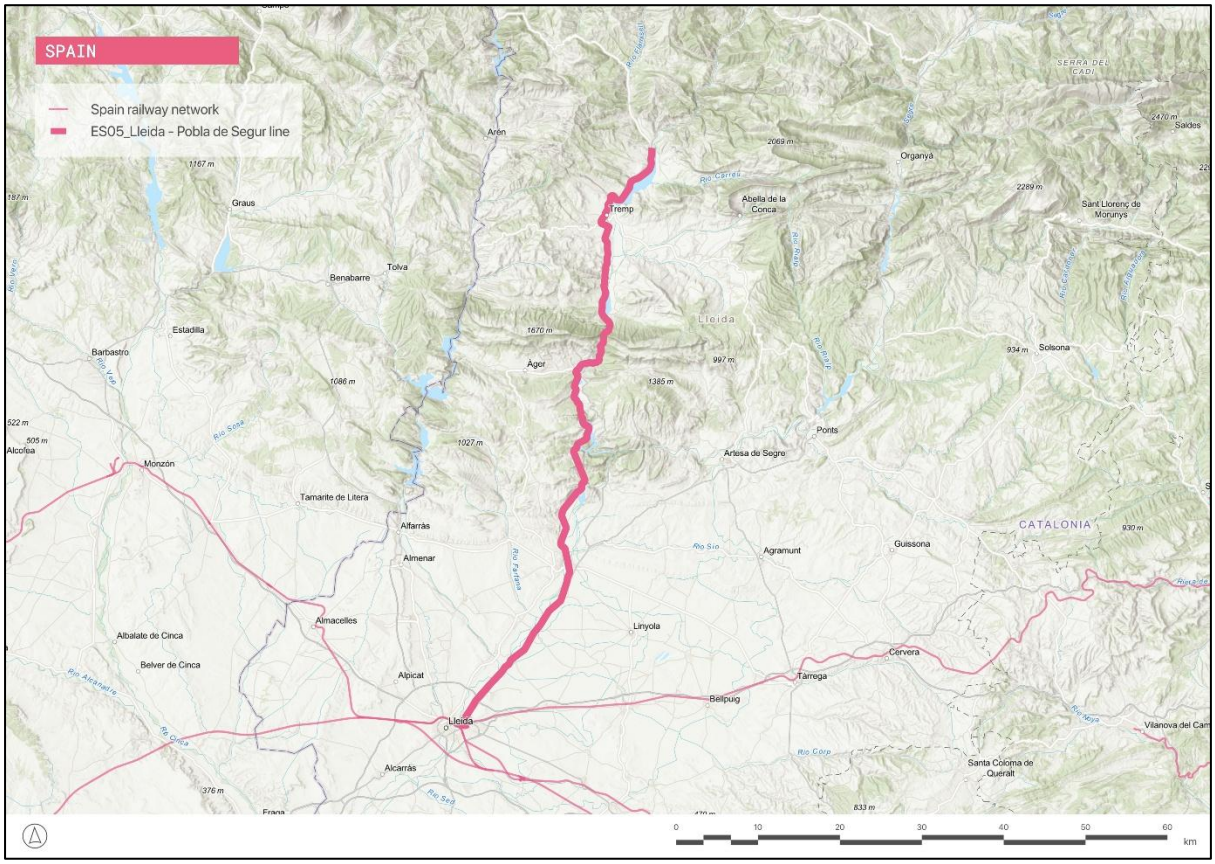


Figure 61. The Lleida - La Pobla de Segur railway line. Source: own elaboration.

The line was originally conceived as part of a strategic international railway project intended to link Spain and France through the Port de Salau. Although the first section was inaugurated in 1924, the full completion of the line did not occur until 1951. Following the transfer of competencies to the Catalan Government in 2004, the line was temporarily closed for comprehensive restoration works and reopened in 2007 with renewed operational and touristic ambitions.

The infrastructure has a total length of 89.35 kilometres, is non-electrified and runs on a single track. The route crosses sparsely populated rural areas and follows the valleys of the Segre and Noguera Pallaresa rivers, traversing a landscape characterized by reservoirs and the formations of the Montsec Range. Regular passenger services operate daily with up to ten trains per day between Lleida and Balaguer, five of which continue to La Pobla de Segur. Despite the low demographic density of the corridor, passenger demand has increased steadily in recent years, going from over 200 000 passengers in 2021 to almost 380 000 passengers in 2023.

The touristic dimension of the corridor is articulated through the Tren dels Llacs service, launched in 2009. The service operates seasonally on Saturdays between April and October and

offers two differentiated products: a Historic Train, composed of restored vintage rolling stock, and a Panoramic Train, using modern coaches equipped with large windows designed to enhance landscape appreciation. Beyond the rail journey itself, the tourist product is integrated with a wide range of complementary activities, including guided visits to cultural and industrial heritage sites, local museums, craft workshops, breweries and distilleries. Community involvement in these initiatives is high, reinforcing the line's contribution to tourism development in the area.



Figure 62. The Panoramic train of the Tren dels Llacs. Source: FGC.

Overall, the line supports regular passenger and tourism services, with revenues derived primarily from ticket sales and public funding. While tourism was not the original driver behind the revitalization of the infrastructure after the competencies transfer, the growing success of the Tren dels Llacs has demonstrated its capacity to act as a strong complementary demand generator. Therefore, although tourism is not vital for keeping the line operational, it has become an important added value, consolidating the Línia Lleida - La Pobla de Segur as a best-practice example of how low-traffic rural lines can combine territorial cohesion with successful rail tourism.

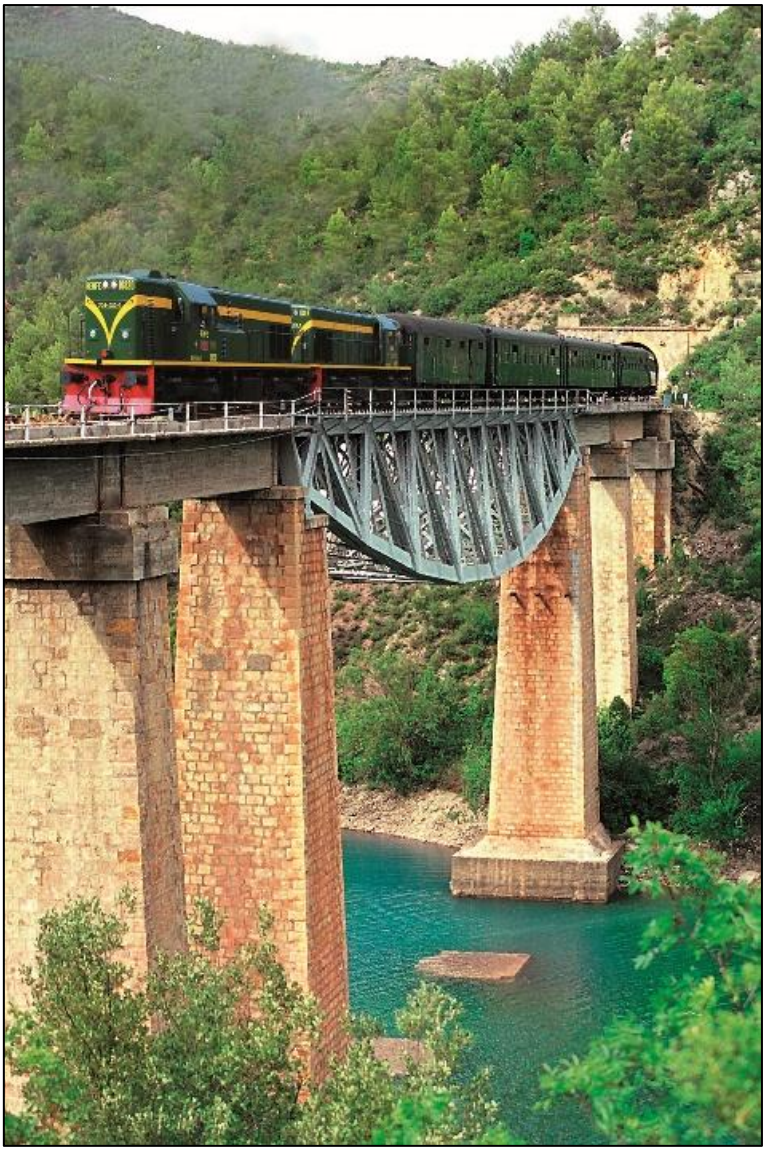


Figure 63. The historic train of the Tren dels Llacs. Source: FGC.

Summary	
	Updated: 05/05/2026
Line name	**Línia Lleida-La Pobla de Segur**
Tourist services	Tren des Llacs
Country	Spain
Region or Canton	Catalonia
Description of the line	
Origin / Destination	Lleida / La Pobla de Segur
Category	Single track line [7]
Line length (km)	89.35 km [4]

Track Gauge (standard, narrow, broad)	Iberian gauge [9]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No [7]
Signalling System	BAU *Note: Data provided by Ferrocarrils de la Generalitat de Catalunya*
General Condition of the line (bad/medium/good)	Good [10]
GPS Coordinates of Origin and Destination	Lleida: 41°37'14"N 0°38'01"E La Pobla de Segur: 42°14'24"N 0°57'57"E
Route Map Link	https://ca.wikipedia.org/wiki/L%C3%ADnia_Lleida_-_la_Pobla_de_Segur#/map/0 https://turistren.cat/es/trenes/tren-dels-llacs/
Tourism Attractiveness	
Main Towns / Cities on the Route	Lleida, Balaguer, Sant Llorenç de Montgai, Celler, Salàs de Pallars, La Pobla de Segur
Natural Features (mountains, rivers, coasts)	Segre River, Noguera Pallaresa River, Pre-Pyrenees (Montsec Range), Sant Llorenç de Montgai Nature Reserve [1]
Cultural Sites (UNESCO, historical stations)	UNESCO Global Geopark Orígens, Castle of Mur
Unique Selling Points	Unique natural journey through mountains, bridges, tunnels, reservoirs and gorges. [1] The tourist service has two possible options: [1] • Historic Train, consisting of vintage rolling stock. • Panoramic Train, consisting of conventional rolling stock with panoramic windows.
Visitor Services (hotels, tours, local crafts)	• Onboard guide [2] • Other activities (may have additional costs): [5] o Guided tour of Ctretze Pyrenees craft brewery. o Visit to the Portet liquor factory. o Visit to the Espai Raier. o Visit to the Casa Mauri and Molí de l'oli de St. Josep - Ancient oil mill (modernist buildings). o "Stations and taverns" package: a two-day visit to La Pobla de Segur.

Current Operation info	
Opening date	1951 [4] Tren dels Llacs: 2009 [2]
Current Services • (Freight / Passenger / Tourism)	Passenger and tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: [6, 12] • 10 daily trains from Lleida to Balaguer, 5 of them continue to La Pobla de Segur. • Travel time (Lleida to La Pobla de Segur): 1h 35min. • Average speed: 55 km/h. Tren dels Llacs: [1, 3] • Saturdays between April and October. • Historical train: 280 passengers per train. • Scenic train: 90 passengers per train.
Annual Tourist Ridership (last 5 years)	Regular service: [8] • 2020: 104 697 passengers • 2021: 207 367 passengers • 2022: 277 914 passengers • 2023: 372 229 passengers Tren dels Llacs: • 2021: 4 709 passengers [8] • 2022: 5 820 passengers [6] • 2023: 5 482 passengers [6] • 2024: 6 421 passengers [6] • 2025: 6 692 passengers [2]
Ridership Trend (increasing / stable / declining)	Increasing [2]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales [6]
Ticket price (€)	Regular service: starting from 1.80€ [12] Tren dels Llacs (Historical train): [1] • Adults: 40.50€ • Children (4 to 12 years old): 22.30€ • Children (under 4 years old): Free • People with disabilities: 20.25€ Tren dels Llacs (Scenic train): [1] • Adults: 29.90€ • Children (4 to 12 years old): 16.45€ • Children (under 4 years old): Free

	• People with disabilities: 14.95€
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	**No**
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	Ferrocarrils de la Generalitat de Catalunya (FGC)
Infrastructure manager	Ferrocarrils de la Generalitat de Catalunya (FGC)
National Authorities	-
Regional / Cantonal Authorities	Generalitat de Catalunya and Diputació de Lleida
Local Authorities	-
Community Involvement Level (low, medium, high)	High. The tourist service recommends numerous activities in La Pobla de Segur as well as in nearby towns. Most of the experiences involve local museums, organizations, and stores. [1, 5]
Impact on Local Economy • (jobs, local business synergy)	The line connects rural areas to the national rail and high-speed network, serving as a vital link for passenger transport. Since its reopening, tourism-related initiatives have been promoted, contributing positively to the local economy. [1, 4]
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	

Local	-
National	Renovation of a section of the Lleida-La Pobla de Segur line between Alcoletge and Vilanova de la Barca [11]
International	-
Other information	
Historic Summary	The railway line from Lleida to La Pobla de Segur was conceived to be a part of a line that connected Port de Salau in Spain with Saint Girons in France. The first section of the line was inaugurated in 1924, but it was not until 1951 that it was finally completed. In 2004, the control of the line was handed over to the Government of Catalonia. In the following year, the section was closed to perform restoration work and reopened in 2007 with a focus on tourism. In 2009, the Tren dels Llacs brand was launched to further impulse tourist-oriented services.
Maps/Photographic Documentation	Turistren (n.d.). https://turistren.cat/en/trains/tren-dels-llacs/gallery/?pag=1
Bibliography	[1] https://turistren.cat/en/trains/tren-dels-llacs/ [2] https://turistren.cat/en/tren-llacs-closes-seventeenth-season/ [3] https://www.aralleida.cat/el-tren-dels-llacs-escalfa-motors/ [4] https://turistren.cat/en/trains/tren-dels-llacs/discover-el-tren-dels-llacs/ [5] https://turistren.cat/en/experiences-general/?cat_experiencias=noguera-y-el-prepirineo-de-lleida-en&motivacion&segmentos&submit=Let%27s%20go#038;motivacion&segmentos&submit=Let's+go [6] https://transparencia.fgc.cat/ca/informacio-publica/plans-i-programes/informes-integrals-de-gestio/iig_fgc_2024.pdf [7] https://www.transportes.gob.es/recursos_mfom/comodin/recursos/ofe_2017_31_01_2019_v4.pdf [8] https://www.fgc.cat/wp-content/uploads/2024/03/presentacio_fgc_2024_es.pdf [9] https://www.transportes.gob.es/recursos_mfom/paginabasica/recursos/12ferrocarril_20_0.pdf [10] https://turistren.cat/en/trains/tren-dels-llacs/gallery/?pag=1 [11] https://transparencia.fgc.cat/es/novedades/noticias/ferrocarrils

	-adjudica-la-renovacio-dun-tram-de-via-de-la-linia-lleida-la-pobla-de-segur-a-vilanova-de-la-barca56667 [12] https://www.fgc.cat/wp-content/uploads/2025/04/horaris-lps.pdf
Contact person	trendelsllacs@fgc.cat
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** - The line runs through rural areas with low population density.
How important is the potential for tourism development on this line? (low/medium/high)	**High** - Tren dels Llacs offers a unique natural experience that is gaining more traction with each passing year.
Is tourism influencing funding for the line? (low/medium/high)	**Low** - The line was restored in 2005 because it was transferred to another authority and not for tourism-related motives.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Low** - The line is currently active for passengers with daily trains in both directions.

3.12.6. Tren Cremallera de Núria

The Tren Cremallera de Núria, also known as Vall de Núria railway, is a narrow-gauge rack railway line located in the Autonomous Community of Catalonia that connects Ribes-Enllaç with Núria, a tourist destination in the eastern Pyrenees. The 12.5-kilometre line is owned, managed and operated by Ferrocarrils de la Generalitat de Catalunya (FGC) and serves exclusively passenger traffic with a strong tourism orientation. Núria station acts as a terminus, as the valley has no road access and the railway is the main means of transport into the area.

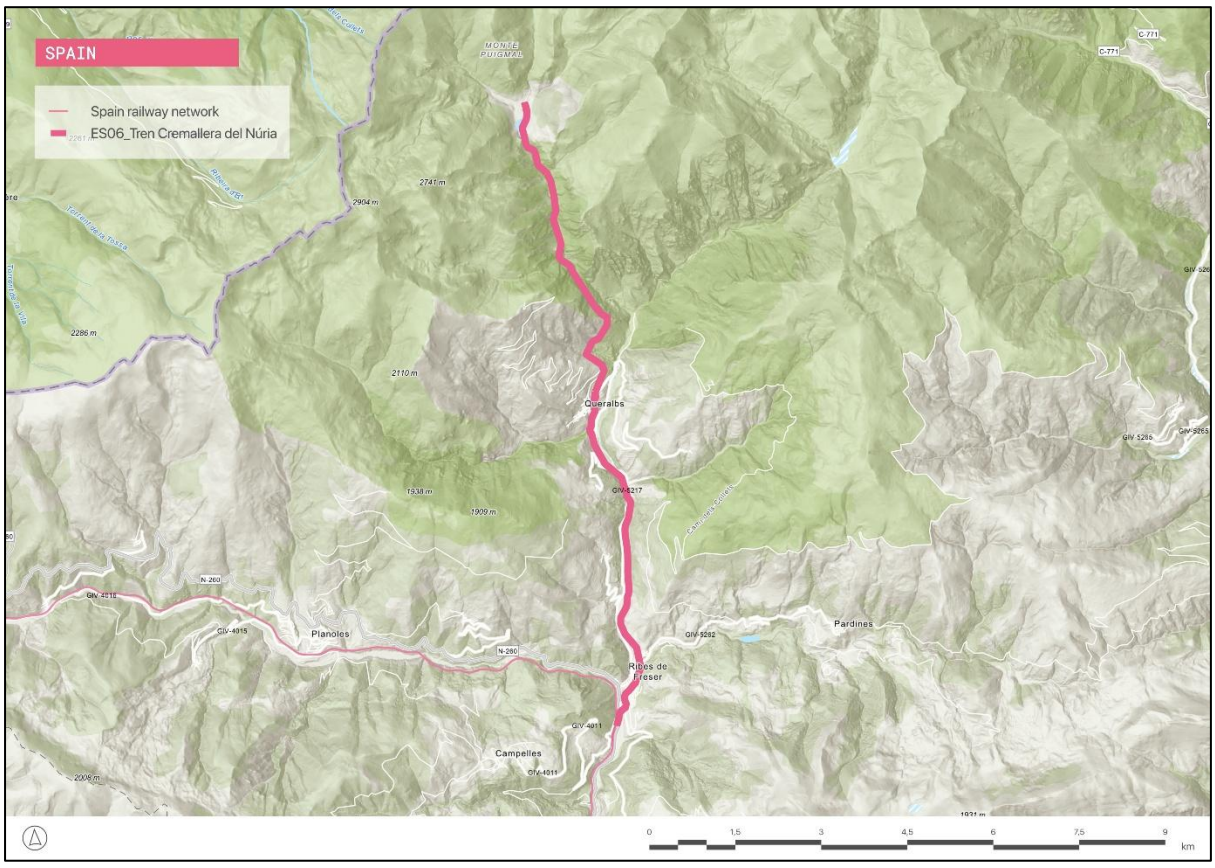


Figure 64. The Tren Cremallera de Núria railway line from Ribes Enllaç with Núria. Source: own elaboration.

The line was inaugurated in 1931, following a project originally conceived to improve accessibility to the Basílica Santuario de la Madre de Dios in Núria, which until then could only be reached via mountain paths. The infrastructure consists of a single-track electrified line and has undergone several modernization processes since its acquisition by the Generalitat de Catalunya in 1981.

The journey between Ribes-Enllaç and Núria takes approximately 40 minutes, traversing a mountainous landscape characterized by steep slopes and river valleys. The tourist appeal of the rack railway lies in its passage through the Núria Valley, a natural environment of great scenic and ecological value. Key attractions at the destination include the sanctuary of Núria, the surrounding mountain landscape and year-round recreational activities such as hiking, skiing and cultural visits. The ticket integrates multiple tourist services, including access to exhibitions, guided tours, the Coma del Clot cable car and audio guides, reinforcing the line's role as a comprehensive tourism product rather than a simple transport service.



Figure 65. Tren Cremallera de Nuria running through a snowy landscape. Source: FGC.

Operationally, the line runs five to eight daily trains in low season and 11 to 13 daily trains in high season, transporting over 220 000 passengers per year in recent periods, as ridership has remained stable between 2022 and 2024. Revenue is primarily based on ticket sales and is complemented by public subsidies. The operation has a diversified fare structure including return tickets, one-way tickets, season passes and discounted rates for certain collectives.

In terms of territorial impact, the Cremallera de Núria plays a critical role in sustaining local economic activity, supporting employment, hospitality services and mountain tourism in an otherwise isolated area. Community involvement is high, with strong collaboration between the railway operator and local institutions. Overall, tourism is a vital factor in keeping the line operational and financially viable, making the railway a representative example of how a low-traffic line can be successfully maintained through a tourism-driven business model while ensuring regular accessibility.

Summary	
	Updated: 05/05/2026
Line name	**Tren Cremallera de Núria** **Technical name: Vall de Núria**
Tourist services	Passenger service with a strong touristic dimension
Country	Spain
Region or Canton	Cataluña
Description of the line	

Origin / Destination	Ribes-Enllaç / Núria
Category	Single track line [1]
Line length (km)	12.5 km [1]
Track Gauge (standard, narrow, broad)	Narrow gauge (metric) [2]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes [3] • DC [3] • 1.5 kV [3]
Signalling System	Automatic system that requests track access from the blockage signals at the stations Low-visibility sections between Ribes Vila and Queralbs are also protected by signals Roc del Dui tunnel section: automatic block system controlled by the CTC (Centralized Traffic Control system) *Note: Data provided by Ferrocarrils de la Generalitat de Catalunya*
General Condition of the line (bad/medium/good)	Good [2]
GPS Coordinates of Origin and Destination	Ribes: 42°17'59"N 2°09'58"E Núria: 42°23'50"N 2°09'16"E
Route Map Link	https://turistren.cat/es/trenes/cremallera-de-nuria/
Tourism Attractiveness	
Main Towns / Cities on the Route	Ribes, Queralbs, Núria
Natural Features (mountains, rivers, coasts)	Núria Valley [1]
Cultural Sites (UNESCO, historical stations)	Basílica Santuario de la Madre de Dios de Núria [3]
Unique Selling Points	The rack railway journey is a unique experience where you can enjoy the beauty of the unique landscape and natural environment of the Núria Valley. [1]
Visitor Services (hotels, tours, local crafts)	Ski station and Hotel Vall de Núria. [1] The rack railway ticket includes: [1] • Coma del Clot cable car. • Entrance to three exhibitions.

	• Entrance to the Basilica of Núria. • Audio guide. • Guided tours with a stop in Fontalba on Saturdays and Sundays.
Current Operation info	
Opening date	1931 [3]
Current Services • (Freight / Passenger / Tourism)	Passenger and tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Low season: 5 to 8 daily trains from Ribes-Enllaç to Núria. [5] High season: 11 to 13 daily trains from Ribes-Enllaç to Núria. [5] Travel time (from Ribes-Enllaç to Núria): 40 min. [6]
Annual Tourist Ridership (last 5 years)	• 2022: 213 558 passengers [6] • 2023: 235 089 passengers [6] • 2024: 227 460 passengers [6]
Ridership Trend (increasing / stable / declining)	Stable [6]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales and subsidies [7]
Ticket price (€)	Round trip (rack railway ticket): [6] • Ribes - Núria: o Adults (14 to 64 years old): 34 € o Children (4 to 13 years old): 22 € o Seniors (+65 years old): 29 € • Queralbs - Núria: o Adults (14 to 64 years old): 31 € o Children (4 to 13 years old): 20 € o Seniors (+65 years old): 25 € • Minors (0 to 3 years old): Free One-way (rack railway ticket): [6] • Ribes - Núria: o Adults (14 to 64 years old): 23.50 € o Children (4 to 13 years old): 15.50 € o Seniors (+65 years old): 20 € • Queralbs - Núria: o Adults (14 to 64 years old): 21.50 € o Children (4 to 13 years old): 14 € o Seniors (+65 years old): 18.50 € • Minors (0 to 3 years old): Free Season Passes: [6] • Annual Pass: o Adults (14 to 64 years old): 104 €

	○ Children (4 to 13 years old): 66 € • Winter Pass (December 1st – April 30th): ○ Adults (14 to 64 years old): 62.50 € ○ Children (4 to 13 years old): 39.50 € Special discounts: [1] • Large and single-parent families: 20% to 50% discount • People with disabilities: 50% discount Urban ticket (from Ribes to Queralbs): [1] • Adults (14 to 64 years old): 6€ (one-way) or 7.50€ (round trip) • Children (4 to 13 years old): 4€ (one-way) or 5€ (round trip) • Seniors (+65 years old): 6.50€
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	**No**
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	Ferrocarrils de la Generalitat de Catalunya (FGC)
Infrastructure manager	Ferrocarrils de la Generalitat de Catalunya (FGC)
National Authorities	-
Regional / Cantonal Authorities	Generalitat de Catalunya
Local Authorities	Municipality of Ribes
Community Involvement Level (low, medium, high)	High. The rack railway collaborates with multiple local businesses and organizations, and the tourist ticket includes visits to many local places and exhibitions. [1]

Impact on Local Economy • (jobs, local business synergy)	The rack railway is one of the main attractions and employers of the area, making it essential to the local economy. [1]
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	The Tren Cremallera de Núria was inaugurated on March 22, 1931, after several years of planning and construction led by the company Ferrocarriles de Montaña a Grandes Pendientes (FMGP). The project was born out of the need to provide easier access to the remote sanctuary of Núria, which until then could only be reached by a long and difficult mountain path. Originally conceived as a steam-powered line, the plan was later changed to an electrified rack railway, using the ABT system. Construction began in 1928 and involved over 1 200 workers, with temporary narrow-gauge tracks used to move materials through the rugged terrain. Despite political instability during the Second Republic and the Spanish Civil War, the railway continued to operate intermittently. It suffered significant damage from floods in 1940, which washed away parts of the track near Rialb, but service resumed in 1942. In the following decades, the line became increasingly important for tourism and religious pilgrimage. In 1981, the Generalitat de Catalunya acquired the railway to prevent its closure, integrating it into the regional rail network. Since then, the line has undergone extensive modernization, including new rolling stock, infrastructure upgrades, and environmental initiatives such as solar-powered station facilities.
Maps/Photographic Documentation	Borràs, B. (2021). https://www.trenscat.com/nuria/images/nuria/P211023277.jpg

	Borràs, B. (2021). https://www.trenscat.com/nuria/images/nuria/P110910141.jpg
Bibliography	[1] https://turistren.cat/es/trenes/cremallera-de-nuria/ [2] https://www.trenscat.com/nuria/nuria_ct.html [3] https://turistren.cat/es/experiencias/visita-santuario-nuria/ [4] http://nuria.iguadix.es/node/4 [5] https://turistren.cat/wp-content/uploads/2025/12/FLYER-HORARIS-I-TARIFES-HIVERN-2025-2026.pdf [6] https://transparencia.fgc.cat/ca/informacio-publica/plans-i-programes/informes-integrals-de-gestio/iig_fgc_2024.pdf [7] https://www.boe.es/buscar/act.php?id=BOE-A-2006-8213
Contact person	972 732 020 valldenuria@valldenuria.cat
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** - The line has been fundamental in facilitating passenger transport to the Núria Valley, which is difficult to access due to its terrain.
How important is the potential for tourism development on this line? (low/medium/high)	**Medium** - The line is already heavily tourist-oriented, and ridership has been stable in the past years, so there is no substantial room for more growth.
Is tourism influencing funding for the line? (low/medium/high)	**High** - The main use of the line is tourism, so it will be a major driver of funding.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High** - The main use of the line is tourism.

3.13. Switzerland

Overview of the Swiss Railway Network

The Swiss railway network is a dense and highly coordinated system, based almost entirely on standard gauge (1 435 mm), alongside an extensive network of narrow-gauge lines (1 000 mm) operated mainly in mountainous regions. The core infrastructure is managed by Swiss Federal Railways (SBB Infrastructure), which oversees most of the national network, totaling around 3 200 kilometres. In addition to the federal network, numerous private and regional railway companies operate both standard- and narrow-gauge lines, forming a closely interconnected system at the national scale.

The system is structured around an integrated timetable (*Taktfahrplan*), which coordinates long-distance, regional, suburban (S-Bahn), and freight services across the country. Switzerland has one of the highest electrification rates in the world, with nearly the entire network powered by overhead lines. The railway system is also integrated into transalpine European corridors, with major infrastructure such as the Gotthard Base Tunnel and the Lötschberg Base Tunnel playing a key role in international passenger and freight traffic.

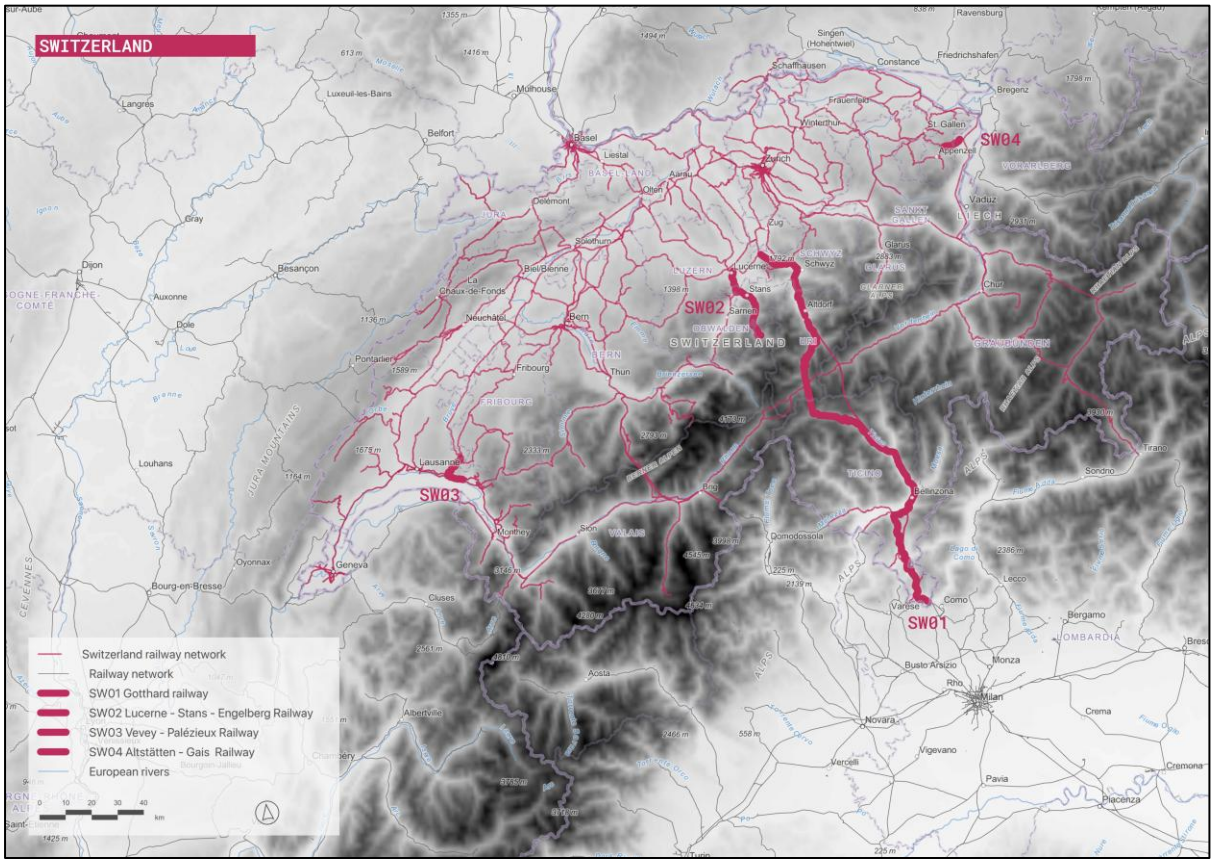


Figure 66. Swiss railway network in 2026, showing the lines selected for this study. Source: own elaboration.

A distinctive feature of the Swiss railway system is the absence of a fragile low-traffic rural lines comparable to those observed in other European countries. This reflects a long-standing policy of maintaining rail services as a tool of territorial cohesion, supported by sustained public funding and strong institutional coordination. As a result, even lines serving sparsely populated or

mountainous areas remain fully integrated into the national system and continue to provide regular passenger services.

In this context, tourism does not substitute for declining transport functions but rather complements them. Many regional and alpine lines combine everyday mobility with tourism-oriented services, attracting international visitors while continuing to serve local populations. This multifunctional role challenges traditional distinctions between "commercial" and "tourist" railways and highlights a specific model based on continuous integration rather than reactivation.

History of the Swiss Railway Network

The development of the Swiss railway network began in 1847 with the inauguration of the first line between Zurich and Baden, known as the "Spanisch-Brötli-Bahn." During the second half of the 19th century, railway construction expanded rapidly under a system dominated by private companies, resulting in a fragmented network structured around regional interests. Financial difficulties and coordination issues progressively led to increased federal intervention, culminating in a national referendum in 1898 that approved the nationalization of the main private railways.

In 1902, Swiss Federal Railways (SBB CFF FFS) was established, consolidating the main railway companies under a single federal entity and marking a key step in the coordination of the network. During the early 20th century, Switzerland undertook extensive electrification of its railway system, particularly in response to energy supply constraints during the First World War. By the mid-20th century, electrification was largely completed.

After World War II, the railway system continued to modernize through sustained investments in infrastructure and services. From the 1980s onwards, major reform and investment programs were implemented, notably Rail 2000, which aimed to improve service frequency and reduce travel times through the development of a nationwide coordinated timetable. In parallel, large-scale infrastructure projects were developed to strengthen transalpine traffic, including the Gotthard Base Tunnel and the Lötschberg Base Tunnel, reinforcing Switzerland's role within the European railway network.

Tourist train services in Switzerland

Railway tourism in Switzerland is closely integrated into the regular passenger rail system. In the Swiss case, identifying lines corresponding to the *TOUR&RAIL* framework is more complex than in other European countries. Unlike systems that have experienced phases of expansion, decline, and, in some cases, reactivation through tourism, the Swiss railway network has been maintained through a long-term policy of preservation and continuous investment. As a result, there are not clearly identified "low traffic" lines at risk of closure comparable to those found elsewhere in Europe.

Even lines serving sparsely populated or mountainous areas remain fully integrated into the national system, supported by coordinated passenger services and, in some cases, freight operations linked to transalpine corridors. In this context, tourism does not act as a mechanism for reactivation but rather as a complementary function to existing transport services.

Within the framework of the TOUR&RAIL project, several lines have nevertheless been identified based on their location in areas with strong tourism activity. The Immensee–Chiasso railway line (via Göschenen and Airolo) forms part of the historic Gotthard route and provides regular long-distance and regional services while crossing alpine landscapes. The line also provides access to the Three Castles of Bellinzona.

The Lucerne–Engelberg railway line connects Lucerne to the resort of Engelberg and operates regular passenger services within the national timetable system.

The Vevey–Palézieux railway line serves the Lavaux region, including vineyard landscapes recognized as a UNESCO World Heritage site, while maintaining regular regional services.

The Spiez–Brig railway line forms part of the Lötschberg corridor and supports both regional and long-distance services through alpine areas.

In parallel to these regular services, Switzerland also offers railway services specifically oriented toward scenic tourism. The Glacier Express and the Bernina Express operate on the existing network but are marketed as panoramic experiences; additional information on these services is provided in the annexes.

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3.13.1. Immensee - Chiasso Railway (Gotthard Railway)

The historic railway corridor linking Immensee to Chiasso, commonly referred to as the Gotthard Railway, is a standard-gauge transalpine railway forming one of the most significant norths–south axes in Switzerland. The infrastructure is owned and managed by SBB (Swiss Federal Railways), which also operates passenger and freight services. At its northern end, the line connects to the Swiss Plateau network toward Zurich and Lucerne, while at Chiasso it links directly with the Italian rail network, making it a key international corridor.

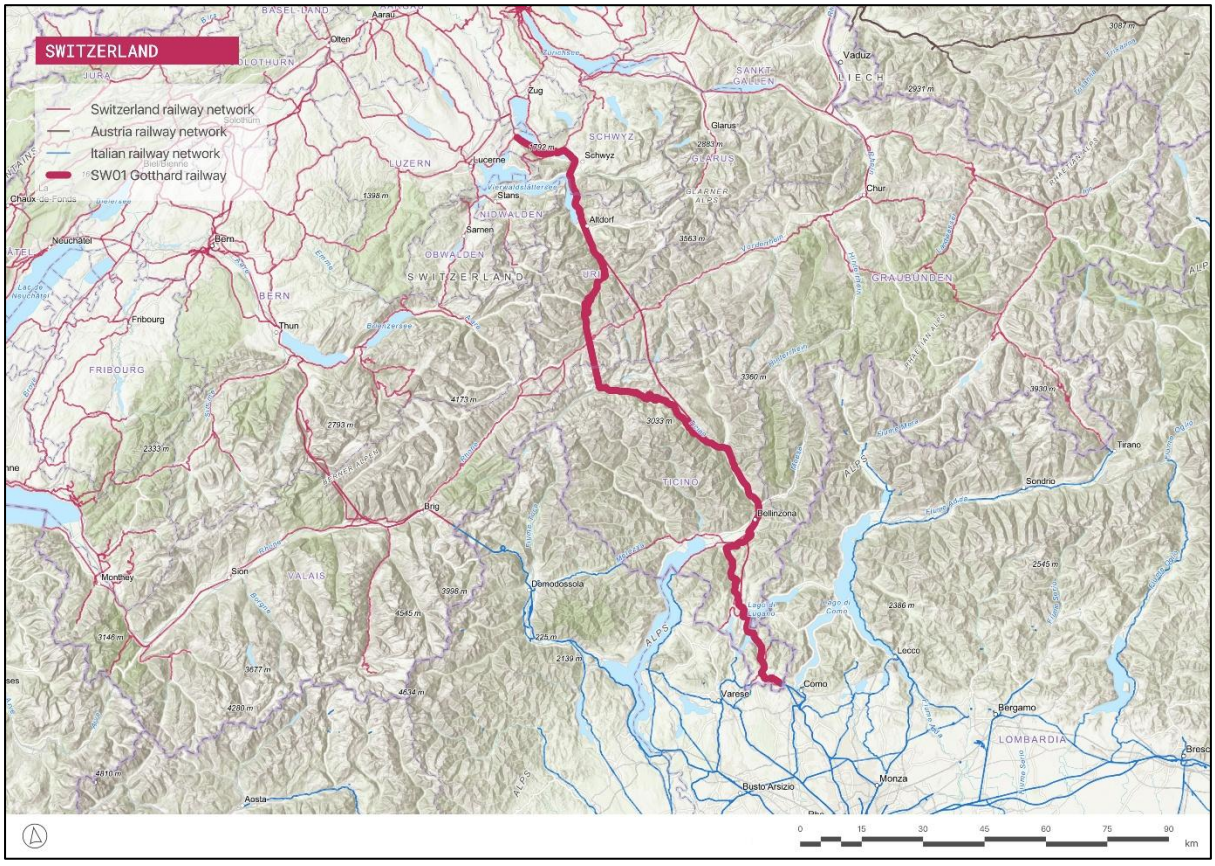


Figure 67. The historic Gothard railway line from Immensee to Chiasso. Source: own elaboration.

The line was constructed between 1872 and 1882 as part of a major European infrastructure project aimed at establishing a direct rail connection between northern and southern Europe across the Alps. Its realization required considerable financial, technical, and political coordination between Switzerland, Germany, and Italy. The opening of the Tunnel du Saint-Gothard in 1882 marked a turning point in transalpine transport, significantly reducing travel times and enabling continuous rail traffic across the mountain barrier. The project was motivated by both economic and strategic considerations, particularly the need to facilitate trade flows between industrial regions.

The infrastructure extends over approximately 216 kilometres and consists of a double-track electrified line (15 kV, 16.7 Hz). The route is characterized by challenging mountain topography, especially between Erstfeld and Biasca, where engineers implemented a series of spiral tunnels, loops, and viaducts to manage steep gradients. These engineering solutions allow trains to gain

elevation progressively while maintaining acceptable slopes. The section around Wassen is particularly emblematic, where the line passes multiple times near the same church at different levels, illustrating the complexity of the alignment.

The tourist appeal of the corridor lies in both its engineering heritage and its Alpine landscapes. The line crosses dramatic scenery including narrow valleys, high mountain slopes, and river gorges. Key locations include Göschenen and Airolo at either end of the Gotthard tunnel, as well as panoramic sections in the Reuss valley and the Leventina. The historic infrastructure itself, like spiral tunnels, stone viaducts, and mountain stations, constitutes a major attraction for railway enthusiasts and tourists. The line is also used by panoramic trains such as the Gotthard Panorama Express, reinforcing its positioning as a heritage and scenic railway corridor.

Daily operations include a mix of long-distance passenger services, regional trains, and significant freight traffic. Despite the opening of the Tunnel de base du Saint-Gothard in 2016, which now carries mostly high-speed and heavy freight flows, the historic line remains in operation and continues to handle regional traffic and part of the freight and passenger services. Travel times are longer than via the base tunnel, but the line retains operational relevance within the Swiss network. The financial model is embedded within the broader Swiss rail system, combining fare revenues and public funding.

In terms of territorial impact, the historic Gotthard line played a decisive role in integrating the Alpine regions into national and European transport networks, supporting economic development and territorial cohesion. Today, it continues to connect mountain communities while also serving as a heritage and tourism asset. The coexistence of the historic line and the base tunnel illustrate a dual system combining high-performance infrastructure with the preservation and continued use of a legacy railway corridor.

Summary	
	Updated: 28/07/2025
Line name	Gotthard Railway
Tourist services	Gotthard Panorma Express Charter trains
Country	Switzerland
Region or Canton	Uri, Ticino, Schwyz
Description of the line	
Origin / Destination	Immensee / Chiasso (via Göschenen and Airolo)
Category	Multi-track line (1)
Line length (km)	216 km (1)
Track Gauge (standard, narrow, broad)	Standard (1435mm) (1)
Electrification (Yes/No)	Yes – AC 15 kV-16.7 Hz (1)

• Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	
Signalling System	ETCS level 1 (1)
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Immensee (47.09164670610216, 8.46260315539253) Chiasso (45.83219071601152, 9.031735521288972)
Route Map Link	https://maps.app.goo.gl/DCERYMo3CvjCEMLT8
Tourism Attractiveness	
Main Towns / Cities on the Route	Arth-Goldau, Göschenen, Airolo, Bellinzona, Lugano, Chiasso
Natural Features (mountains, rivers, coasts)	Reuss Valley (Urseren and Schöllenen); Gotthard Pass alpine massif; Leventina Valley (Ticino Alps); Upper Rhine Valley / Surselva landscapes
Cultural Sites (UNESCO, historical stations)	Monte San Giorgio (UNESCO World Heritage Site) (2) Bellinzona Castles (UNESCO World Heritage Site) (3) Fortress of Airolo (Forte Airolo) (4) Gothard Pass Historic Route (5)
Unique Selling Points	Bellinzona Castles (3) St. Gallus and Verena Parish Church in Wassen & the Wassen spiral tunnels (6)
Visitor Services (hotels, tours, local crafts)	Gotthard Panorama Express (touristic train + boat offer) (7) Steamboat accross Lake Lucerne; Tour Guide; table reservation; (8) Multi-days trip with overnight stay in a hotel (9)
Current Operation info	
Opening date	1882 (10)
Current Services • (Freight / Passenger / Tourism)	Passenger, Freight, Tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	No direct trains between Immensee & Chiasso. From Immensee to Chiasso: Regional train to Arth Goldau then Intercity (1 train/hour) or EuroCity trains (1 train/hour).

	Time travel: between 1h56 and 2h25. (Data observed on SSB commercial site consulted on 11 January 2026) (11) Gothard Express (touristic train): 1 train/day (from Arth Goldau to Lugano) Time travel: 3h
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies
Ticket price (€)	49€ to 76€ for passenger trains. (Prices may vary. Data observed on SSB commercial site consulted on 11 January 2026) (11) 115€ for Gotham Express. (Prices may vary. Data observed on Gothard Express commercial site consulted on 11 January 2026) (12)
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	SBB
Infrastructure manager	SBB
National Authorities	Federal Office of Transports
Regional / Cantonal Authorities	Cantons Uri, Ticino, Schwyz

Local Authorities	-
Community Involvement Level (low, medium, high)	High - the line is deeply embedded in regional identity, tourism promotion, and local heritage narratives, with active participation from cantonal tourism organizations, municipalities, and railway operators in promoting the historic corridor.
Impact on Local Economy • (jobs, local business synergy)	Strong impact, as the line supports tourism flows along the historic Gotthard corridor, sustains regional accessibility for alpine communities, and contributes to local economies through tourism, transport services, and cross-border connectivity with Italy.
Objectives and challenges	
Works required for reopening/revitalization	Historic line maintenance budget part of NRLA capitalization
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	The line became part of the NRLA project with the construction of the Gotthard Base Tunnel, which was completed in 2016 (13)
International	-
Other information	
Historic Summary	The Gotthard railway line between Immensee and Chiasso was opened in 1882 as a major transalpine corridor connecting northern and southern Europe. Designed as a strategic engineering achievement, it enabled efficient rail transport across the Alps through spiral tunnels and mountain infrastructure. The line quickly became symbolic of Swiss railway innovation and national connectivity. Over time, beyond its economic and freight role, it gained recognition for its spectacular alpine landscapes and historic engineering features, attracting leisure travelers. Today, while high-speed traffic uses the Gotthard Base Tunnel, the historic mountain line remains valued for scenic journeys and tourism-oriented experiences.
Maps/Photographic Documentation	SSB Commercial site (11)
Bibliography	(13) TVS RINF - Registre de l'infrastructure ferroviaire (13) Monte San Giorgio - UNESCO World Heritage Centre (13) Three Castles, Defensive Wall and Ramparts of the Market-Town of Bellinzona - UNESCO World Heritage Centre (13) Museum - Forte Airolo (13) St. Gotthard-Pass | Switzerland Tourism (13) Wassen Travel Guide & Travel Tips » Andermatt White Label Web

	(13) Gotthard Panorama Express | SBB (13) Gotthard Panorama Express: Experience & services | SBB (13) Book a holiday in Switzerland | Switzerland Travel Centre (13) Gothard, Chemins de fer du (13) The SBB online portal for timetable, trains and public transport (13) Gotthard Panorama Express (13)
Contact person	anja.aebischer@sbb.ch, joerg.ostwald@sbb.ch
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes -** The classic Gotthard mountain line is a low-traffic route since most long-distance and freight trains now use the Gotthard Base Tunnel. It is also rural in character, crossing sparsely populated alpine terrain with small towns and villages.
How important is the potential for tourism development on this line? (low/medium/high)	**High** - scenic heritage and panoramic services (e.g. Panorama Express) sustain its continued operation
Is tourism influencing funding for the line? (low/medium/high)	**High** - Tourism is a major factor influencing funding and operational decisions for the classic Gotthard line, as its revival through services like the Gotthard Panorama Express is explicitly justified by its scenic and heritage tourism appeal.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Medium –** tourism acts as an important part of the circulation, but the line is also used for freight.

3.13.2. Lucerne - Stans - Engelberg Railway

The railway corridor linking Lucerne to Engelberg via Stans is a narrow-gauge (1 000 mm) mountain railway forming part of the Zentralbahn network in central Switzerland. The infrastructure is owned and operated by Zentralbahn, a regional railway company jointly owned by the Swiss Confederation and local cantons. At Lucerne, the line connects with the Swiss standard-gauge national network, while Engelberg constitutes a mountain terminus providing access to high Alpine environments.

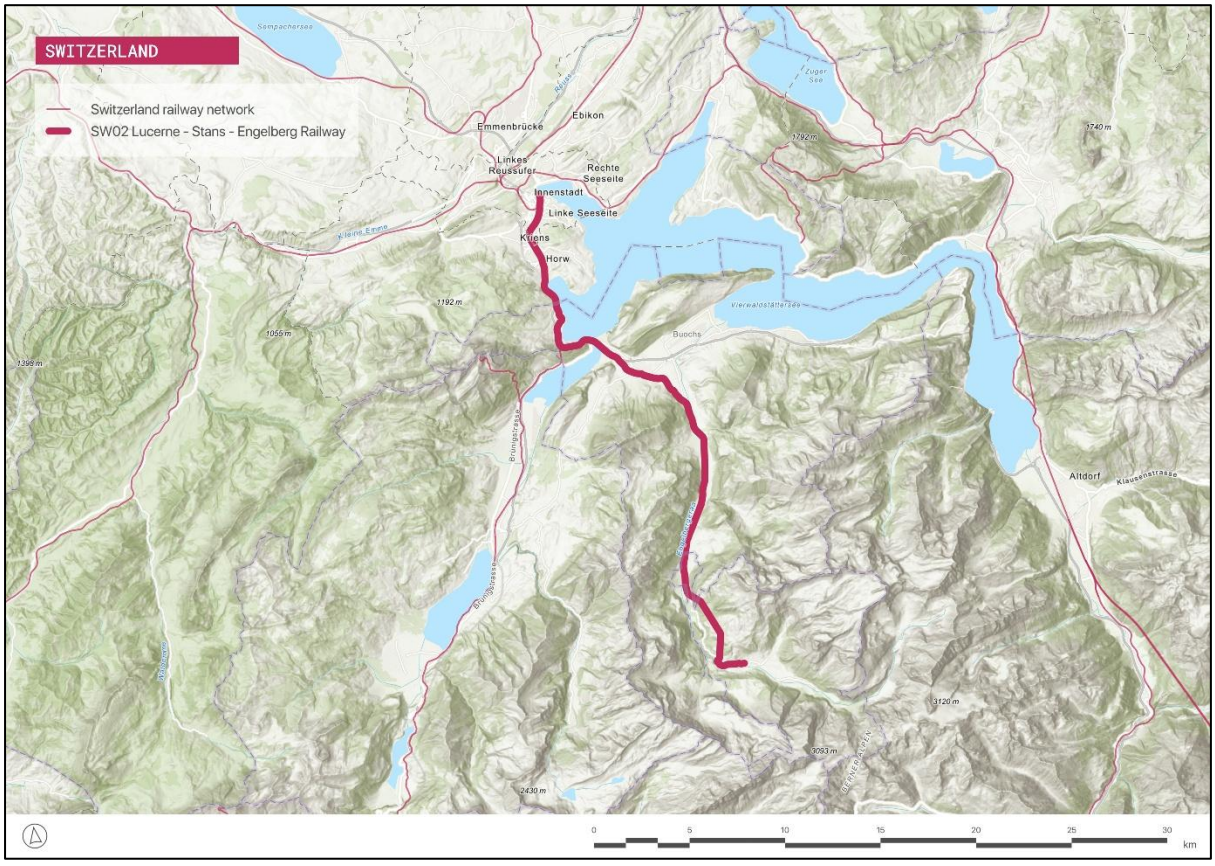


Figure 68. The Lucerne – Stans – Engelberg railway line. Source: own elaboration.

The line was originally developed in stages between the late 19th and early 20th centuries, with the Stans–Engelberg section opened in 1898 by the Stansstad–Engelberg Railway. The connection to Lucerne was historically indirect, requiring a transfer via boat or other rail lines, until the construction of the Lopper tunnel in 1964 enabled a direct rail link. More recently, the opening of the Engelberg Base Tunnel in 2010 replaced a former rack railway section, improving capacity, travel time, and operational efficiency while maintaining access to the mountain resort.

The infrastructure extends over approximately 29 kilometres and consists of a single-track electrified line (15 kV, 16.7 Hz), with passing loops. The route combines adhesion and rack of railway technology on steeper sections, reflecting the mountainous terrain. The alignment follows Lake Lucerne before entering the Engelberg valley, progressively gaining elevation through tunnels, bridges, and engineered sections adapted to Alpine conditions.

The tourist appeal of the corridor is significant, as it provides direct access from Lucerne, a major tourist destination, to the mountain resort of Engelberg, known for its proximity to Mont Titlis. The

line offers views over Lake Lucerne, alpine valleys, and high mountain landscapes. Intermediate stops such as Stans also provide access to cultural sites and regional attractions. The railway itself is integrated into tourism packages and functions as a key access mode for winter sports and summer hiking activities.

Daily operations consist of frequent regional passenger services, typically running on an hourly or half-hourly basis. The journey time between Lucerne and Engelberg is approximately 45 minutes. There is no regular freight traffic on the line. The financial model relies on fare revenues, tourism demand, and public funding, reflecting its dual role as a regional transport service and a tourism-oriented railway.

In terms of territorial impact, the line connects the Engelberg valley to the urban centre of Lucerne and the broader Swiss rail network. It supports both commuting flows and high volumes of tourist traffic, particularly in peak seasons. The Lucerne–Stans–Engelberg line exemplifies a modernized Alpine railway that combines historical infrastructure, technological adaptation, and strong integration into regional mobility and tourism systems.

In terms of territorial impact, the line connects the Engelberg valley to the urban centre of Lucerne and the broader Swiss rail network. It supports both commuting flows and high volumes of tourist traffic, particularly in peak seasons. The Lucerne–Stans–Engelberg line exemplifies a modernized Alpine railway that combines historical infrastructure, technological adaptation, and strong integration into regional mobility and tourism systems.

Summary	
	Updated: 22/07/2025
Line name	Lucerne - Stans - Engelberg Railway
Tourist services	Passenger service with a strong touristic dimension
Country	Switzerland
Region or Canton	Lucerne
Description of the line	
Origin / Destination	Lucerne –/Engelberg
Category	Single track (1)
Line length (km)	29km (1)
Track Gauge (standard, narrow, broad)	Narrow (meter gauge) (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes, AC 15kV-16.7Hz (1)
Signalling System	*Not found*

General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Lucerne (47.04944431063762, 8.310362285219737) Engelberg (46.819429519420254, 8.40259866512608)
Route Map Link	https://maps.app.goo.gl/PpYNNto3r1qkNBEV6
Tourism Attractiveness	
Main Towns / Cities on the Route	Lucerne; Stans; Dallenwil; Engelberg
Natural Features (mountains, rivers, coasts)	Lake Lucerne basin landscapes; Sarneraa Valley lowlands; Lungerersee alpine valley; Engelberg alpine valley and massif
Cultural Sites (UNESCO, historical stations)	Engelberg Abbey (2) Chapel Bridge (3) Lion Monument (4)
Unique Selling Points	Highest point in central Switzerland with the Titlis cable-car (5)
Visitor Services (hotels, tours, local crafts)	-
Current Operation info	
Opening date	1898/1964 (6)
Current Services • (Freight / Passenger / Tourism)	Passenger
Service • (frequency, speed, passengers/trains per day/week/month/year)	1 interregional train/hour Time travel: 45min on average (Data observed on SSB commercial site consulted on 11 February 2026) (7)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies
Ticket price (€)	20€ on average (Prices may vary. Data observed on SSB commercial site consulted on 11 february 2026) (7)
Historic Operation info (if applicable)	
Has the line been closed in the past?	**No**

• Yes / No	
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	Zentralbahn
Infrastructure manager	Zentralbahn
National Authorities	Federal Office of Transport
Regional / Cantonal Authorities	Lucerne, Nidwald, Obwald cantons
Local Authorities	-
Community Involvement Level (low, medium, high)	**High** - the line is closely tied to local tourism (Engelberg/Titlis), regional mobility needs, and cantonal cooperation, with active integration into local development and destination marketing strategies.
Impact on Local Economy • (jobs, local business synergy)	**Strong impact**, as the line provides essential access to the Engelberg tourism economy (mountain resort, Titlis attractions), supports commuting and regional accessibility, and contributes significantly to local service and hospitality sectors.
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Sources	-
Other information	

Historic Summary	The railway connection to Engelberg began with the opening of the Stansstad–Engelberg line in 1898, designed to improve access to an emerging alpine tourist destination. Initially isolated from the main rail network, Engelberg became directly connected to Lucerne in 1964 with the opening of the Luzern–Stans–Engelberg railway, strengthening its role as a leisure gateway to the mountains. The line combines adhesion and rack sections to overcome steep alpine gradients, reflecting its mountain engineering heritage. Over time, it has supported both regional mobility and tourism, particularly access to the Titlis glacier and alpine sports. Today, it operates as a regular regional railway whose scenic landscapes and direct access to a major resort give it a strong tourism dimension.
Maps/Photographic Documentation	SBB commercial site (7)
Bibliography	(7) TVS RINF - Registre de l'infrastructure ferroviaire (7) Home | Kloster Engelberg (7) Chapel Bridge | Lucerne's landmark (7) Lion Monument | Switzerland Tourism (7) Luzern–Engelberg Express | Zentralbahn. (7) History | Zentralbahn. (7) The SBB online portal for timetable, trains and public transport
Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** – there's only 1 train/hr and the areas serves are mostly rural.
How important is the potential for tourism development on this line? (low/medium/high)	**High** -The line provides direct rail access to Engelberg, a well-established alpine resort and gateway to Mount Titlis, with strong existing tourism infrastructure (mountain activities, winter sports, hiking). Its scenic alpine setting and short travel time from Lucerne create significant potential for further tourism development, even though the railway itself is not a dedicated tourist service.
Is tourism influencing funding for the line? (low/medium/high)	**Medium -** Tourism plays a significant supporting role because the line provides essential access to the Engelberg resort and its visitor economy, which strengthens political and regional justification for maintaining and improving services. However, funding is primarily driven by regional mobility needs and Switzerland's public transport planning framework rather than tourism alone.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High** - Tourism is a key factor sustaining demand on the line, as it provides direct access to the Engelberg alpine resort and Mount Titlis attractions. While regional mobility also contributes to ridership, the strong and year-round tourism flows significantly support the line's viability and activity level.

3.13.3. Vevey - Palézieux Railway

The railway corridor linking Vevey to Palézieux via the Lavaux hillside is a standard-gauge regional line located in the canton of Vaud, Switzerland. The infrastructure is owned and managed by SBB (Swiss Federal Railways), which also operates passenger services. At Vevey, the line connects with the main Lausanne–Brig axis along Lake Geneva, while at Palézieux it links to lines toward Fribourg, Bern, and central Switzerland, making it a transversal connector between the lakeshore and inland rail corridors.



Figure 69. The Vevey – Palézieux railway line. Source: own elaboration.

The line was opened in 1904, making it one of the early railway infrastructures in western Switzerland. It was developed to improve connectivity between the Lake Geneva shoreline and the inland plateau, facilitating both passenger travel and the transport of agricultural products, particularly wine from the Lavaux vineyards. The line has remained in continuous operation and has been progressively modernized, while retaining its historical alignment across a highly constrained terraced landscape. The infrastructure extends over approximately 16 kilometres and consists of a single-track electrified line (15 kV, 16.7 Hz), with passing loops. The route climbs steeply from Vevey toward Puidoux, crossing the terraced slopes of Lavaux through a series of curves, small tunnels, and retaining structures adapted to the topography. This section is technically distinctive due to the constraints imposed by vineyard terraces and the need to balance gradients with limited available space.

The tourist appeal of the corridor is particularly high due to its direct crossing of the Lavaux, a UNESCO World Heritage Site. The line offers panoramic views over Lake Geneva, the Alps, and

the vineyard terraces, which are among the most emblematic cultural landscapes in Switzerland. Intermediate stops such as Chexbres-Village and Puidoux-Chexbres provide access to wine tourism activities, hiking routes, and viewpoints. The railway is often considered one of the most scenic short lines in the country and is integrated into regional tourism promotion.

Daily operations consist of regular regional passenger services, typically running on an hourly basis, with connections at both ends to long-distance trains. Travel time between Vevey and Palézieux is approximately 20 minutes. There is no regular freight traffic on the line today. The financial model relies on fare revenues and public funding within the Swiss integrated transport system. In terms of territorial impact, the line plays a key role in linking the lakeshore urban areas with inland communities, supporting both commuting and leisure mobility. It also contributes to the accessibility and valorization of the Lavaux vineyard landscape, reinforcing the relationship between rail infrastructure and a UNESCO-designated cultural territory.

Summary	
	Updated: 25/07/2025
Line name	Vevey - Palézieux Railway
Tourist services	Train des Vignes (R7). Passenger service with a strong touristic dimension. (Seasonal little touristic “train”, on road, running through vineyards hills)
Country	Switzerland
Region or Canton	Vaud
Description of the line	
Origin / Destination	Vevey – Palézieux
Category	Double track (1)
Line length (km)	16.3 km
Track Gauge (standard, narrow, broad)	Standard (1435) (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes - AC 15kV-16.7Hz (1)
Signalling System	ETCS level 1 (1)
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Palézieux (46.542738128629, 6.837891103885992) Vevey (46.46393737948583, 6.842327099031021)

Route Map Link	https://maps.app.goo.gl/7LLNivYn1hcXwAK67
Tourism Attractiveness	
Main Towns / Cities on the Route	Vevey, Puidoux, Chexbres-Village, Palezieux
Natural Features (mountains, rivers, coasts)	Lavaux vineyard terraces; Lake Geneva shoreline slopes; Prealpine vineyard hillsides; Upper Veveyse valley landscapes
Cultural Sites (UNESCO, historical stations)	Lavaux vineyards (UNESCO) (2) Le Corbusier Lake house (3)
Unique Selling Points	Lavaux vineyards (UNESCO) (2)
Visitor Services (hotels, tours, local crafts)	Kiking trails from Chexbres (4) Seasonal little touristic "train" (on road) running through vineyards hills (5) Wine-tasting in vineyards (4)
Current Operation info	
Opening date	1904 (6)
Current Services • (Freight / Passenger / Tourism)	Passenger
Service • (frequency, speed, passengers/trains per day/week/month/year)	1 train/hour Travel time: 19min (Data observed on SSB commercial site, consulted on 12 February 2026) (7)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies
Ticket price (€)	6€ to 9€ (Prices may vary. Data observed on SSB commercial site, consulted on 12 February 2026) (7)
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	N/a
Operating conditions before closure	N/a

• (frequency, speed, passengers/trains per day/week/month/year)	
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	Swiss Federal Railways (SBB)
Infrastructure manager	Swiss Federal Railways (SBB)
National Authorities	Federal office of transports
Regional / Cantonal Authorities	Vaud
Local Authorities	-
Community Involvement Level (low, medium, high)	**Low** - it operates as a stable regional passenger link integrated into the broader RER Vaud system rather than a contested or community-mobilized railway. The line provides access to the territory but is not the subject of a dedicated community strategy.
Impact on Local Economy • (jobs, local business synergy)	**Medium** — the line supports local economic activity mainly by improving accessibility between Vevey, Lavaux villages and the Plateau railway network (commuting, tourism access, local services), but there is no clear evidence that it drives major structural economic development or transformation on its own.
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	built 1900–1904 to link Simplon and Lausanne–Bern lines; private then operated by SBB, extended to Palézieux in december 2024. Now named R7 or “Train des Vignes” (train of the vines) it was previously known as the S7.
Maps/Photographic Documentation	SSB Commercial site

Bibliography	(7) TVS RINF - Registre de l'infrastructure ferroviaire (7) Lavaux, Vineyard Terraces - UNESCO World Heritage Centre (7) The Architectural Work of Le Corbusier, an Outstanding Contribution to the Modern Movement - UNESCO World Heritage Centre (7) Lavaux, Vineyard Terraces | Switzerland Tourism (7) Bienvenue sur le Lavaux Express ! (7) Histoire - Commune de Chexbres (7) The SBB online portal for timetable, trains and public transport
Contact person	anja.aebischer@sbb.ch
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** - It is a short, single-track rural line mainly serving local passengers and tourists.
How important is the potential for tourism development on this line? (low/medium/high)	**High** - The route crosses the UNESCO Lavaux vineyards and is heavily promoted as a scenic attraction.
Is tourism influencing funding for the line? (low/medium/high)	**High** - Its branding as the "Train des Vignes" and integration into tourist circuits directly supports its operation. It has recently been extended to Palézieux, further showing the investment in the line.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High** - Without its tourist appeal, the line's traffic volume alone would likely not justify continuous service.

3.13.4. Altstätten - Gais Railway

The railway corridor linking Altstätten Stadt to Gais is a metre-gauge mountain railway located in eastern Switzerland, between the canton of St. Gallen and the canton of Appenzell Ausserrhoden. The infrastructure is owned and operated by Appenzeller Bahnen (AB), which manages a dense regional railway network across the Appenzell region. At Altstätten Stadt railway station, the line connects indirectly with the Swiss national rail network through the nearby SBB station of Altstätten, located on the Rhine Valley corridor toward St. Gallen, Chur, and Zürich. At Gais railway station, the line joins the wider Appenzeller Bahnen network, providing onward rail connections toward Appenzell and St. Gallen. Although a direct railway connection formerly existed between Altstätten Stadt and the SBB station at Altstätten, this link was removed in 1975, and no through railway operation is possible today.

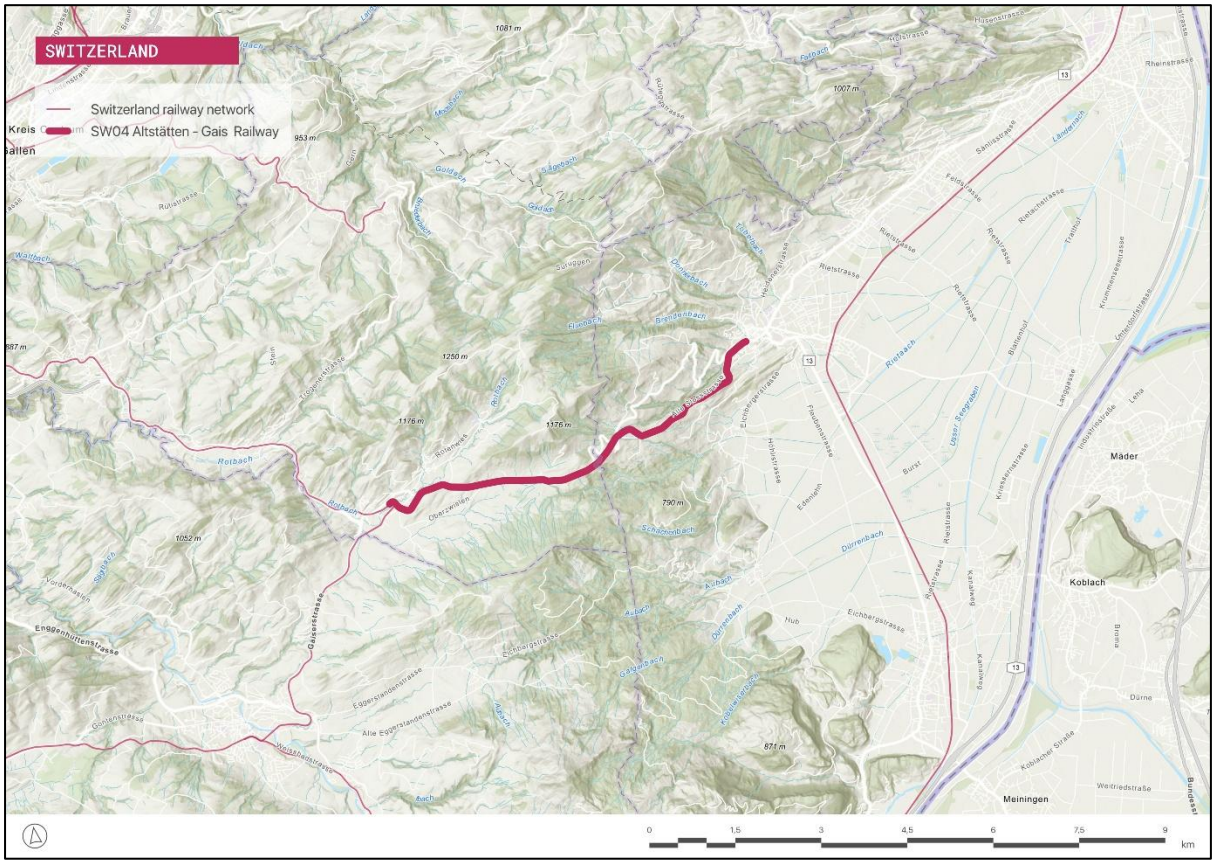


Figure 70. The Atlstätten – Gais railway line. Source: own elaboration.

The line was opened in 1911 by the former Altstätten–Gais-Bahn company as part of broader efforts to improve accessibility between the Rhine Valley and the upland Appenzell region. It was conceived both as a regional mobility infrastructure and as a means of overcoming the strong topographical barriers separating the valley floor from the Appenzell hills. From its opening, the line was electrically operated, which was relatively advanced for a mountain railway of this scale at the time. Since the mid-20th century, it has been integrated into the Appenzeller Bahnen network and today forms part of the St. Gallen S-Bahn system.

The infrastructure extends approximately 7.7 kilometres between Altstätten Stadt and Gais and combines adhesion railway sections with several rack railway segments equipped with the Strub

rack system. The route climbs steeply from the Rhine Valley toward the Stoss pass before reaching the plateau around Gais, with maximum gradients reaching around 16%. The line is electrified at 1 500 V DC and includes a succession of sharp curves, forested slopes, retaining walls, and panoramic mountain sections. Technically, the railway is notable for its hybrid operation, combining conventional rail adhesion with rack traction in the steepest areas, a characteristic shared with only a limited number of Swiss regional railways.

The tourist appeal of the corridor is strongly linked to the dramatic landscapes of the Appenzell region and to the historic character of the railway itself. The ascent from the Rhine Valley toward the Appenzell hills offers extensive views over vineyards, alpine meadows, and the Rhine plain, with visibility extending toward Austria and Liechtenstein in clear weather. The line is widely promoted as a scenic railway experience and is integrated into regional tourism activities, including hiking, cycling, tourism, and heritage excursions. Intermediate locations such as Stoss provide direct access to mountain trails and viewpoints, while Gais constitutes a traditional Appenzell village destination characterized by scattered farmhouses and rolling pastoral landscapes.

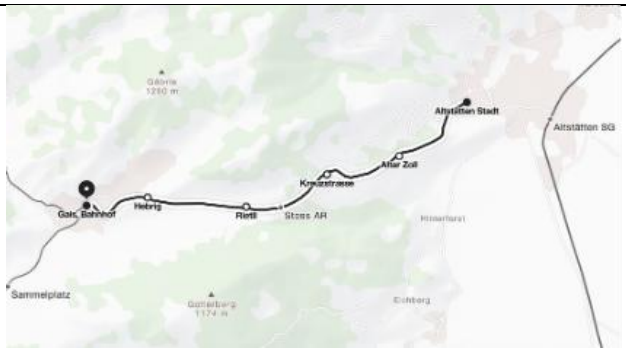
Daily operations consist of hourly regional passenger services operated as line S24 of the St. Gallen S-Bahn network. Travel time between Altstätten Stadt and Gais is approximately 20 minutes. Services are coordinated with connecting trains toward St. Gallen and Appenzell, ensuring integration within the wider eastern Swiss public transport system. There is no regular freight traffic on the line today. The financial model relies primarily on passenger revenues combined with cantonal and federal public transport funding within the Swiss integrated transport framework.

In terms of territorial impact, the line plays an important role in maintaining accessibility between the Rhine Valley and the rural upland communities of Appenzell Ausserrhoden. Beyond its commuter function, the railway contributes significantly to the touristic valorization of the Appenzell region by reinforcing the relationship between mountain mobility, landscape experience, and regional identity. Its continued operation illustrates the enduring importance of small-scale mountain railways within the Swiss territorial and transport model.

Summary	
	Updated: 25/07/2025
Line name	Altstätten - Gais Railway
Tourist services	Passenger service with a touristic dimension
Country	Switzerland
Region or Canton	Appenzell Ausserrhoden , St. Gallen
Description of the line	
Origin / Destination	Altstätten - Gais
Category	Single track (1)

Line length (km)	7.65 km (1)
Track Gauge (standard, narrow, broad)	Narrow (meter gauge) (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes - DC 1,500 V (1)
Signalling System	Flashing light and traffic control signalling systems (2)
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Altstatten (47.37689762948961, 9.537497852620328) Gais (47.36092675763907, 9.45117538723733)
Route Map Link	https://maps.app.goo.gl/9EfnbcD2GuKE7JjUA
Tourism Attractiveness	
Main Towns / Cities on the Route	Altstätten, Stoss, Gais
Natural Features (mountains, rivers, coasts)	Rhine Valley plain; Steep forested slopes; Prealpine pastures; Appenzell uplands
Cultural Sites (UNESCO, historical stations)	Schlachtkapelle Stoss (battle chapel) (3) Altstätten Old town (4) Museum Prestegg (5)
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	Hiking and themed walking routes accessible from the line Train + bike excursions (cycling access and transport) Seasonal outdoor activities (sledging, nature outings) Scenic railway experiences (panoramic/open carriages, special rides) (6)
Current Operation info	
Opening date	1911 (7)
Current Services • (Freight / Passenger / Tourism)	Passenger, Tourism

Service • (frequency, speed, passengers/trains per day/week/month/year)	1 train/hour Travel time: 20min (Data observed on SBB CCF FFS commercial site, consulted the 09/02/2026) (8) 170 000 passengers/year (6)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	Stable (6)
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies
Ticket price (€)	19€ (full fare) (Prices may vary. Data observed on SBB commercial site, consulted the 09/02/2026) (8)
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a
Stakeholders involved	
Service provider (Operator)	Appenzell railways
Infrastructure manager	SBB CCF FFS
National Authorities	Federal office of transports
Regional / Cantonal Authorities	Appenzell, St. Gallen
Local Authorities	-

Community Involvement Level (low, medium, high)	High - the line was threatened with bus replacement but met resistance from the locals
Impact on Local Economy • (jobs, local business synergy)	Moderate impact, as the line supports local tourism and regional accessibility but does not represent a primary economic driver for the territory
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	Collaboration with local and tourism stakeholders to enhance the line's attractiveness (6)
National	-
International	-
Other information	
Historic Summary	The Altstätten–Gais railway, opened in 1911, is a steep, scenic cogwheel line in eastern Switzerland using the Strub rack system to connect the Rhine Valley with Appenzellerland. Despite its historical value and unique engineering, the line faces possible closure due to low ridership and high operating costs, though it is expected to remain in service for the time being.
Maps/Photographic Documentation	 SSB Commercial site (8)
Bibliography	(1) TVS RINF - Registre de l'infrastructure ferroviaire (2) Facts & Figures - Appenzell Railways (3) Battle Chapel sur le Stoss : Appenzellerland Tourismus (4) Altstätten SG | Tourisme en Suisse (5) Museum Prestegg - Altstätten SG - My Switzerland (6) Zahnradbahn Altstätten-Gais - Appenzeller Bahnen (7) Geschichte - Appenzeller Bahnen

	(8) Portail en ligne des CFF pour les horaires, trains et transports publics
Contact person	**Appenzeller Bahnen (**St. Gallerstrasse 53 9102 Herisau Téléphone +41 (0)71 354 50 60 (info@appenzellerbahnen.ch appenzellerbahnen.ch)
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** - It runs through sparsely populated mountain areas with limited daily ridership
How important is the potential for tourism development on this line? (low/medium/high)	**High** - The scenic pass and historical chapel offer tourism value, although not fully leveraged.
Is tourism influencing funding for the line? (low/medium/high)	**Medium** - Some funding is justified by its cultural and landscape value, though core subsidies are for regional access.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Medium**- Tourism supports the line's existence but it also serves isolated communities that need access, making it not the only justification for the line

3.14. United Kingdom

Overview of the British Railway Network

The British railway network is the oldest in the world. At its peak, it extended over more than 48 000 kilometres. Today, the network comprises approximately 15 900 km of standard-gauge (1 435 mm) track, of which around 38% is electrified using the 25 kV AC system, alongside approximately 1 400 km electrified at 750 V DC.

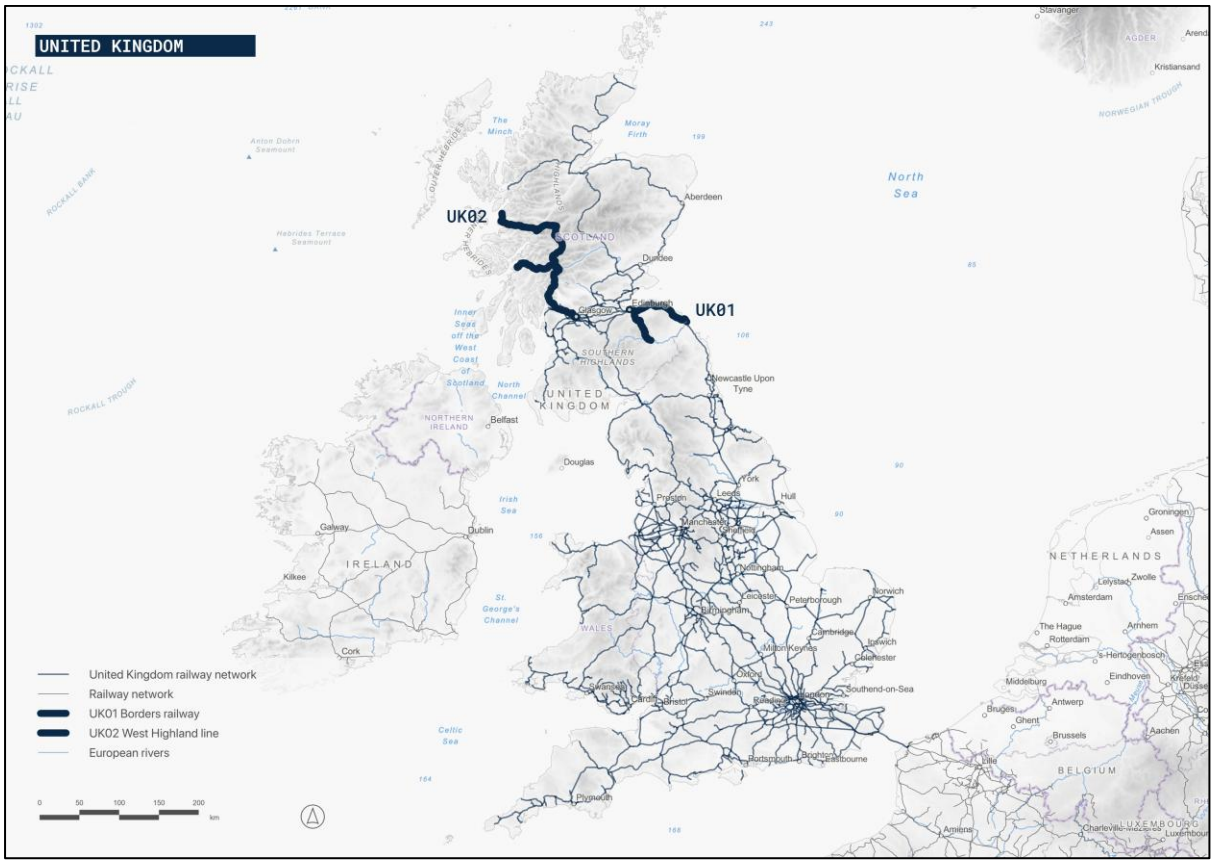


Figure 71. British railway network in 2026, showing the lines selected for this study. Source: own elaboration.

The network carries approximately 1.7 billion passengers and 110 million tons of freight annually. It is one of the busiest railway systems in Europe, with a higher volume of train services than in several comparable countries. Rail accounts for more than 20% of passenger journeys in Europe. The sector employs around 115 000 people directly and supports an additional 250 000 jobs through its supply chain. In the 2017 European Rail Performance Index, the United Kingdom ranked eighth, based on indicators such as ridership, service quality, and safety.

The network is managed by Network Rail, while passenger services are operated by multiple train operating companies under contractual arrangements with the public sector.

History of the British Railway Network

The British railway network developed during the 19th century through private initiatives, resulting in a fragmented system. In the early 20th century, the network was consolidated into four major private companies, known as the "Big Four": the Great Western Railway, the London and Northeastern Railway, the London, Midland and Scottish Railway, and the Southern Railway.

In 1948, these companies were nationalized to form British Railways. A major restructuring occurred in the 1960s following the Beeching reports (1963–1965), which led to the closure of more than 2,300 stations and approximately 8,000 km of lines, as well as significant job losses. During this period, associations began to mobilize to preserve railway heritage, contributing to the early development of heritage railways and tourism-related uses.

The Railways Act 1993 introduced a major reform, leading to the privatization and fragmentation of the system. Infrastructure ownership was transferred to Railtrack, while passenger services were divided into regional franchises operated by private companies. Railtrack collapsed in 2002 and was replaced by Network Rail, a state-owned, not-for-profit company.

From the 2000s onwards, a process of decentralization ("devolution") led to the emergence of new local governance arrangements. Community rail partnerships, local development groups, and volunteer associations became involved in promoting railway use, organizing events, and supporting local economic development, including tourism-related initiatives.

In recent years, the United Kingdom has initiated a process of reform aimed at simplifying and partially renationalizing the railway system. Following Brexit, the government announced a new framework in 2021. The traditional franchise system has been replaced by National Rail Contracts. In November 2025, the Railways Bill established Great British Railways (GBR), a new public entity responsible for integrating infrastructure management, passenger services, and ticketing. This reform aims to improve coordination, reliability, and efficiency, although its full implementation is expected to take several years.

At the same time, major infrastructure projects are ongoing. The high-speed line connecting London to continental Europe (HS1), opened in 1994 and fully operational at high speed since 2003, remains the only completed high-speed line. A second project, HS2, has been under construction since 2019, although its scope has been revised and partially reduced.

Tourist train services in the United Kingdom

Railway tourism in United Kingdom includes both regional passenger lines serving areas with tourism activity and many dedicated heritage railway operations, often developed on preserved sections of former lines.

Within the framework of the *TOUR&RAIL* project, the Borders Railway constitutes a relevant example. Reopened in 2015, this line connects Edinburgh to Tweedbank and provides regular passenger services. It serves rural areas in the Scottish Borders and has been associated with increased visitor access to the region, supported by local initiatives linked to the line.

Another line identified in the project is the West Highland Line, which connects Glasgow to Mallaig and Oban. This line operates regular passenger services through sparsely populated and

mountainous areas in the Scottish Highlands. It is also used by the seasonal Jacobite Steam Train between Fort William and Mallaig, operated as a tourist service on part of the line.

In addition to these lines, the United Kingdom has developed a specific institutional framework supporting local railway promotion. Community Rail Partnerships bring together local authorities, rail operators, and community groups to promote the use of regional lines. Their activities include marketing initiatives, the organization of events, the enhancement of stations, and the development of tourism-related projects linked to railway services.

The United Kingdom also hosts many heritage railways. Among these, the North Yorkshire Moors Railway and the Severn Valley Railway can be cited as examples. These lines are operated by associations or private companies and provide tourist services using historic rolling stock on dedicated infrastructure.

References

- UK government (2026). *Great British Railways and the public ownership programme* https://www.gov.uk/guidance/great-british-railways
- UK government (2026). *Railways Bill* https://bills.parliament.uk/bills/4030
- British Transport Commission (1963). *The Reshaping of British Railways - Part 1: Report* https://www.railwaysarchive.co.uk/docsummary.php?docID=13

3.14.1. Borders Railway

The Borders Railway is a railway line providing passenger and tourist services between Edinburgh and Tweedbank through the region of Midlothian and the Scottish Borders. Departing from Edinburgh Waverley station, the route crosses the southern part of eastern Scotland, a territory historically associated with the Anglo-Scottish borderlands. The line serves a region characterized by historic towns, battlefields, cultural heritage sites, and preserved natural landscapes.

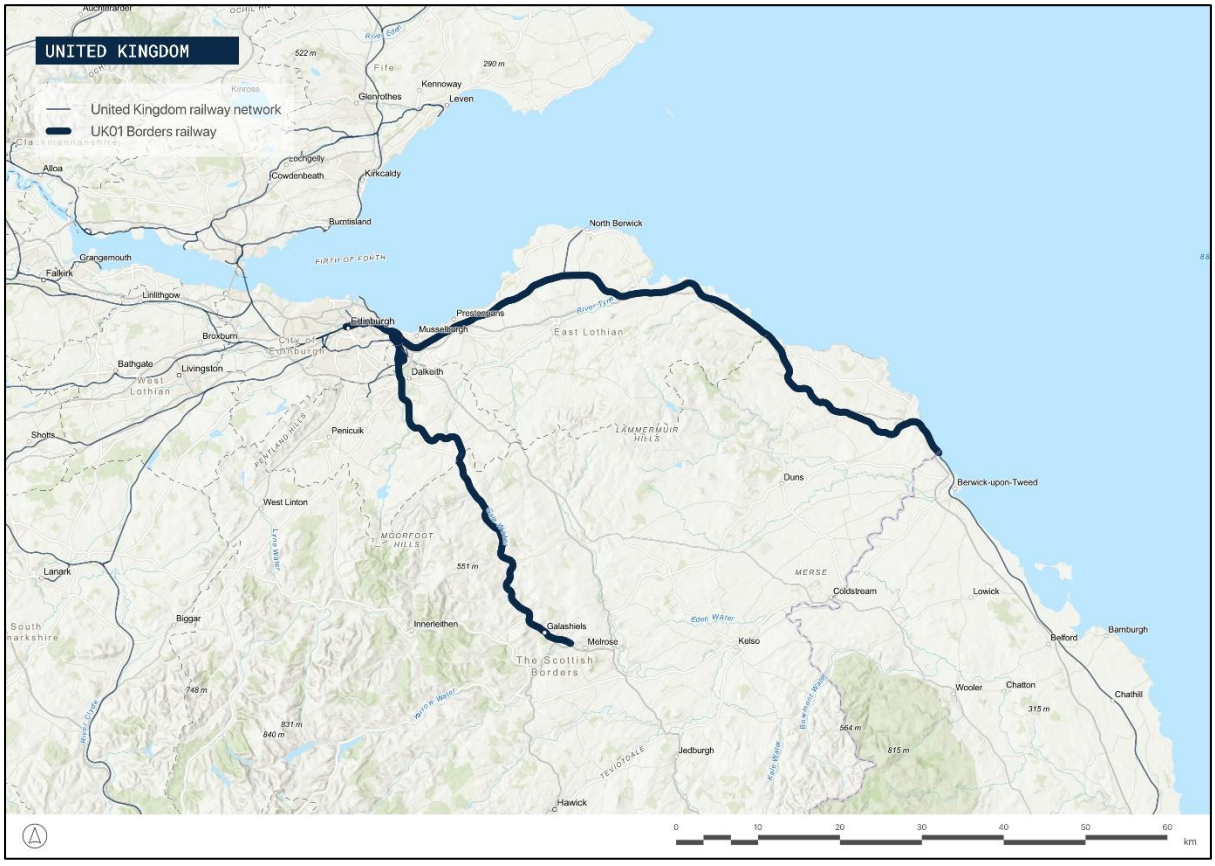


Figure 72. The Borders railway line from Edinburg to Tweedbank. Source: own elaboration.

The Borders Railway is the partial reopening of the former Waverley Route; a historic railway corridor originally opened during the mid-nineteenth century to connect Edinburgh with northern England. The original line was closed in 1969 as part of the large-scale railway rationalization program associated with the Beeching cuts, which led to the closure of thousands of kilometres of railway lines across the United Kingdom in favour of road transport and motorway development. Consequently, the Scottish Borders region remained without railway services for several decades.

Following a long political, civic, and regional campaign, part of the route was eventually reopened in 2015 between Edinburgh and Tweedbank under the name Borders Railway. Although the reopening was primarily justified by objectives related to regional mobility and commuting toward Edinburgh, the line has also progressively been promoted as a scenic railway corridor and a tourism development tool for the Scottish Borders.

Technically, the railway extends over approximately 56.8 kilometres and is built to standard gauge. Around 34 kilometres of the route operates as single track, while the remaining sections are double tracked, particularly closer to the Edinburgh metropolitan area. The line was initially reopened without electrification, although electrification works are currently underway as part of broader decarbonization and modernization policies. The signalling system relies on dual-aspect LED signals combined with axle-counter detection and electronic interlocking (SSI). The overall condition of the infrastructure can be considered good, reflecting the extensive reconstruction works carried out prior to reopening.

Indeed, because the former railway infrastructure had remained abandoned for nearly half a century, the reopening project required major investment. The total cost of reconstruction was estimated at approximately £435 million and included the rebuilding of large sections of track, the simplification of certain parts of the historical alignment, and the construction of new station buildings and associated infrastructure.

The tourism dimension of the Borders Railway partly contributed to the political justification for reopening the line. The corridor provides access to numerous heritage towns and cultural attractions, including the historic urban landscapes of Edinburgh, Galashiels, Tweedbank, Stow, and Gorebridge. Along the route, passengers may also visit cultural and historical sites such as Old Gala House, the National Mining Museum of Scotland, and Abbotsford House, the former residence of Sir Walter Scott.

The railway also traverses preserved natural environments characterized by hills, rivers, and recreational landscapes associated with the Gala Water valley. In addition, rail tourism enthusiasts may combine travel on the Borders Railway with seasonal steam train services generally operated during the summer period. Combined rail-and-bus tickets also allow visitors to access villages located beyond the Tweedbank terminus, thereby extending the tourism catchment area of the railway into more remote parts of the Scottish Borders.

Service frequency on the line can be considered relatively satisfactory for a rural railway. Trains generally operate every thirty minutes throughout most weekdays, with reduced frequencies of one train per hour during evenings and Sundays. Average journey time between Edinburgh and Tweedbank is approximately 55 minutes, corresponding to relatively modest commercial speeds of around 56 to 63 km/h.

Despite these moderate speeds, the line has proved particularly successful in terms of ridership. During the 2019-2020 period, the Borders Railway recorded approximately 1.72 million passenger journeys. Around 30% of these trips were associated with tourism and leisure purposes, while the remaining majority corresponded mainly to commuting and regional mobility. Ridership has continued to increase since reopening, reflecting both the attractiveness of the service and the growing integration of the Scottish Borders within the wider Edinburgh metropolitan area.

Passenger services are operated by ScotRail, which is also responsible for the commercial management of ticketing services. Ticket prices vary depending on booking conditions and travel periods but generally remain around €14 for standard journeys. Transport governance involves both Transport Scotland and regional authorities. Public authorities have actively supported

intermodal connections between rail services and local bus networks to diffuse tourism flows beyond the railway terminus and toward smaller villages throughout the Borders region.

Local authorities and railway community groups are also strongly involved in maintaining and promoting the line. Community organizations participate in the upkeep and animation of smaller stations and contribute to local festivals, heritage activities, and charity projects linked to the railway. According to local authorities in Midlothian and the Scottish Borders, tourism attendance in the region has increased by approximately 7% since the reopening of the line.

Regional stakeholders are now considering a future extension of the railway toward Longtown. This project is presented simultaneously as part of a decarbonized transport strategy and as a tool for strengthening tourism development and regional accessibility. The ongoing electrification of the Borders Railway also reflects these broader environmental and territorial objectives.

Overall, the Borders Railway can be categorized as a low-traffic rural railway of significant interest in transport and regional development studies. Since its reopening, the line has progressively regained an important role in tourism development by improving access to heritage towns, natural landscapes, and cultural sites throughout the Scottish Borders. Nevertheless, the tourism development potential of the line remains moderate rather than transformative. Tourist attractions are relatively dispersed throughout the territory, and the region does not possess a single dominant tourism magnet capable of generating large-scale rail tourism flows. Tourism therefore constitutes an important component in the political legitimacy and funding rationale of the railway, but it is not its sole justification. The majority of passengers continue to consist of commuters and regional travellers, meaning that the Borders Railway remains above all a multifunctional infrastructure combining regional mobility, territorial cohesion, and tourism support.

Summary	
	Updated: 01/12/2025
Line name	Borders Railway
Tourist services	-
Country	Scotland
Region or Canton	Scottish Borders; Midlothian; City of Edimburg
Description of the line	
Origin / Destination	Edinburgh Waverley / Tweedbank
Category	Single track (34km) and double track for the rest of the line (1)
Line length (km)	56.8km (1)
Track Gauge (standard, narrow, broad)	Standard (1435) (2)
Electrification (Yes/No)	No (3) > but electrification project has started.

• Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	
Signalling System	Dual-aspect LED signals, with axle counter detection and electronic interlocking (SSI) (4)
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Edinburg Waverley (55.952388152082705, -3.1883081018000405) – Tweedbank (55.605455825238494, -2.757657394613788)
Route Map Link	https://maps.app.goo.gl/c7g4QMiEyJtoZreW9
Sources	(1) https://www.cerema.fr/system/files/documents/2021/12/borders_railway_-_2021_webinaire_cerema_petites_lignes.pdf (2) https://www.networkrail.co.uk/wp-content/uploads/2021/02/Network-Statement-2022.pdf (3) https://www.transport.gov.scot/news/new-battery-electric-trains-announced-for-fife-and-borders-railway (4) https://www.railengineer.co.uk/borders-railway-signalling-and-telecoms-one-year-on/
Tourism Attractiveness	
Main Towns / Cities on the Route	Edimburg; Galashiels; Tweedbank; Stow; Gorebridge
Natural Features (mountains, rivers, coasts)	Hilly and rural landscapes; Gala Water;
Cultural Sites (UNESCO, historical stations)	L'Old Gala House (museum & art gallery) (5) The Scottish National Mining Museum (5) Abbotsford (a luxurious residence) (5)
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	A special steam train service usually operates in August (5) Ticket combining rail+bus to explore the villages of the Borders (6)
Sources	(5) https://www.visitscotland.com/fr-fr/travel-planning/railway/borders-railway (6) https://www.scotrail.co.uk/inspiration-hub/great-scenic-rail-journeys/borders-railway-edinburgh-tweedbank
Current Operation info	

Opening date	2015 (1)
Current Services • (Freight / Passenger / Tourism)	Passenger, tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	1 train by 30 min except evenings and Sundays (1) where it's a train by hour (1) Travel time = 55min (1) Average speed between 56/63km/h (1) ~ 1,723,083 passengers in 2019/2020 (7)
Annual Tourist Ridership (last 5 years)	30% of daily journeys are for leisure (1)
Ridership Trend (increasing / stable / declining)	Incresing (9)
Revenue Sources (ticket sales, subsidies, other)	Ticket sales; subsidies
Ticket price (€)	Tickets prices vary all year long but are around 14€, see on ScotRail commercial site (8)
Sources	(7) https://www.gov.scot/publications/foi-202000034325/ (8) https://www.scotrail.co.uk/ (9) https://www.transport.gov.scot/media/41659/sct02189915561.pdf
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes (1)
Closure date	1969 (1)
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	*Not found*
Services before closure • (Freight / Passenger / Tourism)	*Not found*
Reason for closure	Beeching Cuts (1)
Reopening date	2015 (1)
Stakeholders involved	
Service provider (Operator)	ScotRail

Infrastructure manager	Transport Scotland
National Authorities	Scotland
Regional / Cantonal Authorities	-
Local Authorities	-
Community Involvement Level (low, medium, high)	Medium – The bus offers to visit the villages right after the terminus.
Impact on Local Economy • (jobs, local business synergy)	Increase in tourist attendance in the Midlothian and Borders regions (+7%) from 2016 onwards (1)
Objectives and challenges	
Works required for reopening/revitalization	Entire reconstruction with new stations, new route and new enginiring structures (10) (10) https://www.ice.org.uk/what-is-civil-engineering/infrastructure-projects/borders-railway
Estimated reopening or revitalization cost	435 M€ (1)
Associated projects	
Local	Extension to Longtown (11)
National	Scotland Plan to decarbonize railway > electrification of the Borders (see 3).
International	-
Sources	(11) https://campaignforbordersrail.org/wp-content/uploads/2019/12/CBR_SummaryCase.pdf
Other information	
Historic Summary	The Borders Railway follows part of the former Waverley Route, opened in the mid-19th century to connect Edinburgh with the Scottish Borders and northern England.The original line was closed in 1969 as part of widespread rail rationalisation, leaving the region without rail services for decades. After a long political and civic campaign, the line was partially reopened in 2015 between Edinburgh and Tweedbank as the Borders Railway. While primarily designed for regional mobility and commuting, the line has also been promoted as a scenic rail route. It now plays a growing role in tourism development, supporting access to heritage towns, landscapes, and cultural sites in the Scottish Borders.

Maps/Photographic Documentation	 (1)
Bibliography	-
Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes** - The line serves the rural areas of the borders
How important is the potential for tourism development on this line? (low/medium/high)	**Medium** – There is no unique selling point or internationally known point of interest.
Is tourism influencing funding for the line? (low/medium/high)	**Medium** – it helps justify the investments
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Medium** – it's not the main part of the ridership

3.14.2. West Highland Line

The West Highland Line connects Glasgow, the largest city in western Scotland, to several medium-sized towns and remote Highland communities, including Crianlarich, Fort William, Mallaig, and Oban. Services depart from Glasgow Queen Street station, which experienced an accidental fire in March 2026.

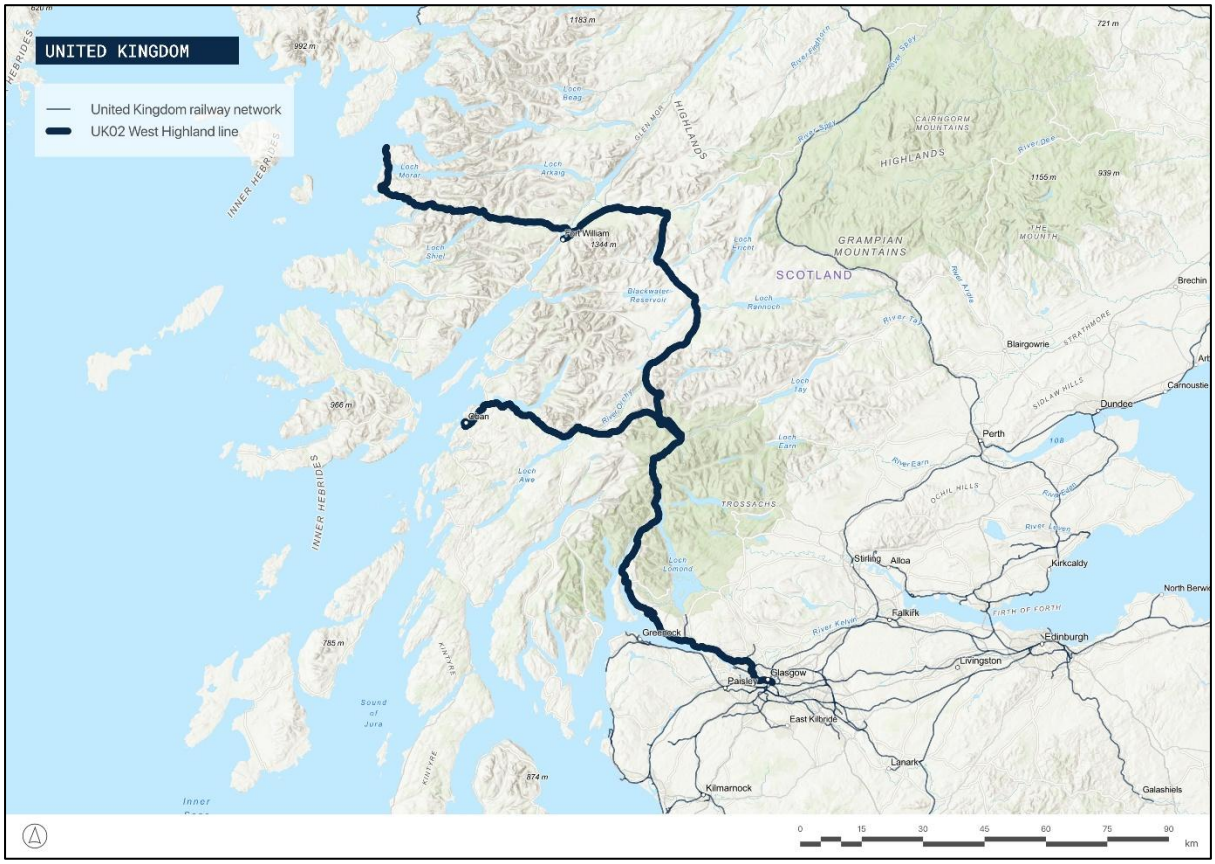


Figure 73. The West Highland railway lines from Glasgow to Oban, Fort Williams and Mallaig. Source: own elaboration.

The railway is organized into two main branches: one linking Glasgow to Oban, approximately 162 kilometres long and opened in 1880, and another extending toward Fort William and Mallaig over approximately 259 kilometres, progressively opened until 1901. Together, these routes form one of the most iconic railway corridors in the United Kingdom and one of the best-known scenic railways in the world.

The construction of the West Highland Line represented a major engineering achievement in the difficult mountainous landscapes of the Scottish Highlands. Extensive civil engineering works, including tunnels, bridges, embankments, and viaducts, were required to connect Glasgow to Fort William, a section completed in 1894. The later extension toward Mallaig, inaugurated in 1901, included some of the most emblematic railway structures in Scotland, notably the Glenfinnan Viaduct, whose concrete arches have become internationally famous through tourism marketing and film productions, particularly those associated with the Jacobite steam train. From the beginning, operations on the line were closely linked to the North British Railway, which absorbed the West Highland Railway in 1908.

Technically, the railway is a standard-gauge, non-electrified, predominantly single-track line. Operations rely on a token-based signalling system known as Radio Electronic Token Block (RETB), specifically adapted to long rural single-track sections. Infrastructure management is currently carried out by Network Rail.

Recent infrastructure renewal programs have included the replacement of approximately 10 kilometres of rail and more than 9,000 sleepers, bridge renewal works near Corrour, the reconstruction of five culverts to improve drainage and structural resilience, and the renewal of the Feith footbridge. These operations represented an investment of approximately £17 million. Despite these upgrades, the overall condition of the infrastructure can still be considered moderate. Commercial speeds remain relatively low, averaging approximately 65 km/h on the Fort William and Mallaig sections and around 80 km/h on the Oban branch. One of the recurring operational challenges concerns vegetation managements, particularly during spring and summer, to maintain visibility and operational safety along remote sections of the route.

Passenger services are currently operated primarily by ScotRail, while the heritage and tourist steam services are provided by West Coast Railways through the famous Jacobite steam train. The route is also used by the Caledonian Sleeper night train service. Service frequencies remain relatively limited: approximately seven daily trains operate between Glasgow and Oban, three between Glasgow and Mallaig, and one additional daily shuttle service runs between Fort William and Mallaig.

The line possesses a very strong tourism dimension due to the exceptional landscapes through which it passes. Over time, the West Highland Line has become internationally recognized as one of the world's great scenic railways. Both the panoramic views from the train and the visual presence of the railway within Highland and coastal landscapes constitute central elements of its international tourism image. The route is heavily featured in railway tourism media, travel documentaries, and promotional campaigns associated with Scotland.

Tourists are particularly attracted by the dramatic natural scenery accessible along the route, much of which is protected under the status of National Scenic Areas of Scotland. The railway provides views toward Ben Nevis, the highest mountain in the United Kingdom, as well as numerous Highland summits, lochs, rivers, and moorlands. Particularly emblematic landscapes include Rannoch Moor, often described as one of the wildest moorland areas in Britain, together with lochs such as Loch Lomond, Loch Awe, and Loch Eil, and rivers including the River Orchy.

Beyond natural scenery, the railway also connects passengers to important elements of Scottish cultural heritage. Tourist attractions accessible from the line include Dunstaffnage Castle and its associated chapel near Oban, as well as the Bonawe Iron Furnace. The tourism economy associated with the line extends beyond railway operations. Numerous hospitality and tourism businesses collaborate around integrated "Rail & Hike" products and other tourism packages, combining train travel with outdoor activities and accommodation services.

The Jacobite steam train service is financed through a combination of ticket revenues and public subsidies provided by Scottish transport authorities. Ticket prices vary according to season and class of travel. Standard ScotRail return tickets generally cost around €40–50, while fares for the

Jacobite steam train usually range between €80 and €120 depending on the level of service offered.



Figure 74. The Jacobit train running on the Glenfinnan viaduct. Source: Bryan Walker/Unsplash.

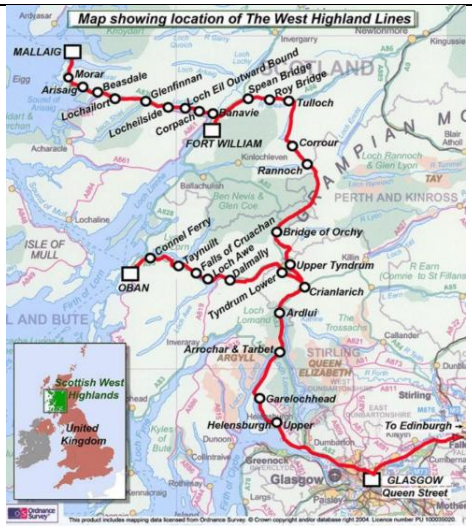
As part of Scotland's railway and cultural heritage, the West Highland Line benefits from strong local attachment and political support. Although formal partnerships between the railway and local economic actors remain relatively limited, the impact of the line on local economies is substantial. In many remote Highland territories, the railway remains one of the few reliable means of access for both inhabitants and visitors. Tourism consequently plays a fundamental role in maintaining the economic viability and political legitimacy of the line. Even if detailed passenger statistics distinguishing tourists from other users are not publicly available, leisure and tourism passengers appear to constitute a major share of ridership. In this respect, tourism represents not simply an additional activity for the West Highland Line, but one of the principal justifications for maintaining and investing in this remote railway corridor.

Summary	
	Updated: 01/12/2025
Line name	West Highland Line
Tourist services	Seasonal service (The Jacobite Train) Occasional service (Belmond Royal Scotsman: luxury/charter trains) Passenger service with a strong touristic dimension
Country	Scotland
Region or Canton	Highland
Description of the line	
Origin / Destination	Glasgow Queen Street / Oban/Mallaig
Category	Single-track (1)
Line length (km)	Glasgow Queen Street to (1): - Fort William (196,3km) - Oban (162,5km) - Mallaig (259,1km)
Track Gauge (standard, narrow, broad)	Standard Gauge (2)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No (2)
Signalling System	Token-based single line working (Radio Electronic Token Block – RETB) (1)
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Glasgow Queen Street (55.86240696541252, -4.251436568278734) – Oban (56.412482000926985, -5.4738631766472645) Mallaig (57.00591837059121, -5.829556957521634)
Route Map Link	(Oban Branch) https://maps.app.goo.gl/9Jr5AZC4og3LQ2iL7 (Mallaig branch)

	https://maps.app.goo.gl/J8M2YUR5SgHADcTp8
Sources	(1) https://timeline.hie.co.uk/media/nqhlelzh/transport-room-for-growth-report.pdf (2) https://www.networkrail.co.uk/wp-content/uploads/2023/11/2025-Network-Statement.pdf
Tourism Attractiveness	
Main Towns / Cities on the Route	Glasgow, Crianlarich, Fort William, Mallaig, Oban
Natural Features (mountains, rivers, coasts)	Ben Nevis (highest moutain in the UK; Rannoch Moor (wildest moorlands in Britain); Lakes (Loch Lomond, Awe, Eil...) River Orchy; Scottish west coast; Crossing areas classified as "National Scenic Area" (3)
Cultural Sites (UNESCO, historical stations)	Dunstaffnage Castle and Chapel in Oban; Bonawe Historic Iron Furnace; (4)
Unique Selling Points	The Glenfinnan Viaduc (5)
Visitor Services (hotels, tours, local crafts)	Jacobite Steam Train (West Coast Railways); (6) Rail & Hike tours (7)
Sources	(3) https://www.nature.scot/professional-advice/protected-areas-and-species/protected-areas/national-designations/national-scenic-areas/enjoy-national-scenic-areas (4) https://www.historicenvironment.scot/media/2523/historic_scotland_locations.pdf (5) https://www.nts.org.uk/visit/places/glenfinnan-monument/highlights/viaduct (6) https://www.visitscotland.com/fr-fr/info/see-do/the-jacobite-steam-train-p292641 (7) https://www.visitscotland.com/info/tours/west-highland-line-train-hike-5-8-days-412652df
Current Operation info	
Opening date	Oban branch: 1880 / Mallaig branch: 1901
Current Services • (Freight / Passenger / Tourism)	Passenger, freight, tourism
Service	7 trains/day from Glasgow to Oban

• (frequency, speed, passengers/trains per day/week/month/year)	3 trains/day from Glasgow to Mallaig + 1 train/day only from Fort William to Mallaig (8) Fort William line (65km/h); Oban line (80km/h); Mallaig line (65km/h) (1)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Tickets sales Public Subsidies
Ticket price (€)	Ticket prices vary all year long. ScotRail: ~€40–50 (return); (9) Jacobite Steam Train: ~€80–120€ depending on class (10)
Sources	(8) https://www.scotrail.co.uk/media/75004/download?inline (9) https://www.scotrail.co.uk/inspiration-hub/great-scenic-rail-journeys/west-highland-line-glasgow-oban-and-fort-williammallaig (10) https://westcoastrailways.co.uk/jacobite/fare-prices (11) https://www.railadvent.co.uk/2024/02/gb-railfreight-signs-deal-extension-with-scottish-aluminium-company.html
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	**No**
Closure date	N/a
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	N/a
Services before closure • (Freight / Passenger / Tourism)	N/a
Reason for closure	N/a
Reopening date	N/a

Stakeholders involved	
Service provider (Operator)	ScotRail (Principal) (12) West Coast Railways (tourist service) (13) Caledonian sleeper (night train) (14)
Infrastructure manager	Network Rail
National Authorities	Transport Scotland (state agence)
Regional / Cantonal Authorities	-
Local Authorities	-
Community Involvement Level (low, medium, high)	Medium – the train has benefits from a strong local defense but there are not so many partnerships between the railway and the local activities
Impact on Local Economy • (jobs, local business synergy)	One of the few means of reaching the western territories of the country, essential for the tourism sector
Sources	(12) https://www.scotrail.co.uk/inspiration-hub/great-scenic-rail-journeys/west-highland-line-glasgow-oban-and-fort-williammallaig (13) https://westcoastrailways.co.uk/ (14) https://www.sleeper.scot/about/our-trains/
Objectives and challenges	
Works required for reopening/revitalization	• Track renewals: 10km of rail and 9,100 sleepers replaced • Bridge renewal near Corrour • Vegetation management to improve visibility and safety • Five culvert renewals to enhance drainage and structural stability • Feith footbridge renewal (15) https://www.railtechnologymagazine.com/articles/ps15-million-engineering-upgrade-boost-reliability-west-highland-line
Estimated reopening or revitalization cost	17M€ (15)
Associated projects	
Local	-
National	-
International	-
Other information	

Historic Summary	The West Highland Lines (often grouped under the “West Highland Line”) grew out of the West Highland Railway, built across remote Highland terrain and opened through to Fort William in 1894. They were conceived to strengthen links to the west coast: the route later gained its famous Fort William–Mallaig extension, opened on 1 April 1901, with landmark mass-concrete works such as the Glenfinnan Viaduct. From the start, operations were closely tied to the North British Railway, which effectively controlled and later absorbed the West Highland Railway (formal steps in 1902, with full absorption effective 31 December 1908). Over time the lines became internationally iconic as one of Scotland’s great scenic railways, with the network splitting at Crianlarich toward Oban or toward Fort William and Mallaig.
Maps/Photographic Documentation	
Bibliography	-
Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes** – the lines serve rural areas and few trains are offered
How important is the potential for tourism development on this line? (low/medium/high)	**Medium** – a lot of territories are difficult to access
Is tourism influencing funding for the line? (low/medium/high)	**High** – The tourist’s use is the main part of the ridership
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High** – The tourist's use is the main part of the ridership

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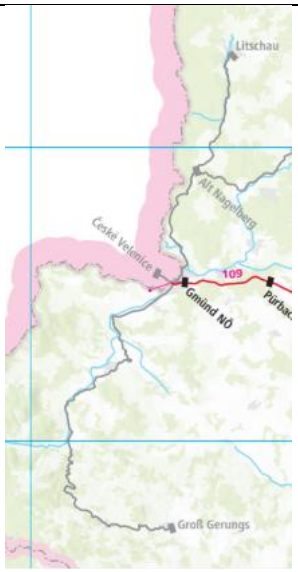
7. Annexes

Austria

Summary	
	Updated: 24/03/20262026
Line name	Litschau – Gmund/Gmund – Groß Gerungs
Service name	Waldviertelbahn (only a tourist service)
Country	Austria
Region or Canton	Lower Austria (Waldviertel)
Description of the line	
Origin / Destination	Litschau – Gmund Gmund – Groß Gerungs
Category	Single track (1)
Line length (km)	68 km (2)
Track Gauge (standard, narrow, broad)	Narrow (760 mm) (2)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No (Diesel or steam trains) (3)
Signalling System	Track warrent operations
General Condition of the line (bad/medium/good)	Medium
GPS Coordinates of Origin and Destination	Litschau (48.94194602359246, 15.04408579774989) Groß Gerungs (48.571898838457834, 14.960085939267845)
Route Map Link	Stations - Experiences
Sources	-
Tourism Attractiveness	
Main Towns / Cities on the Route	Gmünd, Litschau, Groß Gerungs, Heidenreichstein, Alt-Nagelberg
Natural Features (mountains, rivers, coasts)	Forested uplands; granite landscapes; pond-dotted countryside.

Cultural Sites (UNESCO, historical stations)	Litschau Castle (4)
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	Waldviertelbahn (rail tourist service): - Guided tours (5) Railway museum (6) Glass local craft (6) Blockheide Nature Park (6) Hiking trails (6) Bicycle transport (7) Climatic health resort of Litschau (6) Excursion tips (8)
Sources	-
Current Operation info	
Opening date	1900 – 1903 (9)
Current Services • (Freight / Passenger / Tourism)	Tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	Seasonal circulations from 1 May to 26 October (10): 1 to 2 trains/day each way depending on the week day (10) Travel time: 1h20 to 2h05 depending on the type of rolling stock (10)
Annual Tourist Ridership (last 5 years)	30 000
Ridership Trend (increasing / stable / declining)	increasing
Revenue Sources (ticket sales, subsidies, other)	Public subsidies, ticket sales
Ticket price (€)	Litschau – Gmund: 20€ (single ticket for diesel train) 27€ (single ticket for steam train) Gmund – Groß Gerungs: 15€ (single ticket for diesel train) 22€ (single ticket for steam train)

	Prices & Discounts
Sources	-
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No (Only for passenger use)
Closure date	(1986) (11)
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Sources	-
Stakeholders involved	
Service provider (Operator)	NÖVOG
Infrastructure manager	NÖVOG
National Authorities	-
Regional / Cantonal Authorities	Land Niederösterreich
Local Authorities	-
Community Involvement Level (low, medium, high)	**Medium** — the line benefits from local territorial support and regional identity linked to heritage tourism, but operations are mainly managed by a regional public company (NÖVOG), with limited direct community or volunteer-led involvement.
Impact on Local Economy • (jobs, local business synergy)	**Medium** — the line supports local tourism-related employment and generates synergies with small local businesses (hospitality, cycling tourism, regional products), but its seasonal operation and relatively limited visitor volumes constrain its overall economic impact.
Sources	-
Objectives and challenges	

Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Sources	-
Other information	
Historic Summary	The Waldviertelbahn line between Litschau and Groß Gerungs was opened at the turn of the 20th century as part of a narrow-gauge railway network built to connect remote rural communities in Lower Austria. Originally designed for local passenger and freight transport, it supported regional economic development and access to markets. Declining demand in the late 20th century led to the end of regular public services. The infrastructure was preserved by the Land of Lower Austria and transformed into a heritage railway. Today, it operates mainly as a historic tourist line, emphasizing steam trains and railway heritage.
Maps/Photographic Documentation	 (1)
Bibliography	(1) ÖBB – Infrastrukturnetzkarte (2) Revitalization of Branch line railways in Lower Austria - Case study of the Donauuferbahn (3) Nostalgia Diesel Gmünd - Litschau - Waldviertelbahn (4) Litschau | Waldviertel

	(5) Waldviertelbahn (Litschau - Groß Gerungs) | Waldviertel (6) Stations - Experiences (7) Train & Bike - Experiences (8) Excursion tips - Experiences (9) Information & History - Experiences (download the description of the vehicles and chronicle of the Waldviertel Railway) (10) Timetable 2026 (11) Revitalization of Branch line railways in Lower Austria - Case study of the Donauuferbahn
Contact person	Phone: +43 2865 219 E-Mail: gemeinde@litschau.at Website: www.litschau.at/
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** – The line serves rural areas and is only use by a seasonal touristic train
How important is the potential for tourism development on this line? (low/medium/high)	**Medium** – the line runs through scenic forested landscapes and forms part of a historic narrow-gauge railway network with strong heritage appeal, giving it solid tourism development potential, although its remote location limits large-scale visitor flows.
Is tourism influencing funding for the line (low/medium/high)	**High** — tourism is the main justification for maintaining and funding the line, as regular public transport services have ceased and public subsidies are largely tied to its role as a heritage and tourist attraction.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High** — tourism is essential to keeping the line operational, as without its heritage and leisure function there would be no regular traffic or economic rationale to maintain the infrastructure.

Summary	
	Updated: 24/03/2026
Line name	Retz – Drosendorf
Service name	Reblau Express (only a seasonal tourist service)
Country	Austria
Region or Canton	Lower Austria

Description of the line	
Origin / Destination	Retz – Drosendorf
Category	Single track (1)
Line length (km)	40km (2)
Track Gauge (standard, narrow, broad)	Standard gauge (3)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No (Diesel trains) (4)
Signalling System	Track warrent operations
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Drosendorf (48.86432756150085, 15.624552026061039) Retz (48.754169959189205, 15.95711347222703)
Route Map Link	Stations - Experience all along the route
Sources	-
Tourism Attractiveness	
Main Towns / Cities on the Route	Retz; Weitersfeld; Langau; Drosendorf
Natural Features (mountains, rivers, coasts)	Vineyard landscapes – wooded hills – river valleys – open countryside
Cultural Sites (UNESCO, historical stations)	Historic town of Drosendorf (5); Geras Premonstratensian monastery (5)
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	Reblau Express (rail tourist service) : - Historic rolling stock (4) - Bicycle carriage (4) - Restaurant wagon with local wines degustation (4) - Hiking trails (5) - Fishing site (5)
Sources	-
Current Operation info	
Opening date	1910 (6)

Current Services • (Freight / Passenger / Tourism)	Tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	From 1 May to 26 October: 2 trains a day each way (7) 1 more train each way the Saturdays between 11 July and 5 September (7) Travel time: 1h20 (7)
Annual Tourist Ridership (last 5 years)	25.000
Ridership Trend (increasing / stable / declining)	increasing
Revenue Sources (ticket sales, subsidies, other)	Public subsidies, ticket sales
Ticket price (€)	Single ticket : 17.50€ Day ticket : 23€ (8)
Sources	
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No (Only to passenger services)
Closure date	(2001) (9)
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	(Passenger)
Reason for closure	-
Reopening date	-
Sources	-
Stakeholders involved	
Service provider (Operator)	NÖVOG

Infrastructure manager	NÖVOG
National Authorities	-
Regional / Cantonal Authorities	Land Niederösterreich
Local Authorities	-
Community Involvement Level (low, medium, high)	**Medium** — the line has a clear territorial anchoring and regional political support (Land of Lower Austria), with local tourism integration, but without strong volunteer or community-led operational involvement.
Impact on Local Economy • (jobs, local business synergy)	**Medium** — the line contributes to local tourism and supports small-scale economic activity (hospitality, wine tourism, leisure services), but its seasonal operation and limited passenger volumes constrain its overall economic impact.
Sources	-
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Sources	-
Other information	
Historic Summary	The Retz–Drosendorf railway was opened in the early 20th century as a rural branch line connecting local communities to the main rail network at Retz. Regular passenger services declined during the late 20th century due to low demand and competition from road transport. After closure to regular traffic, the line was taken over by the Land of Lower Austria and preserved as a heritage asset. It was repositioned as the **Reblaus-Express**, a seasonal tourist railway promoting wine culture and regional landscapes. Today, its primary function is tourism, supporting local identity and leisure travel rather than daily mobility.

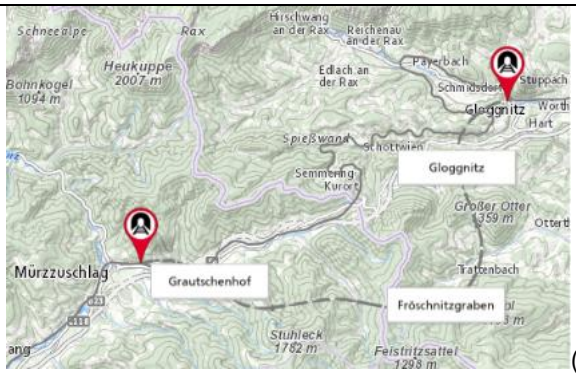
Maps/Photographic Documentation	
Bibliography	(1) ÖBB – Infrastrukturnetzkarte (2) Reblaus Express (3) Drosendorf train station | Waldviertel (4) Diesel nostalgia train - Offers (5) Stations - Experience all along the route (6) Information & history - Experience all along the route (7) Timetable 2026 - Timetable & Tickets (8) Prices & discounts - Timetable & Tickets (9) Revitalization of Branch line railways in Lower Austria - Case study of the Donauuferbahn
Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** – The line serves small villages and is only use by a seasonal touristic train
How important is the potential for tourism development on this line? (low/medium/high)	**Medium –** the line runs through attractive wine-growing and rural landscapes that provide a strong experiential and scenic value, but the absence of major flagship attractions, large heritage sites or UNESCO landmarks, combined with its peripheral location, limits its potential to attract large-scale or international tourism flows.
Is tourism influencing funding for the line (low/medium/high)	**High** — tourism is the primary justification for maintaining and funding the line, as regular public transport services have ceased and regional public subsidies are largely tied to its role as a tourist attraction and regional development asset.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High** since it's the only use of the line

Summary	
	Updated: 23/02/2026

Line name	Gloggnitz - Mürzzuschlag (Semmering)
Service name	-
Country	Austria
Region or Canton	Niederösterreich, Steiermark
Description of the line	
Origin / Destination	Gloggnitz - Mürzzuschlag
Category	Double-track (1)
Line length (km)	41 km (2)
Track Gauge (standard, narrow, broad)	Standard (1435mm) (3)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes (3) AC 15kV-16.7Hz (3)
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Gloggnitz (47.67759076379397, 15.945958791421853) Mürzzuschlag (47.60791239710577, 15.677016638488842)
Route Map Link	Route Map Link
Tourism Attractiveness	
Main Towns / Cities on the Route	Semmering, Gloggnitz, Mürzzuschlag
Natural Features (mountains, rivers, coasts)	Alpine pass; steep forested slopes; deep valleys; rocky mountain landscape.
Cultural Sites (UNESCO, historical stations)	Line classified as UNESCO World Heritage site (2) Südbahnhotel am Semmering (4)
Unique Selling Points	First standard-gauge mountain railway in the world, showcasing groundbreaking railway engineering integrated into dramatic alpine landscapes.
Visitor Services (hotels, tours, local crafts)	Hirschenkogel resort station (5) Hotels (Südbahnhotel) (4) Hiking trails along line (6)

Current Operation info	
Opening date	1854 (2)
Current Services • (Freight / Passenger / Tourism)	Passenger/Freight
Service • (frequency, speed, passengers/trains per day/week/month/year)	No direct trains. Regional train + Cityjet Xpress (CTX) every two hours. Travel time: 56min (Data observed on OBB commercial site, consulted on 23/02/2026) (7)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, public subsidies
Ticket price (€)	9€ (Prices may vary. Data observed on OBB Commercial site, consulted on 23/02/2026) (7)
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	ÖBB
Infrastructure manager	ÖBB Infrastruktur AG
National Authorities	Austria

Regional / Cantonal Authorities	Niederösterreich, Steiermark
Local Authorities	-
Community Involvement Level (low, medium, high)	**Low** - the railway is primarily a national transport corridor with limited evidence of structured local partnerships, community-led initiatives or active territorial promotion centered on the line itself.
Impact on Local Economy • (jobs, local business synergy)	**Medium** — the railway supports local accessibility and tourism flows, generating indirect economic benefits, but it is not the primary driver of the local economy.
Sources	-
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	
National	Semmering Base Tunnel construction (completion 2026–2030) (8)
International	Semmering Base Tunnel construction (completion 2026–2030) as a European Corridor (8)
Other information	
Historic Summary	The Semmering Railway opened in 1854 as part of the Southern Railway, becoming the world's first standard-gauge mountain railway and a landmark of railway engineering. Built to connect Vienna with the Adriatic regions, it quickly enabled access to alpine landscapes for urban visitors. The line played a key role in the rise of mountain tourism and the development of resorts such as Semmering. Grand hotels, villas and leisure infrastructure emerged along the route, turning it into an early tourism corridor. Today, while still a major transport artery, it remains strongly associated with scenic travel and historic alpine tourism.

Maps/Photographic Documentation	 (9)
Bibliography	(1) ÖBB – Infrastrukturnetzkarte (2) Semmering Railway - UNESCO World Heritage Centre (3) RINF - Register of Infrastructurehttps://data-interop.era.europa.eu/search#eyJxdWVyeSI6eyJ2aXNpYmxlIjp7InNlY3Rpb25vZmxpbmVfbGluZW5hdGlvbmFsaWRfbGFiZWwiOnRydWUsInNlY3Rpb25vZmxpbmVfb3BzdGFydF9vcG5hbWUiOnRydWUsInNlY3Rpb25vZmxpbmVfb3BzdGFydF9sb2NhdGlvbiI6dHJ1ZSwic2VjdGlvbm9mbGluZV9vcG5hbWUiOnRydWUsInNlY3Rpb25vZmxpbmVfb3BlbmRfbG9jYXRpb24iOnRydWUsImYyIjp0cnVlLCJmMyI6dHJ1ZSwic2VjdGlvbm9mbGluZV9pbWNvZGUiOnRydWV9LCJ2YWx1ZSI6eyJzZWN0aW9ub2ZsaW5lX2luY291bnRyeSI6eyJzZWxlY3RlZCI6WyJodHRwOi8vcHVibGljYXRpb25zLmV1cm9wYS5ldS9yZXNvdXJjZS9hdXRob3JpdHkvY291bnRyeS9BVVQiXX0sInNlY3Rpb25vZmxpbmVfbGluZW5hdGlvbmFsaWRfbGFiZWwiOnsidGV4dCI6IjEwNTAxIiwicmVnZXgiOmZhbHNlfX19LCJyb290T2JqZWN0IjoiaHR0cDovL2RhdGEuZXVyb3BhLmV1Lzk0OS9TZWN0aW9uT2ZMaW5lIn0=https://data-interop.era.europa.eu/search#eyJxdWVyeSI6eyJ2aXNpYmxlIjp7InNlY3Rpb25vZmxpbmVfbGluZW5hdGlvbmFsaWRfbGFiZWwiOnRydWUsInNlY3Rpb25vZmxpbmVfb3BzdGFydF9vcG5hbWUiOnRydWUsInNlY3Rpb25vZmxpbmVfb3BzdGFydF9sb2NhdGlvbiI6dHJ1ZSwic2VjdGlvbm9mbGluZV9vcG5hbWUiOnRydWUsInNlY3Rpb25vZmxpbmVfb3BlbmRfbG9jYXRpb24iOnRydWUsImYyIjp0cnVlLCJmMyI6dHJ1ZSwic2VjdGlvbm9mbGluZV9pbWNvZGUiOnRydWV9LCJ2YWx1ZSI6eyJzZWN0aW9ub2ZsaW5lX2luY291bnRyeSI6eyJzZWxlY3RlZCI6WyJodHRwOi8vcHVibGljYXRpb25zLmV1cm9wYS5ldS9yZXNvdXJjZS9hdXRob3JpdHkvY291bnRyeS9BVVQiXX0sInNlY3Rpb25vZmxpbmVfbGluZW5hdGlvbmFsaWRfbGFiZWwiOnsidGV4dCI6IjEwNTAxIiwicmVnZXgiOmZhbHNlfX19LCJyb290T2JqZWN0IjoiaHR0cDovL2RhdGEuZXVyb3BhLmV1Lzk0OS9TZWN0aW9uT2ZMaW5lIn0= (4) Südbahnhotel (5) Découvrir Semmering | Montagne, aventure et loisirs (6) https://www.semmering.com/en/activities/hikes/

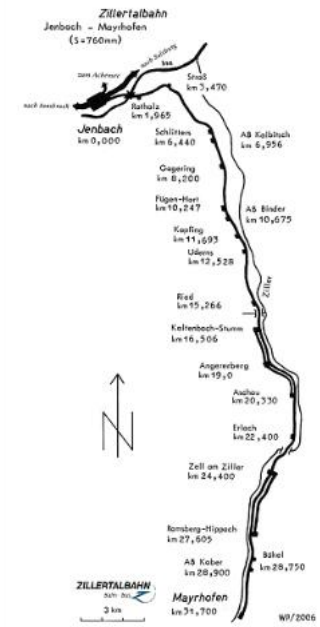
	(7) Home - ÖBB (8) Semmering base tunnel - ÖBB-Infrastruktur AG (9) Semmering base tunnel - About the project - ÖBB-Infrastruktur AG
Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**No, it is not low traffic** - It is a major interregional mountain line with both longdistance and regional passenger traffic **But Yes, it is rural** - The line passes through sparsely populated, mountainous terrain, connecting small towns and resorts rather than major urban centers along its 41 km stretch.
How important is the potential for tourism development on this line? (low/medium/high)	**Medium —** although the line crosses remarkable landscapes and well-known cultural sites with excellent accessibility, the surrounding tourism sector is already highly developed, which limits the scope for significant additional tourism growth.
Is tourism influencing funding for the line ? (low/medium/high)	**Low** – Tourism does not significantly influence funding decisions for the line, which is primarily maintained and developed as a strategic national and international transport corridor (passenger and freight). Investments are mainly driven by capacity, network performance, and transalpine connectivity rather than tourism objectives.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Low -** Tourism is not vital for keeping the line operational, as the line functions primarily as a key national and international transport corridor for regional, long-distance passenger services and freight traffic; its operation would continue regardless of tourism activity.

Summary	
	Updated: 23/02/2026
Line name	Jenbach - Mayrhofen
Service name	Zillertalbahn
Country	Austria
Region or Canton	Tyrol
Description of the line	
Origin / Destination	Jenbach - Mayrhofen
Category	Single track (1)
Line length (km)	32km (2)

Track Gauge (standard, narrow, broad)	Narrow (760mm) “Bosnian Gauge” (3)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No (4) (Diesel ou Steam trains)
Signalling System	Modern computer-controlled train traffic control system (4)
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Mayrhofen (47.169639955506014, 11.862606878179147) Jenbach (47.38830254892054, 11.77813813171959)
Route Map Link	https://maps.app.goo.gl/vHkk6cqJzutQg5iCA
Tourism Attractiveness	
Main Towns / Cities on the Route	Jenbach, Zell am Ziller, Fügen, Kaltenbach-Stumm, Aschau, Ramsau-Hippach, Mayrhofen
Natural Features (mountains, rivers, coasts)	Alpine valley; Ziller river; steep forested slopes
Cultural Sites (UNESCO, historical stations)	Schloss Tratzberg (Renaissance Castle) (5)
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	Historic rolling stock steam train Steam train shop located in the Welcome Center in Jenbach (6) Different types of carriages (alpine style buffet car, …) (7) Possibility to pay for a group of musician (8) Connection to the biggest ski station of the Ziller valley (9)
Current Operation info	
Opening date	1902 (10)
Current Services • (Freight / Passenger / Tourism)	Passenger, Tourism, Freight
Service • (frequency, speed, passengers/trains per day/week/month/year)	Half-hourly for diesel trains 1 steam trains/day Travel time: ~50/55min (11)

	(Data observed on OBB commercial site, consulting on 23/02/2026) 2.9 million passengers (2024) (12) 1.4 million passengers in 2020 (13) 10 000 tourists in steam trains in 2020 (13)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	Increasing (14)
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies
Ticket price (€)	11€30 (regional train) 25€ (steam trains) (15)
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	Zillertaler Verkehrsbetriebe AG
Infrastructure manager	Zillertaler Verkehrsbetriebe AG
National Authorities	Austria
Regional / Cantonal Authorities	Tyrol
Local Authorities	-

Community Involvement Level (low, medium, high)	**Medium** — integrated into the regional tourism mobility system but limited explicit structured partnerships or strong territorial promotion centred on the railway itself.
Impact on Local Economy • (jobs, local business synergy)	**High** — the railway plays a significant role in supporting tourism flows and local mobility, generating strong indirect economic benefits for the valley's tourism-based economy.
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	New Zillertal Railway : -New connection to Zillertal Arena ski resort, with a new station (16) -from diesel to battery-equipied trains (17) Project to transfer freight from road to rail (18)
National	-
International	-
Other information	
Historic Summary	The Zillertalbahn was opened in 1902 as a narrow-gauge railway connecting the Zillertal valley to the national rail network at Jenbach, initially serving local communities and industry. Over time, it became increasingly important for transporting visitors to alpine resorts as tourism developed in the valley. Despite the decline of many similar rural railways, the line survived thanks to its dual role in daily mobility and tourism access. Historic steam services were introduced and preserved, reinforcing its heritage identity. Today, the railway combines regular regional transport with a strong tourism function linked to alpine leisure and heritage experiences.

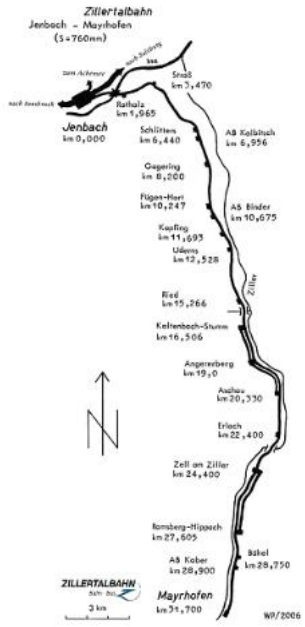
Maps/Photographic Documentation	
Bibliography	(1) ÖBB – Infrastrukturnetzkarte (2) Zillertal Railway - steam train - Crystal Wagen - Jenbach - Mayrhofen - Tyrol (3) Zillertaler Verkehrsbetriebe AG • Zillertaler Verkehrsbetriebe (4) Fleet • Zillertaler Verkehrsbetriebe (5) SCHLOSS TRATZBERG – NAHE INNSBRUCK (6) Offers and services • Zillertaler Verkehrsbetriebe (7) Steam train on demand • Zillertaler Verkehrsbetriebe (8) Musicians on the train • Zillertaler Verkehrsbetriebe (9) https://www.zillertalarena.com/en/zell/winter/zillertal-arena-ski-area/ (10) Zillertalbahn – Nostalgische Dampfzugfahrt in Tirol (11) data.cfm (12) Offers and Services • Zillertaler Verkehrsbetriebe (13) data.cfm (14) Zillertaler Verkehrsbetriebe mit Erfolgsbilanz - tirol.ORF.at (15) data.cfm (16) Die Zukunft rollt an: Die neue Zillertalbahn für nachhaltige Mobilität - WKO (17) Zillertalbahn hydrogen plan dropped in favour of battery traction | News | Railway Gazette International (18) The wood is taking the rail | binderholz.com
Contact person	-
Relevance: How relevant is this line for T&R?	

Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**No** – though it serves a rural alpine valley, it’s run by half-hourly regional and freight trains
How important is the potential for tourism development on this line? (low/medium/high)	**High** — the line runs through a major alpine tourism corridor with strong existing visitor flows (ski resorts, hiking and mountain tourism), giving it significant potential for further tourism development.
Is tourism influencing funding for the line ? (low/medium/high)	**High** — tourism strongly influences funding decisions, as the railway supports access to major alpine resorts and visitor flows, making it strategically important for the regional tourism economy.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Medium** — tourism is important, but not vital in the strict sense, because the line also serves regular local mobility (commuters, residents, school traffic). It would likely remain operational even without its tourism function, although at a different scale.

Summary	
	Updated: 23/02/2026
Line name	Jenbach - Mayrhofen
Service name	Zillertalbahn
Country	Austria
Region or Canton	Tyrol
Description of the line	
Origin / Destination	Jenbach - Mayrhofen
Category	Single track (1)
Line length (km)	32km (2)
Track Gauge (standard, narrow, broad)	Narrow (760mm) “Bosnian Gauge” (3)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No (4) (Diesel ou Steam trains)
Signalling System	Modern computer-controlled train traffic control system (4)
General Condition of the line (bad/medium/good)	Good

GPS Coordinates of Origin and Destination	Mayrhofen (47.169639955506014, 11.862606878179147) Jenbach (47.38830254892054, 11.77813813171959)
Route Map Link	https://maps.app.goo.gl/vHkk6cqJzutQg5iCA
Tourism Attractiveness	
Main Towns / Cities on the Route	Jenbach, Zell am Ziller, Fügen, Kaltenbach-Stumm, Aschau, Ramsau-Hippach, Mayrhofen
Natural Features (mountains, rivers, coasts)	Alpine valley; Ziller river; steep forested slopes
Cultural Sites (UNESCO, historical stations)	Schloss Tratzberg (Renaissance Castle) (5)
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	Historic rolling stock steam train Steam train shop located in the Welcome Center in Jenbach (6) Different types of carriages (alpine style buffet car, ...) (7) Possibility to pay for a group of musician (8) Connection to the biggest ski station of the Ziller valley (9)
Current Operation info	
Opening date	1902 (10)
Current Services • (Freight / Passenger / Tourism)	Passenger, Tourism, Freight
Service • (frequency, speed, passengers/trains per day/week/month/year)	Half-hourly for diesel trains 1 steam trains/day Travel time: ~50/55min (11) (Data observed on OBB commercial site, consulting on 23/02/2026) 2.9 million passengers (2024) (12) 1.4 million passengers in 2020 (13) 10 000 tourists in steam trains in 2020 (13)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	Increasing (14)
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies

Ticket price (€)	11€30 (regional train) 25€ (steam trains) (15)
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	Zillertaler Verkehrsbetriebe AG
Infrastructure manager	Zillertaler Verkehrsbetriebe AG
National Authorities	Austria
Regional / Cantonal Authorities	Tyrol
Local Authorities	-
Community Involvement Level (low, medium, high)	**Medium** — integrated into the regional tourism mobility system but limited explicit structured partnerships or strong territorial promotion centred on the railway itself.
Impact on Local Economy • (jobs, local business synergy)	**High** — the railway plays a significant role in supporting tourism flows and local mobility, generating strong indirect economic benefits for the valley's tourism-based economy.
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	

Local	New Zillertal Railway : -New connection to Zillertal Arena ski resort, with a new station (16) -from diesel to battery-equipied trains (17) Project to transfer freight from road to rail (18)
National	-
International	-
Other information	
Historic Summary	The Zillertalbahn was opened in 1902 as a narrow-gauge railway connecting the Zillertal valley to the national rail network at Jenbach, initially serving local communities and industry. Over time, it became increasingly important for transporting visitors to alpine resorts as tourism developed in the valley. Despite the decline of many similar rural railways, the line survived thanks to its dual role in daily mobility and tourism access. Historic steam services were introduced and preserved, reinforcing its heritage identity. Today, the railway combines regular regional transport with a strong tourism function linked to alpine leisure and heritage experiences.
Maps/Photographic Documentation	
Bibliography	(1) ÖBB – Infrastrukturnetzkarte (2) Zillertal Railway - steam train - Crystal Wagen - Jenbach - Mayrhofen - Tyrol (3) Zillertaler Verkehrsbetriebe AG • Zillertaler Verkehrsbetriebe (4) Fleet • Zillertaler Verkehrsbetriebe (5) SCHLOSS TRATZBERG – NAHE INNSBRUCK

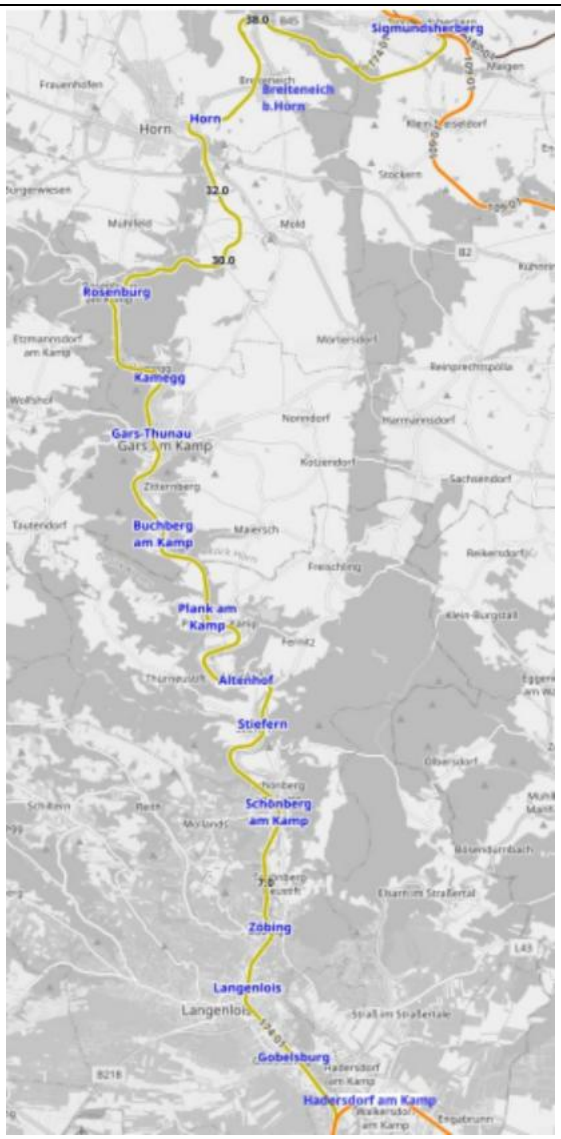
	(6) Offers and services • Zillertaler Verkehrsbetriebe (7) Steam train on demand • Zillertaler Verkehrsbetriebe (8) Musicians on the train • Zillertaler Verkehrsbetriebe (9) https://www.zillertalarena.com/en/zell/winter/zillertal-arena-ski-area/ (10) Zillertalbahn – Nostalgische Dampfzugfahrt in Tirol (11) data.cfm (12) Offers and Services • Zillertaler Verkehrsbetriebe (13) data.cfm (14) Zillertaler Verkehrsbetriebe mit Erfolgsbilanz - tirol.ORF.at (15) data.cfm (16) Die Zukunft rollt an: Die neue Zillertalbahn für nachhaltige Mobilität - WKO (17) Zillertalbahn hydrogen plan dropped in favour of battery traction | News | Railway Gazette International (18) The wood is taking the rail | binderholz.com
Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**No** – though it serves a rural alpine valley, it's run by half-hourly regional and freight trains
How important is the potential for tourism development on this line? (low/medium/high)	**High** — the line runs through a major alpine tourism corridor with strong existing visitor flows (ski resorts, hiking and mountain tourism), giving it significant potential for further tourism development.
Is tourism influencing funding for the line ? (low/medium/high)	**High** — tourism strongly influences funding decisions, as the railway supports access to major alpine resorts and visitor flows, making it strategically important for the regional tourism economy.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Medium** — tourism is important, but not vital in the strict sense, because the line also serves regular local mobility (commuters, residents, school traffic). It would likely remain operational even without its tourism function, although at a different scale.

Summary	
	Updated: 24/02/2026
Line name	Hadersdorf am Kamp – Sigmundsherberg (Kamptalbahn)
Service name	-
Country	Austria

Region or Canton	Lower Austria
Description of the line	
Origin / Destination	Hadersdorf am Kamp – Sigmundsherberg
Category	Single track (1)
Line length (km)	43km (2)
Track Gauge (standard, narrow, broad)	Standard gauge (3 – p.63)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No (1)
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Hadersdorf am Kamp (48.44656184198428, 15.714630818652138) Sigmundsherberg (48.68553774833465, 15.745272624375776)
Route Map Link	https://maps.app.goo.gl/XxS18cGd7sTDN9Uz9
Tourism Attractiveness	
Main Towns / Cities on the Route	Krems an der Donau ; Langenlois ; Gars am Kamp ; Horn ; Sigmundsherberg
Natural Features (mountains, rivers, coasts)	Kamp valley; wineyards terraced landscapes; Waldviertel forest; rural landscapes
Cultural Sites (UNESCO, historical stations)	Gars Castle (4) Kamptal wine Region (5) Proximity to Unesco Washau Cultural Landscape (6)
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	No dedicated tourist railway services. Winery Schloss Gobelsburg (7) Steininger LOISIUM Weinwelt (labyrinth of cellars) (8) Weinweg Langenlois (hiking trails) (9) Kamptalschlossl (hotel)

Current Operation info	
Opening date	1889 (2)
Current Services • (Freight / Passenger / Tourism)	Passenger
Service • (frequency, speed, passengers/trains per day/week/month/year)	Hourly train (R44) with a connection to Horn NÖ Bahnhof Travel time: 1h08 to 1h34 (Data observed on OBB commercial site, consulted on 24/02/2026) (10)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies
Ticket price (€)	8.40€ (single ticket) (Price may vary. Data observed on OBB commercial site, consulted on 24/02/2026) (10)
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	**ÖBB-Personenverkehr AG**
Infrastructure manager	ÖBB-Infrastruktur AG
National Authorities	-

Regional / Cantonal Authorities	Land Niederösterreich (State of Lower Austria)
Local Authorities	-
Community Involvement Level (low, medium, high)	**Medium** — the Kamptalbahn is integrated into regional tourism promotion and local mobility planning (wine tourism, cycling routes, local destinations), showing clear territorial embedding, but without extensive dedicated tourism programmes or strong community-led initiatives directly centred on the railway itself.
Impact on Local Economy • (jobs, local business synergy)	**Medium —** the Kamptalbahn supports local economic activity by improving accessibility for residents and visitors, facilitating commuting and tourism (especially wine tourism and cycling), and creating indirect benefits for local businesses such as hospitality, gastronomy, and regional services, while its direct employment and economic footprint remain limited as a standard regional railway.
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	Comprehensive modernization (11) Battery-powered trains for 2028 (12)
National	-
International	-
Other information	
Historic Summary	The Kamptalbahn opened in stages in the late 19th century as a standard-gauge regional railway linking rural settlements along the Kamp river valley to the wider Austrian rail network. Initially built to support local mobility and regional economic activity, it also enabled access to historic towns, castles, and the emerging wine tourism of the Kamptal region. Over time, the line became associated with leisure travel, particularly cycling, hiking, and visits to vineyards and cultural sites. While never developed as a dedicated tourist railway, it has long supported slow tourism through scenic valley landscapes and cultural heritage destinations. Today, it remains primarily a regional passenger line, with tourism as a complementary but visible dimension.

Maps/Photographic Documentation	 (3)
Bibliography	(1) ÖBB – Infrastrukturnetzkarte (2) Kamptalbahn (Hadersdorf am Kamp – Sigmundsherberg) | Waldviertel (3) Verkehrsnetze und Resilienz (4) Gars Castle - Gars am Kamp - Centre - Services - Tourism (5) The Kamptal – Weinkultur Kamptal (6) Wachau Cultural Landscape - Maps - UNESCO World Heritage Centre (7) Winery Schloss Gobelsburg | Lower Austria| Winery (8) LOISIUM WeinErlebnisWelt & Vinothek | Lower Austria (9) WEINWEG Langenlois – Weinwanderweg in Niederösterreich (10) Home - ÖBB (11) printprdukte-plakate-planausstellung.pdf (12) Kamptalbahn - ÖBB-Infrastruktur AG

Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes** - it serves small towns and sparsely populated areas along the Kamp valley with limited regional passenger services and moderate ridership.
How important is the potential for tourism development on this line? (low/medium/high)	**High** — the line runs through a highly scenic river valley and a major wine tourism region, with strong proximity between stations and cultural/natural attractions, suggesting significant untapped potential for rail-based tourism development.
Is tourism influencing funding for the line (low/medium/high)	**Low —** available institutional information indicates that funding and modernisation of the Kamptalbahn are primarily justified by regional mobility, infrastructure renewal, and operational improvements rather than explicitly by tourism development or tourism-led investment strategies.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Low —** the Kamptalbahn operates mainly as a regional mobility line, and there is no clear institutional evidence that tourism is a critical factor for maintaining operations; tourism appears complementary rather than essential to the line’s viability.

Summary	
	Updated: 19/03/2026/02/2026
Line name	Salzkammergutbahn (southern branch) Stainach-Irdning - Attnang-Puchheim (technical ID: 206)
Service name	-
Country	Austria
Region or Canton	Styria, Upper Austria
Description of the line	
Origin / Destination	Stainach-Irdning - Attnang-Puchheim
Category	Single-track (1)
Line length (km)	108 km (12)
Track Gauge (standard, narrow, broad)	Standard (2)
Electrification (Yes/No)	Yes (1)

• Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	15 kV 16.7 Hz AC (2)
Signalling System	Light signals, Point-shaped train control (PZB)
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Attnang-Puchheim (48.01265205751038, 13.720471459839146) Stainach-Irdning (47.52926740501331, 14.106587285537678)
Route Map Link	Map
Tourism Attractiveness	
Main Towns / Cities on the Route	Schärding, Ried im Innkreis, Attnang-Puchheim, Gmunden, Ebensee, Bad Ischl, Bad Goisern, Hallstatt, Obertraun, Bad Aussee, Bad Mitterndorf, Tauplitz, Stainach-Irdning
Natural Features (mountains, rivers, coasts)	Traunsee lake; Traun valley; Dachstein Alps; Salzkammergut forests.
Cultural Sites (UNESCO, historical stations)	Hallstatt-Dachstein / Salzkammergut Cultural Landscape (3) Salzwelten Hallstatt (4) Schloss Ort (5) Traunkirchen (Johannesberg Church / Fischerkanzel) (6) Bad Ischl (old imperial thermal station) (7)
Unique Selling Points	Hallstatt–Dachstein Salzkammergut UNESCO cultural landscape (3)
Visitor Services (hotels, tours, local crafts)	Hiking trails & large range of outdoor activities (8) Touristic Region with numerous hotels & restaurants near the railway line (9) Train as access not as touristic product
Current Operation info	
Opening date	1877 (10)
Current Services • (Freight / Passenger / Tourism)	Passenger/Freight
Service • (frequency, speed, passengers/trains per day/week/month/year)	1 Regional Express (REX – travel without any correspondence) every two hours.

	Travel time: 2h10 Possibility to take others railway alternatives with multiple changes (R9>REX4>IC744) (Data observed on OBB Commercial site, consulted on 24/02/2026) (11)
Annual Tourist Ridership (last 5 years)	*Not found* (is not recorded separately)
Ridership Trend (increasing / stable / declining)	stable – at a high level
Revenue Sources (ticket sales, subsidies, other)	Ticket sales; public subsidies
Ticket price (€)	10€ - 39€ (Price may vary. Data observed on OBB Commercial site, consulted on 24/02/2026) (11)
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	**No**
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	ÖBB
Infrastructure manager	ÖBB
National Authorities	Austria
Regional / Cantonal Authorities	Upper Austria, Styria
Local Authorities	-

Community Involvement Level (low, medium, high)	**Medium** — the railway is well integrated into the regional tourism ecosystem, but without strong structured partnerships or community-led involvement centred on the line itself.
Impact on Local Economy • (jobs, local business synergy)	**High** — the railway plays a major role in sustaining tourism access and regional mobility, generating strong indirect economic benefits for local businesses and employment.
Objectives and challenges	
Works required for reopening/revitalization	Salzkammergut Railway will be modernised and rebuilt by 2030 (12)
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	The Salzkammergut Railway (Stainach-Irdning – Attnang-Puchheim) opened in 1877 as part of the Kronprinz Rudolf Railway, linking alpine regions with the main Austrian rail network. Built to improve access to remote valleys and support economic development, it quickly enabled travel to scenic lake and mountain landscapes. The line played a significant role in the rise of tourism in the Salzkammergut, facilitating access to spa towns such as Bad Ischl and iconic destinations like Hallstatt. Its integration into the imperial-era transport system helped establish the region as a major leisure and holiday destination. Today, while primarily a regional transport corridor, it remains closely associated with scenic travel and tourism access.
Maps/Photographic Documentation	

Bibliography	(1) ÖBB – Infrastrukturnetzkarte (2) RINF - Register of Infrastructurehttps://data-interop.era.europa.eu/describe#http%3A%2F%2Fdata.europa.eu%2F949%2FfunctionalInfrastructure%2Ftracks%2F8b41e1661a825b14d4cf28f11e6260be64c789f2https://data-interop.era.europa.eu/search#eyJxdWVyeSI6eyJ2aXNpYmxlIjp7InNlY3Rpb25vZmxpbmVfbGluZW5hdGlvbmFsaWRfbGFiZWwiOnRydWUsInNlY3Rpb25vZmxpbmVfb3BzdGFydF9vcG5hbWUiOnRydWUsInNlY3Rpb25vZmxpbmVfb3BzdGFydF9sb2NhdGlvbiI6dHJ1ZSwic2VjdGlvbm9mbGluZV9vcG5hbWUiOnRydWUsInNlY3Rpb25vZmxpbmVfb3BlbmRfbG9jYXRpb24iOnRydWUsImYyIjp0cnVlLCJmMyI6dHJ1ZSwic2VjdGlvbm9mbGluZV9pbWNvZGUiOnRydWV9LCJ2YWx1ZSI6eyJzZWN0aW9ub2ZsaW5lX2luY291bnRyeSI6eyJzZWxlY3RlZCI6WyJodHRwOi8vcHVibGljYXRpb25zLmV1cm9wYS5ldS9yZXNvdXJjZS9hdXRob3JpdHkvY291bnRyeS9BVVQiXX0sInNlY3Rpb25vZmxpbmVfbGluZW5hdGlvbmFsaWRfbGFiZWwiOnsidGV4dCI6IjIwNjAxIiwicmVnZXgiOmZhbHNlfX19LCJyb290T2JqZWN0IjoiaHR0cDovL2RhdGEuZXVyb3BhLmV1Lzk0OS9TZWN0aW9uT2ZMaW5lIn0= (3) Hallstatt-Dachstein / Salzkammergut Cultural Landscape - UNESCO World Heritage Centre (4) Salzwelten Hallstatt & Skywalk – das älteste Salzbergwerk der Welt (5) Schloss Ort, Autriche | Hôtels historiques d'Europe (6) Fischerkanzel at the church (7) Bad Ischl : la ville impériale du Salzkammergut (8) 7 beautiful tips for the Salzkammergut - Our ÖBB (9) Salzkammergut | Interactive Map (10) About the Salzkammergut Railway (11) Home - ÖBB (12) Salzkammergut Railway - ÖBB-Infrastruktur AG
Contact person	christoph.hinterleitner@pv.oebb.at
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes –** The line serves rural areas and is runs mostly by a RegionalExpress train only every two hours.
How important is the potential for tourism development on this line? (low/medium/high)	**Medium -** The line runs through highly attractive alpine lake landscapes (Hallstatt, Traunsee, Bad Ischl), but these destinations are already well-established and mature tourism areas. While scenic value and accessibility by rail remain strong assets, the scope for substantial additional tourism growth driven specifically by the railway itself is moderate rather than transformative.

Is tourism influencing funding for the line (low/medium/high)	**Medium -** Tourism plays a noticeable role because the line provides key access to major destinations such as Hallstatt and the Salzkammergut lake region, which encourages investment in accessibility, station upgrades and service quality. However, funding decisions are also strongly driven by regional mobility needs and public transport policy rather than tourism alone.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Medium** - Tourism significantly supports passenger demand (especially around Hallstatt and the Salzkammergut), but it is not the sole reason for the line's operation. The railway also serves regional mobility, daily travel and network connectivity, meaning it would likely remain active even without tourism, although with potentially lower demand.

Belgium

Summary	
	Updated: 05/05/2026
Line name	**Spoorlijn 132**
Country	Belgium
Region or Canton	Wallonie
Description of the line	
Origin / Destination	Charleroi / Mariembourg / Treignes
Category	Suburban and regional line [4] Single track line [1]
Line length (km)	Charleroi-Mariembourg section: 59.4 km [1] Mariembourg-Treignes section: 14 km [2]
Track Gauge (standard, narrow, broad)	Standard gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No [1]
Signalling System	ETCS1 FS with TBL1+ (between Charleroi and Ham-sur-Heure) [1] ETCS1 LS with TBL1+ (between Ham-sur-Heure and Mariembourg) [1]

General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Charleroi: 50°24'16"N 4°26'18"E Mariembourg: 50°05'45"N 4°31'28"E Treignes: 50°05'26"N 4°40'56"E
Route Map Link	https://upload.wikimedia.org/wikipedia/commons/f/f9/Belgian_Railway_Line_132.png
Tourism Attractiveness	
Main Towns / Cities on the Route	Charleroi, Walcourt, Philippeville, Mariembourg
Natural Features (mountains, rivers, coasts)	Brouffe River, Eau Blanche, Eau Noire, Viroin River [2]
Cultural Sites (UNESCO, historical stations)	None
Unique Selling Points	Travel in heritage steam trains through scenic valleys. [2] Tourist services: • Chemin de Fer á Vapeur des 3 Vallées: Mariembourg / Treignes. [2]
Visitor Services (hotels, tours, local crafts)	Chemin de Fer á Vapeur des 3 Vallées (depending on the ticket): [3] • Entry to the Musée du chemin de fer à vapeur.
Current Operation info	
Opening date	Regular service: 1854 [2] Chemin de Fer á Vapeur des 3 Vallées: 1973 [2]
Current Services • (Freight / Passenger / Tourism)	Charleroi-Mariembourg section: Passenger, tourism [1] Mariembourg-Treignes section: Tourism [2]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: • ~36 daily trains in both directions between Charleroi and Maiembourg. [4] Chemin de Fer á Vapeur des 3 Vallées: • ~8 weekly outings between April and October. [5]
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	*Not found*

Ticket price (€)	Regular service: • Adults: from 5.60€ [4] Chemin de Fer á Vapeur des 3 Vallées (round-trip): [5] • Adults: 17€ • Children (between 6 and 11 years old): 11€ • Children (under 6 years old): Free
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes, between Mariembourg and Treignes
Closure date	1963 [2]
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	*Not found*
Services before closure • (Freight / Passenger / Tourism)	Passenger, freight [2]
Reason for closure	*Not found*
Reopening date	1973 [2]
Stakeholders involved	
Service provider (Operator)	Nationale Maatschappij der Belgische Spoorwegen (NMBS) or Société nationale des chemins de fer belges (SNCB) Mariembourg-Treignes section: Chemin de Fer á Vapeur des 3 Vallées (CFV3V)
Infrastructure manager	Infrabel Mariembourg-Treignes section: Chemin de Fer á Vapeur des 3 Vallées (CFV3V)
National Authorities	-
Regional / Cantonal Authorities	Wallonie
Local Authorities	Chemin de Fer á Vapeur des 3 Vallées: Municipalities of Couvin, Viroinval, Treignes, Chimay
Community Involvement Level (low, medium, high)	Medium. The Mariembourg-Treignes section is operated and maintained by Chemin de Fer á Vapeur des 3 Vallées, a local non-profit association of volunteers. [2]

Impact on Local Economy • (jobs, local business synergy)	*Not found*
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	The idea of constructing a railway between the Sambre and the Meuse rivers began in 1835. The Belgian government wanted to transport coal and metallurgical products from the region to Charleroi. In 1845, the company "Chemin de fer de l'Entre Sambre et Meuse" was created under a concession system to build and operate the railway in the region. The first section, between Charleroi and Walcourt, was inaugurated in 1848, and the entire line was completed in 1854. Initially, the railway was part of the French network (as a part of the line 148), but it was transferred to Belgium in 1897. In 1963, passenger services were discontinued on the Mariembourg-Treignes section. In 1977, freight operations also ceased in that part of the line. Passenger traffic between Mariembourg and Treignes resumed in 1973, when the association Chemin de fer à Vapeur des 3 Vallées (CFV3V) was founded. Since then, CFV3V has organized numerous tourist steam train outings.
Maps/Photographic Documentation	*Not found*
Bibliography	[1] https://infrabel.be/en/networkstatement [2] https://cfv3v.eu/en/history-heritage/ [3] https://cfv3v.eu/en/faqs/whats-included-in-the-ticket-price [4] https://www.belgiantrain.be/en/

	[5] https://cfv3v.eu/en/3-valleys-steam-railway/#our-rates-and-hours
Contact person	Chemin de Fer á Vapeur des 3 Vallées: • +32 (0)60 31 24 40 • secretariat@cfv3v.eu
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	Yes. A greater part of the line passes through rural areas, serving small towns and with less passenger services compared to the main lines.
How important is the potential for tourism development on this line? (low/medium/high)	Medium. There is a tourist service operating in a section of the line, and service could be expanded to the rest of the line.
Is tourism influencing funding for the line (low/medium/high)	Medium. There is no evidence of dedicated funding for the line because of tourist-related reasons. However, the section between Mariembourg and Treignes is maintained only for its touristic usage.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Medium. Tourism supports the section between Mariembourg and Treignes, but regular passenger services between Charleroi and Mariembourg sustain overall operations.

France

Summary	
	Updated: 28/11/2025
Line name	Epernay – Reims
Tourist service	Train des Bulles
Country	France
Region or Canton	Grand-Est Region
Description of the line	
Origin / Destination	Epernay – Reims
Category	Single track (1) - Interurban – Rural
Line length (km)	30km

Track Gauge (standard, narrow, broad)	Standard Gauge (1435mm) (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes (2) 25KV (2)
Signalling System	Luminous automatic block on a bidirectional track (3)
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Epernay (49.046440679651994, 3.959706810580843) – Reims (49.2592807536082, 4.024323866412902)
Route Map Link	https://maps.app.goo.gl/fwS3iuH4QWJJL8j68
Sources	(1) https://www.sncf-reseau.com/medias-publics/2025-04/poster_rfn_avril2025.pdf?VersionId=EUDKV83LRv_t5120_xXw1kdDp0YVLU86 (2) https://ressources.data.sncf.com/explore/dataset/mode-de-cantonnement-des-lignes/map/?location=8,46.94464,5.77057&basemap=jawg.transports (3) https://ressources.data.sncf.com/explore/dataset/mode-de-cantonnement-des-lignes/map/?location=11,49.24024,3.94169&basemap=jawg.transports
Tourism Attractiveness	
Main Towns / Cities on the Route	Epernay; Ay-Champagne; Rilly-la-Montagne; Reims
Natural Features (mountains, rivers, coasts)	Reims Mountain; wine-covered hillsides; green setting(4)
Cultural Sites (UNESCO, historical stations)	Reims: Notre-Dame Cathedral (UNESCO), Pommery, Taittinger, and Veuve Clicquot cellars; Aÿ-Champagne: headquarters of major champagne houses (Bollinger, Deutz); Épernay: Avenue de Champagne (UNESCO); Wine-growing villages: Rilly, Germaine, Avenay, Hautvillers (home of Dom Pérignon champagne) (4)
Unique Selling Points	-

Visitor Services (hotels, tours, local crafts)	"Train + visit + tasting" packages organized by the Reims and Épernay offices in partnership with SNCF (4) (5)
Sources	(4) https://www.parc-montagnedereims.fr/app/uploads/2023/08/brochure-lignedesbulles-2020-web-0.pdf (5) https://www.reims-tourisme.com/pass-reims-epernay/
Current Operation info	
Opening date	1854 (6)
Current Services • (Freight / Passenger / Tourism)	Passenger Tourism Freight (7)
Service • (frequency, speed, passengers/trains per day/week/month/year)	20 round trips per day (8) 120km/h maximum (9) 2000 users per day in the TER Fluo (media informations) (10)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales Regional Subsidies (not for the infrastructures)
Ticket price (€)	4 to 8€ (Prices displayed on the official SNCF sites)
Sources	(6) https://www.sncf-reseau.com/fr/cp/grand-est/sncf-reseau-realise-travaux-securisation-tunnel-rilly-montagne-mai-novembre-2023 (7) https://latitude-cartagene.com/wp-content/uploads/2023/12/carte-trafic-fret-atlas-2023.pdf (8) https://www.ter.sncf.com/grand-est/trajet-epernay-reims (9) https://www.sncf-reseau.com/medias-publics/2024-02/19_vitesses_maximales_nominales_janvier_2023.pdf?VersionId=eWlhKbeOUxrhu1p3LLFNycNlhSXQR5CY (10) https://www.leparisien.fr/marne-51/de-reims-a-epernay-la-ligne-des-bulles-confirme-son-succes-30-07-2024-DMLAX6K7NRGALO36PNFJKFVOPY.php
Historic Operation info (if applicable)	

Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Sources	-
Stakeholders involved	
Service provider (Operator)	SNCF Voyageurs (11)
Infrastructure manager	SNCF Réseau (1)
National Authorities	-
Regional / Cantonal Authorities	Grand-Est Region (11)
Local Authorities	Natural Régional Park Montagne de Reims
Community Involvement Level (low, medium, high)	High
Impact on Local Economy • (jobs, local business synergy)	Direct support for wine tourism; benefits for accommodation, catering, cellar visits (5)
Sources	(11) https://mmt.vsct.fr/sites/default/files/swt/CGRE/2024-08/Carte%20reseau%20Grand%20Est%20-%20mai%202024%20A3.pdf
Objectives and challenges	
Works required for reopening/revitalization	Day to day maintenance
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-

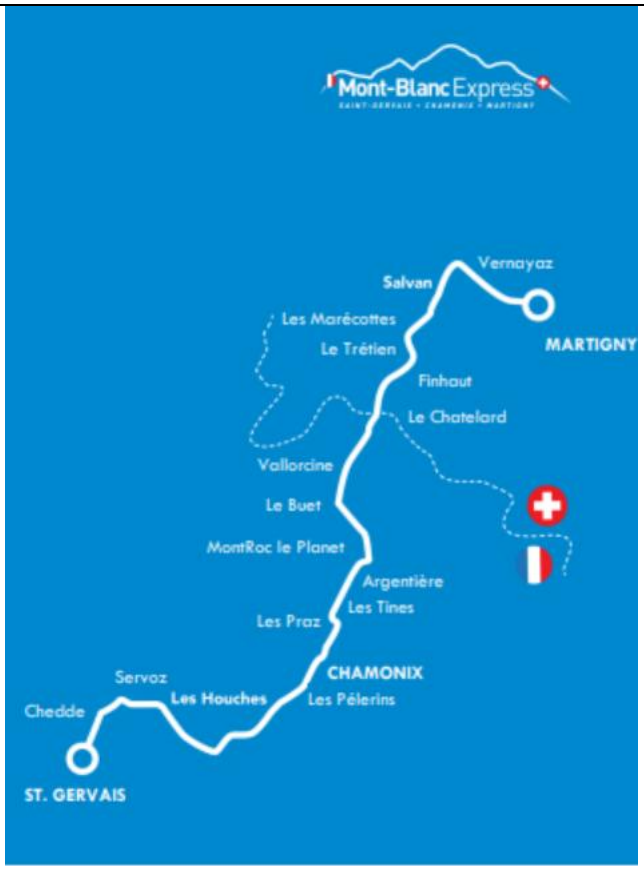
International	-
Sources	-
Other information	
Historic Summary	The Reims–Épernay line, opened in the 19th century, connects two historic centers of Champagne production and serves several renowned wine-growing villages. Initially designed for passenger and freight transport, it gradually became a key access route for visiting cellars and vineyard slopes. With the rise of wine tourism and the UNESCO listing of the Champagne landscape, its touristic role strengthened significantly. Now branded as the "Bubble Line," it functions as a privileged rail gateway to the region's vineyards and Champagne houses
Maps/Photographic Documentation	Source : PNR Montage de Reims 
Bibliography	
Contact person	
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** - Rural **No Low traffic** line – The line serves rural areas but is not a low trafic line as it's regularly used by freight trains.
How important is the potential for tourism development on this line? (low/medium/high)	**High** – The line serves a Unesco site and it's easily accessible.
Is tourism influencing funding for the line (low/medium/high)	**Low** – the line is frequently used by freight trains and tourism is not influencing the funding.

Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Low** – the line would remain maintained thanks to freight circulations.

Summary	
	Updated: 06/02/2026
Line name	Saint-Gervais-les-Bains Le Fayet – Martigny
Tourist services	Mont-Blanc Express (Passenger service with strong touristic dimension)
Country	France/Suisse
Region or Canton	Auvergne-Rhône-Alpes (France)/ Valais (Switzerland)
Description of the line	
Origin / Destination	Saint-Gervais-les-Bains-le-Fayet - Martigny
Category	Single-track
Line length (km)	55 km (37km in France; 18.8km in Switzerland) (1)
Track Gauge (standard, narrow, broad)	Meter gauge (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes (1) Direct Current (1) 850V (1)
Signalling System	automatic block signalling system with light signals (2)
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Saint-Gervais-les-Bains (45.906435611183696, 6.701263325769298) Martigny (46.105814521005, 7.078834489168015)
Route Map Link	https://maps.app.goo.gl/PvFwKVZ4A4nKzEZY6
Sources	
Tourism Attractiveness	
Main Towns / Cities on the Route	Saint-Gervais-les-Bains; Chamonix-Mont-Blanc ; Argentière ; Vallorcine ; Finhaut ; Salvan ; Martigny

Natural Features (mountains, rivers, coasts)	Chamonix glacial valley — Mont Blanc massif — Trient gorges
Cultural Sites (UNESCO, historical stations)	Alpinism (Unesco intangible heritage context)
Unique Selling Points	Montevers – Mer de Glace
Visitor Services (hotels, tours, local crafts)	Mont Blanc Express (tourist railway service) Offer Train + Visits and Train + Ski forfait (3)
Sources	-
Current Operation info	
Opening date	1908 (4)
Current Services • (Freight / Passenger / Tourism)	Passenger/Tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	800 000 passengers/year (5) 45 trains/day (5) Travel time: 2h15 (1)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	Increasing (5)
Revenue Sources (ticket sales, subsidies, other)	Public subsidies; ticket sales
Ticket price (€)	Price varies depending on the season and the days (6)
Sources	-
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	NO
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-

Reason for closure	-
Reopening date	-
Sources	-
Stakeholders involved	
Service provider (Operator)	TMR (Swiss part) & SNCF Voyageurs (French part)
Infrastructure manager	SNCF Réseau
National Authorities	-
Regional / Cantonal Authorities	Auvergne-Rhône-Alpes / Valais
Local Authorities	-
Community Involvement Level (low, medium, high)	High – Tourist actors and local actors and railway are working closely together
Impact on Local Economy • (jobs, local business synergy)	High – The line allows the serves of all the valley
Sources	-
Objectives and challenges	
Works required for reopening/revitalization	Renewal of 12 km of railway line; following these works, scheduled from 2028 onwards, the entire line will have been refurbished Increase in electrical power capacity Modernisation of the signalling system (7)
Estimated reopening or revitalization cost	Auvergne-Rhône-Alpes Region has voted 68 million € for the next 10 years for the modernization of rolling stock and infrastructures (7)
Associated projects	
Local	*PARCOURS I-tinérants (8)*
National	-
International	-
Sources	-
Other information	
Historic Summary	

Maps/Photographic Documentation	 (5)
Bibliography	(1) En chiffres | Mont-Blanc Express (2) La signalisation lumineuse – Train Mont-Blanc Express (3) Offres d'hiver du Mont-Blanc Express | Mont-Blanc Express (4) Histoire du Mont-Blanc express | Mont-Blanc Express (5) Présentation PowerPoint (CEREMA) (6) Carte journalière dégriffée : dès 29 francs. | CFF (7) Mont-Blanc Express : une étape majeure pour l'avenir de la mobilité dans la Vallée de Chamonix-Mont-Blanc - Communauté de communes de la Vallée de Chamonix Mont-Blanc (8) Transports
Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**No Low traffic** – 45 trains/day since 2020 **Yes** – Rural & moutainous areas
How important is the potential for tourism development on this line? (low/medium/high)	**Low** – the line is already in very touristified territory

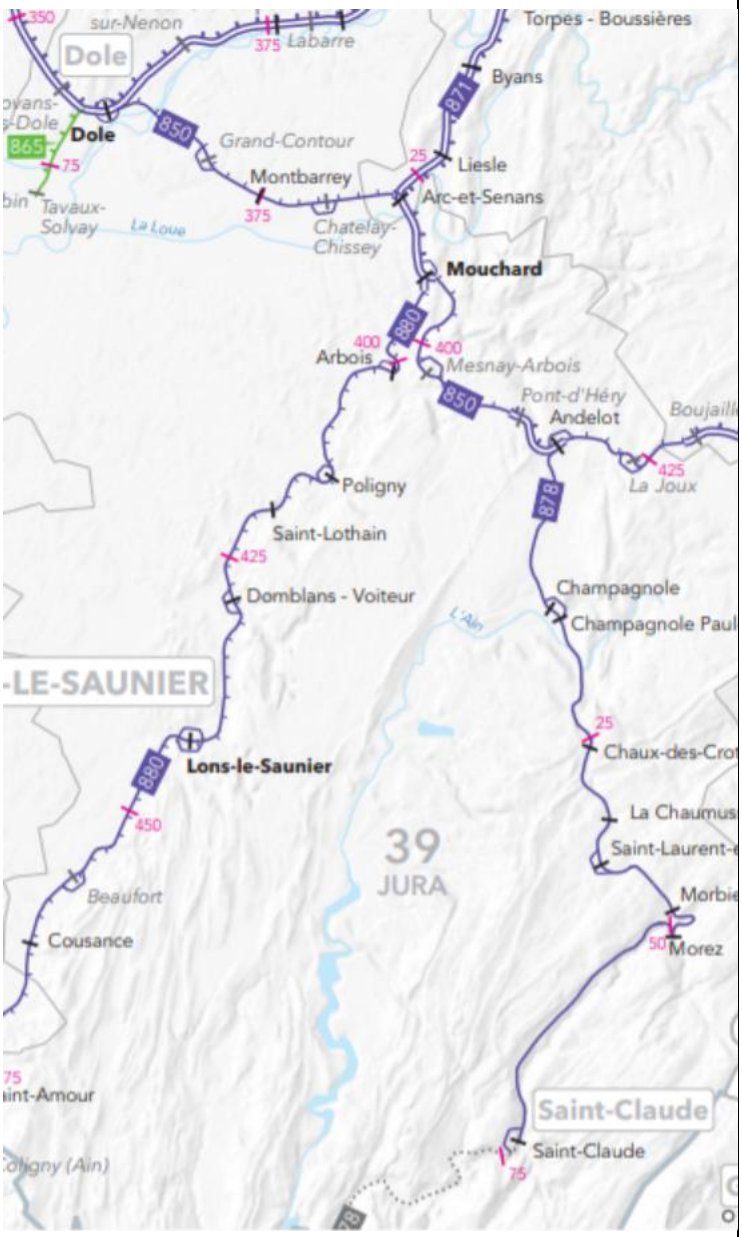
Is tourism influencing funding for the line (low/medium/high)	**High** – Tourism is the main lever of the territorial economic activity
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High** – The tourists are the main part of the ridership

Summary	
	Updated: 28/11/2025
Line name	Andelot-en-Montagne – La Cluse (Ligne des Hirondelles)
Country	France
Region or Canton	Bourgogne-Franche-Comté
Description of the line	
Origin / Destination	Andelot-en-Montagne – La Cluse
Category	Single track (1) Rural
Line length (km)	116km (2)
Track Gauge (standard, narrow, broad)	Standard (1435mm) (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No (3)
Signalling System	SNCF Rése (4)
General Condition of the line (bad/medium/good)	Bad (5)
GPS Coordinates of Origin and Destination	Andelot (46.85958403273286, 5.923658538792844) - Saint-Claude (46.3899618951212, 5.8603334903180215)
Route Map Link	https://maps.app.goo.gl/EMiqHrg3uj8CnZdZ6 (open section of the line)
Sources	(1) https://www.sncf-reseau.com/medias-publics/2025-04/poster_rfn_avril2025.pdf?VersionId=EUDKV83LRv_t5120_xXw1kdDp0YVLU86 (2) Voie ferrée Andelot - La Cluse dite ligne des Hirondelles · Patrimoine en Bourgogne-Franche-Comté

	(3) https://www.sncf-reseau.com/medias-publics/2023-12/12_lignes_electrifiees_janvier_2023_v03.pdf?VersionId=PKlm3N6CW1yw_Es8AAs_efqk8vCD5YNc (4) https://ressources.data.sncf.com/explore/dataset/mode-de-cantonnement-des-lignes/map/?location=8,46.94464,5.77057&basemap=jawg.transports (5) https://www.bourgognefranchecomte.fr/petites-lignes-la-region-investit-plus-de-15-meu
Tourism Attractiveness	
Main Towns / Cities on the Route	Andelot-en-Champagne; Champagnole; Saint-Laurent-en-Grandvaux; Saint-Claude
Natural Features (mountains, rivers, coasts)	The Forest of Chaux, the second-largest broadleaf forest in France. The Arbois vineyards, renowned for their Jura wines. The Grandvaux plateaus, expansive natural highlands. The Bienne Valley, offering breathtaking, vertiginous views. (6)
Cultural Sites (UNESCO, historical stations)	Saline Royale d'Arc-et-Senans (Unesco site) (7) Morez viaducs (8)
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	Days organized by the Haut Jura Tourist Office including a guided train tour, lunch reservations at a restaurant, discovery of local products and museum visits (9)
Sources	(6) Jura Tourist Office (7) https://whc.unesco.org/fr/list/203 (8) https://patrimoine.bourgognefranchecomte.fr/dossiers-inventaire/viaduc-de-morez-voie-ferree-andelot-la-cluse-ia39001139 (9) LDH_Depliant_2502_02.indd
Current Operation info	
Opening date	1912 (10)
Current Services • (Freight / Passenger / Tourism)	Passenger – Tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	4 round-trip per day (11) Travel time: 2h30 (10) Average speed: 50km/h. 900 passengers by week (12); 50 000 by year

Annual Tourist Ridership (last 5 years)	2462 tourists in 2008 (13) Estimated 3500 tourist/year Tourists Offices estimation: Between 35 000 and 50 000 tourists the last 20 years (14) > Estimation found in the press
Ridership Trend (increasing / stable / declining)	Declining (in the last year) (15)
Revenue Sources (ticket sales, subsidies, other)	Tickets sales Region Susbsidies
Ticket price (€)	Between 13 and 23€ (11)
Sources	(10) Jura Tourist Office (11) Site de réservation SNCF Voyageurs (12) https://france3-regions.franceinfo.fr/bourgogne-franche-comte/jura/haut-jura/elle-est-la-la-voie-ferree-autant-l-exploiter-les-defenseurs-de-la-ligne-des-hirondelles-en-appellent-a-l-etat-3235775.html (13) https://saturne.io.reseau-concept.net/saisie/upload/151889/CdC_EtudeLH_2009_V3_Web.pdf (14) https://hebdo39.net/la-ligne-des-hirondelles-sur-la-voie-du-tourisme-depuis-20-ans/ (15) https://www.lemonde.fr/politique/article/2025/04/21/s-il-n-y-avait-pas-le-train-je-ne-saurais-pas-comment-faire-dans-le-haut-jura-le-chemin-de-fer-des-hirondelles-en-sursis_6598395_823448.html
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Sources	-

Stakeholders involved	
Service provider (Operator)	SNCF Voyageurs (16)
Infrastructure manager	SNCF Réseau (1)
National Authorities	-
Regional / Cantonal Authorities	Bourgogne – Franche-Comté Region (16)
Local Authorities	PNR Haut Jura
Community Involvement Level (low, medium, high)	High
Impact on Local Economy • (jobs, local business synergy)	2 to 3 millions of direct and indirect economic benefits (14)
Sources	(16) https://mmt.vsct.fr/sites/default/files/swt/CBFC/2021-11/carte_reseau_ter_bourgogne_franche_comte.pdf
Objectives and challenges	
Works required for reopening/revitalization	Track renewal, engineering structures renewal
Estimated reopening or revitalization cost	€120 million according to a study carried out by SNCF Réseau and mentioned in an *ICI 12/13 Franche-Comté* report dated 5 October 2025 found on https://www.facebook.com/share/v/1CjT91bYXi/
Associated projects	
Local	-
National	-
International	-
Sources	-
Other information	
Historic Summary	The Hirondelles railway line, opened between 1860 and 1912, connects Dole to Saint-Claude as it crosses the spectacular landscapes of the Jura through numerous tunnels and viaducts. Long a vital route for workers, freight, and the region's eyewear industry, it declined with the collapse of local manufacturing and the rise of road transport. Today still operated by TER but under threat, it has become a heritage symbol and a tourist attraction of the Haut-Jura.

Maps/Photographic Documentation	Source : SNCF Réseau 
Bibliography	https://journals.openedition.org/rhcf/720?lang=en
Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	Yes – The line serves rural areas and is have not a lot of trains/day
How important is the potential for tourism development on this line? (low/medium/high)	High – The engeeniring structures are really known for their remarkable architecture and a UNESCO site is easily accessible
Is tourism influencing funding for the line (low/medium/high)	Low – The line is threatend of closure.

Is tourism a vital activity to keep the line open and active? (low/medium/high)	High – It's a one of the argument that has allowed to preserve the line

Hungary

Summary	
	Updated: 26/02/2026
Line name	Győr–Celldömölk 9236 személyvonat 9605 Helikon Interregio
Touristic service	Passenger service with a touristic dimension
Country	Hungary
Region or Canton	Győr-Moson-Sopron, Veszprém, Vas counties
Description of the line	
Origin / Destination	Győr – Celldömölk
Category	Single track[1]
Line length (km)	71km[1]
Track Gauge (standard, narrow, broad)	1435, standard [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No[1]
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Győr : 47.684575483181945, 17.663179048894946 Celldömölk : 47.261088843737, 17.152348123733343
Route Map Link	MÁVPlusz | Trip Viewer | MÁV Személyszállítási Zrt. Route Győr - Celldömölk Google Maps Data of 10 lines - K2 EHÜSZ

Tourism Attractiveness	
Main Towns / Cities on the Route	Győr, Pápa, Celldömölk
Natural Features (mountains, rivers, coasts)	Marcal River valley, western Hungarian countryside
Cultural Sites (UNESCO, historical stations)	Pápa Baroque town centre, Celldömölk Ság hill, Győr historical centre [6,7,8]
Unique Selling Points	Connects three significant regional centres, part of long-distance InterRegio routes
Visitor Services (hotels, tours, local crafts)	Hourly InterRegio/Regional trains[2]
Current Operation info	
Opening date	1 October 1871
Current Services • (Freight / Passenger / Tourism)	Passenger, tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	Hourly, 1h25min journey[2]
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales[2]
Ticket price (€)	1 490 HUF = 4€[2]
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	_
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	_
Services before closure	_

• (Freight / Passenger / Tourism)	
Reason for closure	_
Reopening date	_
Sources	_
Stakeholders involved	
Service provider (Operator)	MÁV-START
Infrastructure manager	MÁV Zrt
National Authorities	MÁV
Regional / Cantonal Authorities	Győr-Moson-Sopron, Veszprém, Vas counties
Local Authorities	Local municipalities (Győr, Pápa, Celldömölk).
Community Involvement Level (low, medium, high)	Low to moderate (regional connectivity valued by local commuters/tourists)
Impact on Local Economy • (jobs, local business synergy)	Significant - supports regional mobility, tourism, access to Győr, Pápa, Celldömölk
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	The line links the county seat **Győr** with **Celldömölk**, an important junction toward Szombathely and the Balaton area. It was created in the late 19th century during the rapid expansion of Hungary's railway network, when the state and private companies were building branch lines to connect smaller towns and market centres to major industrial and transport hubs. Over time it became a key connector for local passenger travel and agricultural freight, helping towns such as Pápa develop

	stronger economic ties with Győr and the wider region. It remained valuable for regional mobility in the 20th century. Now, it functions mainly as a regional passenger line. Its significance today is largely in providing dependable connections between smaller communities and larger rail corridors at Győr and Celldömölk.
Maps/Photographic Documentation	  Data of 10 lines - K2 EHÜSZ
Bibliography	1 - Data of 10 lines - K2 EHÜSZ 2 – MÁV Passenger Transport Co. new online ticketing 3 - MÁVPlusz | Trip Viewer | MÁV Személyszállítási Zrt. Route Győr - Celldömölk 4 - https://www.mavcsoport.hu/sites/default/files/upload/page/10_0811.pdf 5 - Data of 10 lines - K2 EHÜSZ 6 - https://explorecity.life/hungary/ppa 7 - https://maps.app.goo.gl/FsymYxDjBwZMRPUC8 8 - Győr History – History of Győr, Hungary

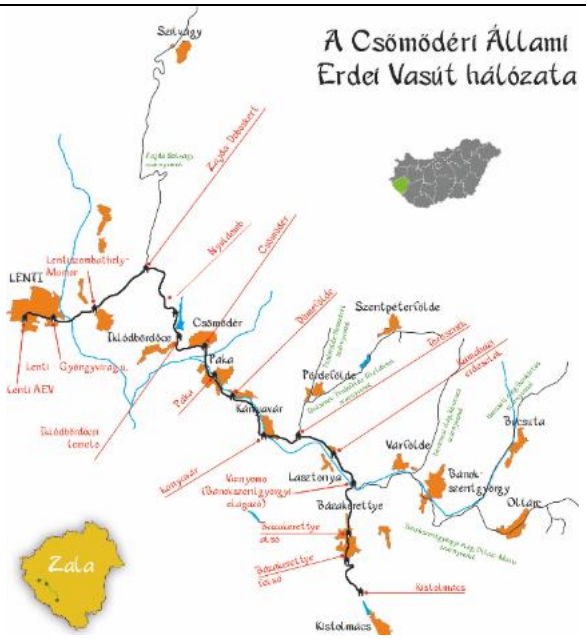
Contact person	info@mavcsoport.hu www.mavcsport.hu +36 (1) 3 49 49 49
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**No** - it's a main regional line with InterRegio and frequent regional trains.
How important is the potential for tourism development on this line? (low/medium/high)	**Medium** - connects heritage towns and scenic areas, but tourism not a core justification.
Is tourism influencing funding for the line (low/medium/high)	**Low** - investment focused on regional passenger and electrification plans.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Low** - the line is justified by regional connectivity and commuter/intercity demand rather than tourism.

Summary	
	Updated: 24/02/2026
Line name	Lenti – Kistolmács
Touristic service	Passenger service with a strong touristic dimension - Csömödéri Állami Erdei Vasút (Csömödér Forestry Railway)
Country	Hungary
Region or Canton	Zala County, Göcsej region
Description of the line	
Origin / Destination	Lenti – Csömödér – Kistolmács
Category	Single track[1,3]
Line length (km)	33 km passenger segment Wider 110 km forestry network for freight[1]
Track Gauge (standard, narrow, broad)	Narrow gauge, 760 mm[2]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No[1,3]

Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Lenti: 46.62165622553027, 16.528614381896638 Csömödér: 46.60809167011892, 16.641088449243398 Kistolmács: 46.503532207861994, 16.735985813493066
Route Map Link	https://www.zalaerdo.hu/storage/feltoltesek/Hirek_letoltheto_pdf/csomoderi-allami-erdei-vasut-halozata-2016.png
Tourism Attractiveness	
Main Towns / Cities on the Route	Lenti, Csömödér, Kistolmács[1]
Natural Features (mountains, rivers, coasts)	Göcsej pine forests, Kerka Valley, Göcsej beech landscapes; frequent wildlife sightings including deer, wild boar, birds [1,2,5]
Cultural Sites (UNESCO, historical stations)	Exhibition "Treasures of Göcsej, the forest and the tree" at Lenti terminal; Pákai Öveges memorial house; Andrássy–Szapáry Castle in Szécsisziget [1,2,5]
Unique Selling Points	Hungary's longest forest railway, steam locomotive[6]
Visitor Services (hotels, tours, local crafts)	Bicycle carriage options and themed event trains, hiking and cycling trails integrated with railway route[1]
Current Operation info	
Opening date	1926[4]
Current Services • (Freight / Passenger / Tourism)	Freight, passenger, tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	Freight (timber) and passenger tourism service. Scheduled service from April–September. Special event trains for holidays and events daily frequency from April to September[1,2,4] Between Lenti and Csömödér: – from April 25 to June 28 from Thursday to Saturday, – from June 30 to August 23 from Monday to Saturday, – from August 25 to September 27 from Thursday to Saturday. Between Csömödér and Kistolmács: – from April 25 to June 27 by special order, – from June 28 to August 23 from Monday to Saturday, – from August 25 to September 27 by special order.[1]
Annual Tourist Ridership (last 5 years)	*Not found*

Ridership Trend (increasing / stable / declining)	Increasing (tourism interest growing)[1,2,4,6]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, timber freight fees, subsidies[1,2]
Ticket price (€)	2 500 HUF = 6,50 €[7]
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	Zalaerdő Zrt.[10]
Infrastructure manager	Zalaerdő Zrt. forestry authority[10]
National Authorities	Hungarian national forest railway regulations
Regional / Cantonal Authorities	Zala County tourism authorities
Local Authorities	Municipalities of Lenti, Csömödér, Kistolmács
Community Involvement Level (low, medium, high)	Medium: local museums, event partnerships (children's day, Santa Express)[1,2,3,4,5]
Impact on Local Economy • (jobs, local business synergy)	Supports local hospitality business (tourist accommodation), museum attendance, dining; freight service sustains forestry sector jobs [1,2,3]
Objectives and challenges	
Works required for reopening/revitalization	*Not found*
Estimated reopening or revitalization cost	*Not found*
Associated projects	

Local	Educational Programs: The railway's "Tree Day" and exhibitions (e.g., "Treasures of Göcsej"). [3,4]
National	Hungary's national tourism strategy 2030 [11,12]
International	_
Other information	
Historic Summary	Stablished in 1926, was originally built to transport timber from Zala County's forests, later evolving into a key part of Hungary's forest railway network. Today, its 32 km line between Lenti and Kistolmács offers seasonal passenger services. The railway winds through lush forests, hills, and meadows, offering scenic views and opportunities for hiking, cycling, and picnicking. The line's nostalgic charm and educational programs attract families, school groups, and nature enthusiasts. A blend of historical significance and ecological value, the Csömödér State Forest Railway preserves Hungary's forest railway legacy while promoting sustainable tourism. Its combination of natural beauty, cultural insights, and immersive experiences makes it a beloved destination for relaxation, exploration, and learning about Zala County's rich environmental and industrial past.
Maps/Photographic Documentation	 State Forest Railway in Csömödér, 200-year-old Forest railway, between Lenti and Kistolmács

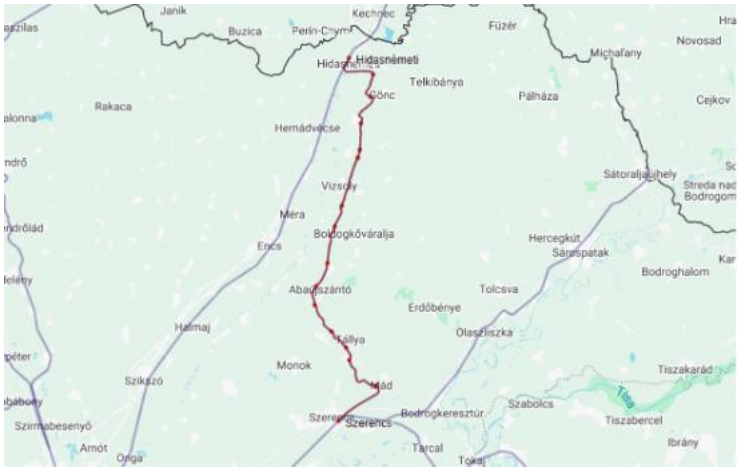
	 https://www.zalaerdo.hu/storage/feltoltesek/Hirek_letoltheto_pdf/csomoderi-allami-erdei-vasut-halozata-2016.png
Bibliography	1 - Csömödéri Állami Erdei Vasút - Aktív Kalandor 2 - Turista Magazin - THE "NARROW-GAUGE RAILWAY UP!" CAMPAIGN 3- State Forest Railway in Csömödér, 200-year-old Forest railway, between Lenti and Kistolmács 4- Csömödéri Állami Erdei Vasút 5 - Adventures among the hills of Zala County - Hungarian Agriculture 6 - Forest railway in the service of the economy and tourism 7 - State railway in Csömödér 8 - Hungary's longest narrow gauge railway system – RailwayWorld.net 9 - AOFK_kisvasut_kiadvany_2023_web.pdf 10 - Zalaerdő Zrt. 11 - Szintezis_full_v28g.indd 12 - Hungary's national tourism strategy 2030: A Paradigm shift in tourism | EU Tourism Platform
Contact person	**Railway Company in Csömödér** Vasút Street, 8957 Csömödér Phone: +3692579033

	Mobil: +36303648901 E-mail: erdeivasut@zalaerdo.hu
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** – it serves a sparsely populated rural region, low-frequency operations, modest ridership.
How important is the potential for tourism development on this line? (low/medium/high)	**High** – tourism passenger trains and events are the main drivers of public interest and visibility.
Is tourism influencing funding for the line (low/medium/high)	**Medium** – heritage/tourism grants and event programming complement freight income.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High** – without tourism passenger service, public profile and funding would diminish; freight alone would not sustain heritage operations.

Summary	
	Updated: 27/02/2026
Line name	Szerencs-Hidasnémeti
Touristic service	Passenger service with a touristic dimension
Country	Hungary
Region or Canton	Borsod-Abaúj-Zemplén county
Description of the line	
Origin / Destination	Szerencs - Hidasnémeti
Category	Single track[1]
Line length (km)	51 km[1]
Track Gauge (standard, narrow, broad)	1435mm, standard[1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No[1]
Signalling System	Station spacing[1]
General Condition of the line (bad/medium/good)	Medium (limited stations, bus replacements where train service is paused).

GPS Coordinates of Origin and Destination	Szerencs : 48.15600889498106, 21.214622562418793 Hidasnémeti : 48.50833036056254, 21.229738169544003
Route Map Link	https://maps.app.goo.gl/Tvez2Mc6qPtWuJVKA 98 vonal adatai - K2 EHÜSZ
Tourism Attractiveness	
Main Towns / Cities on the Route	Szerencs, Mád, Rátka, Tállya, Abaújszántó, Gönc, Hidasnémeti
Natural Features (mountains, rivers, coasts)	Zemplén Mountains, Hornád valley [2]
Cultural Sites (UNESCO, historical stations)	Historic churches and wine region in Tállya[3]
Unique Selling Points	Rural wine-country route [4]
Visitor Services (hotels, tours, local crafts)	-
Current Operation info	
Opening date	30 September 1909
Current Services • (Freight / Passenger / Tourism)	Passenger, bus replacement on Abaújszántó–Hidasnémeti segment.
Service • (frequency, speed, passengers/trains per day/week/month/year)	9 trains/day, 50km/h [1,5]
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies[5]
Ticket price (€)	1 860 HUF = 5€ [5]
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes (segment)
Closure date	Passenger service suspended (bus replacement) on Abaújszántó–Hidasnémeti since 1 August 2023.
Operating conditions before closure	Trains operating on the full 51 km segment.

• (frequency, speed, passengers/trains per day/week/month/year)	
Services before closure • (Freight / Passenger / Tourism)	Passenger
Reason for closure	Low ridership, rolling stock constraints
Reopening date	Not yet announced
Stakeholders involved	
Service provider (Operator)	MÁV-START Zrt.
Infrastructure manager	MÁV-START Zrt.
National Authorities	MÁV-START Zrt.
Regional / Cantonal Authorities	Borsod-Abaúj-Zemplén county
Local Authorities	Local municipalities
Community Involvement Level (low, medium, high)	Moderate (local protests against suspension).
Impact on Local Economy • (jobs, local business synergy)	Modest (supports rural connectivity and wine tourism)
Objectives and challenges	
Works required for reopening/revitalization	Renovation of tracks, rolling stock availability.
Estimated reopening or revitalization cost	_
Associated projects	
Local	_
National	_
International	_
Sources	_
Other information	
Historic Summary	Opened 1909, connected to Hungary–Czechoslovakia border; segment beyond has seen declining use; recent suspension on last stretch (2023) The Szerencs–Hidasnémeti railway line in north-eastern Hungary was built as part of the late 19th-century expansion of the rail network, intended to connect smaller towns and rural districts of

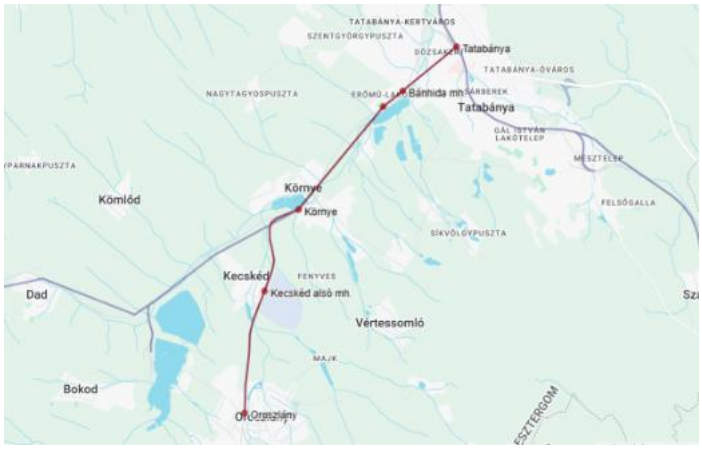
	the Zemplén/Hernád region to major junctions and markets. It supported local passenger travel and the movement of agricultural products and other regional freight. In the 20th century its role was shaped by border changes after World War I and later by shifting economic conditions: international traffic at Hidasnémeti became more dependent on politics, while domestic services remained central. In recent decades, like many secondary lines, it has faced reduced freight and adjusted passenger operations, but it continues to provide important regional connectivity and retains potential as a cross-border route.
Maps/Photographic Documentation	  98 vonal adatai - K2 EHÜSZ
Bibliography	1 - 98 vonal adatai - K2 EHÜSZ 2 - https://maps.app.goo.gl/MBi8Dw68XrjtLFLTA 3 - Tállya - Trifecta 4 - Zsadányi Winery - Tállya - Winery in Tokaj | Winetourism.com 5 - MÁV Passenger Transport Co. new online ticketing

	6 - MÁV-csoport |
Contact person	info@mavcsoport.hu www.mavcsport.hu +36 (1) 3 49 49 49
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	Yes - It is a rural secondary line with low ridership, partial closures.
How important is the potential for tourism development on this line? (low/medium/high)	Medium - The line passes through Tokaj wine region and historical villages, offering tourism potential if activated.
Is tourism influencing funding for the line (low/medium/high)	Low - Current decisions are based on operational cost and ridership, tourism plays little role in funding.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Low - Commuter and social service value are more central, tourism is not currently decisive.

Summary	
	Updated: 26/02/2026
Line name	Tatabánya–Oroszlány MÁV Line 12
Touristic service	Passenger service with a touristic dimension
Country	Hungary
Region or Canton	Komárom-Esztergom county
Description of the line	
Origin / Destination	Tatabánya– Oroszlány
Category	Single track
Line length (km)	14,95 Km [8]
Track Gauge (standard, narrow, broad)	1435 mm, standard [1,2,8]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration	Yes, 25 kV 50 Hz~ [8]

• Voltage	
Signalling System	Automatic spacing with train control [8]
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Tatabánya: 47.5854668312382, 18.39279620887653 Oroszlány: 47.486944524494916, 18.308602344948902
Route Map Link	https://maps.app.goo.gl/KooXBDzbBjKrK2eP6 12 vonal adatai - K2 EHÜSZ
Tourism Attractiveness	
Main Towns / Cities on the Route	Tatabánya, Bánhida, Környe, Oroszlány
Natural Features (mountains, rivers, coasts)	Vértes Mountains. [4]
Cultural Sites (UNESCO, historical stations)	18th-century Camaldolese monastery at Majk in Oroszlány. [3]
Unique Selling Points	Coal-mining heritage route (Oroszlány Mining Museum). [5]
Visitor Services (hotels, tours, local crafts)	Proximity to heritage sites (Majk monastery, Vértes hills), local bus/train connections.[3,4]
Current Operation info	
Opening date	1 September 1950
Current Services • (Freight / Passenger / Tourism)	Passenger
Service • (frequency, speed, passengers/trains per day/week/month/year)	Hourly frequency, 20min journey, 80km/h [1,7]
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, MAV subsidies
Ticket price (€)	450 HUF = 1,2€ [6]
Sources	Környe–Oroszlány Busz, Vonat, Taxi, Gyalogjárattal
Historic Operation info (if applicable)	

Has the line been closed in the past? • Yes / No	*Not found*
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	MÁVSTART
Infrastructure manager	MÁV Zrt.
National Authorities	MÁV
Regional / Cantonal Authorities	Komárom-Esztergom county autorities
Local Authorities	Tatabánya, Bánhida, Környe and Oroszlány municipalities
Community Involvement Level (low, medium, high)	*Not found*
Impact on Local Economy • (jobs, local business synergy)	*Not found*
Objectives and challenges	
Works required for reopening/revitalization	*Not found*
Estimated reopening or revitalization cost	*Not found*
Associated projects	
Local	-
National	-
International	-
Other information	

Historic Summary	Built in 1950, its development is closely tied to the 20th-century industrialization of the area: Oroszlány became strongly associated with coal mining and energy/industrial activity, and the rail connection supported both industrial logistics and everyday mobility (workers, students, and local passengers) between Oroszlány and the regional hub at Tatabánya. Over time, as Hungary's coal sector contracted and the local economic structure changed, the line's role shifted away from heavy bulk freight dominance toward being primarily a local/regional passenger connection, feeding travelers into main-line services at Tatabánya. The line remains part of the publicly documented national railway infrastructure and is reflected in the official passenger timetable system, indicating its continued function as an active regional link rather than a purely historical or touristic railway.
Maps/Photographic Documentation	  12 vonal adatai - K2 EHÜSZ
Bibliography	1 - RINF - Register of Infrastructure 12/2 2 - RINF - Register of Infrastructure - 12/3 3 - MAJK - CAMALDOLESE HERMITAGE - Nemzeti Örökségvédelmi Fejlesztési Nonprofit Kft. | NÖF

	4 - Vértes Mountains | Dunamente Turisztikai Térség 5 - Oroszlányi Bányászati Múzeum 6 - MÁV Személyszállítási Zrt. új ELVIRA online jegyvásárlás 7 - https://www.kti.hu/wp-content/uploads/2021/06/12-es-vonal-Tataba%CC%81nya-%E2%80%93-Oroszla%CC%81ny.pdf 8 - 12 vonal adatai - K2 EHÜSZ
Contact person	info@mavcsoport.hu www.mavcsport.hu +36 (1) 3 49 49 49
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	No. It's a suburban commuter line with regular hourly service and significant daily traffic.
How important is the potential for tourism development on this line? (low/medium/high)	Medium. Cultural heritage like Majk monastery offers visitor appeal, but primary use remains commuting.
Is tourism influencing funding for the line (low/medium/high)	Low. Funding is based on commuter service; tourist interest has minor influence.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Low. Funding is based on commuter service; tourist interest has minor influence.

Italy

Summary	
	Updated: 18/02/2026
Line name	Jesenice - Trieste
Tourist services	Ferrovia Bohinj (Transalpina)
Country	Slovenia and Italy
Region or Canton	Upper Carniola (Slovenia) - Friuli-Venezia Giulia (Italy)
Description of the line	
Origin / Destination	Jesenice – Nova Gorica – Trieste
Category	Main line with heritage/tourist railway value [1]
Line length (km)	130 km [4]

Track Gauge (standard, narrow, broad)	Standard gauge (1435 mm)
Electrification (Yes/No) ● Direct Current (DC) / Alternative Current (AC) / Special Configuration ● Voltage	–
Signalling System	-
General Condition of the line (bad/medium/good)	Good) [4][3]
GPS Coordinates of Origin and Destination	Jesenice: 46.435° N, 14.053° E Trieste Centrale: 45.657° N, 13.772° E
Route Map Link	https://2014-2020.ita-slo.eu/sites/default/files/progetti/O.3.10.2.-l_Qnex_BohinjRailway_final_ITA_0.pdf , Page 12
Sources	
Tourism Attractiveness	
Main Towns / Cities on the Route	Jesenice, Bohinjska Bistrica, Most na Soči, Kanal, Nova Gorica, Gorizia, Trieste [1][4]
Natural Features (mountains, rivers, coasts)	Julian Alps, Lake Bohinj, Soča (Isonzo) Valley, Bača Valley [1][2][4]
Cultural Sites (UNESCO, historical stations)	Solkan Bridge (world's longest stone railway arch), historic stations (Nova Gorica, Kanal), Austro-Hungarian heritage [1] [2]
Unique Selling Points	– Historic engineering landmarks (bridges, tunnels, viaducts) – Steam-hauled heritage trains (seasonal) – Motorail service (cars and bikes on trains) – Cross-border journey Slovenia–Italy [1] [2]
Visitor Services (hotels, tours, local crafts)	– Heritage steam excursions (May–November) – Motorail (Bohinjska Bistrica–Most na Soči) – Combined travel products (BohinjSKI train + ski pass) – Cycling/bike transport facilities [1] [2][3][4]
Sources	
Current Operation info	
Opening date	1906 (Austro-Hungarian Empire) [1]
Current Services ● (Freight / Passenger / Tourism)	– Regular regional passenger trains (Slovenske železnice) – Freight trains (limited, mainly local connections) – Tourist heritage trains (steam specials, thematic excursions) – Motorail (cars, motorbikes, bicycles) [1]
Service ● (frequency, speed, passengers/trains per day/week/month/year)	– Regular passenger services daily – Motorail several trips per day (seasonal frequency higher) – Heritage steam trains occasionally (weekends/events) – Speeds moderate due to non-electrification and mountain alignment (~60–80 km/h) [1]
Annual Tourist Ridership (last 5 years)	–
Ridership Trend (increasing / stable / declining)	Increasing since Slovenia's EU/Schengen integration; tourism steadily rising [1]

Revenue Sources (ticket sales, subsidies, other)	–
Ticket price (€)	–
Historic Operation info (if applicable)	
Has the line been closed in the past? ● Yes / No	Yes [1] [3]
Closure date	– Solkan Bridge destroyed 1916 (rebuilt) – WWII damage to Bohinj Tunnel entrances – Trieste station closure 1960 [1] [3]
Operating conditions before closure ● (frequency, speed, passengers/trains per day/week/month/year)	Early 20th century: up to 70 trains per day (international traffic from Vienna, Munich, Prague to Trieste) [1] [3]
Services before closure ● (Freight / Passenger / Tourism)	Passenger and freight [3] [1]
Reason for closure	War destruction, shifting political borders, decline of Trieste's role, Cold War isolation [3] [1]
Reopening date	Partial recovery after WWII; renewed cross-border potential after 2004 (Slovenia EU accession) and 2007 (Schengen entry) [3] [1]
Stakeholders involved	
Service provider (Operator)	Slovenske železnice (Slovenian Railways) [3]
Infrastructure manager	Slovenske železnice / Slovenian national infrastructure agency [3]
National Authorities	Slovenian Ministry of Infrastructure [3]
Regional / Cantonal Authorities	-
Local Authorities	Local municipalities (Bohinj, Tolmin, Nova Gorica), cross-border cooperation with Italy [1][3]
Community Involvement Level (low, medium, high)	High; local development agencies, tourism boards, and heritage groups actively promote the line (Bohinj Route Consortium) [2][3][4]
Impact on Local Economy ● (jobs, local business synergy)	Important driver for tourism, local business synergy (guesthouses, cycle tourism, cultural sites), seasonal jobs [3]
Objectives and challenges	
Works required for reopening/revitalization	– Electrification and modernization (120 km/h proposals) – Double-tracking in some sections – Station upgrades for tourism
Estimated reopening or revitalization cost	Not officially published; subject of EU regional transport funding proposals
Associated projects	
Local	Modernization of Bohinjska Bistrica and car-loading terminals [3]
National	Upgrading of the Jesenice railway hub [3]
International	Historic "Transalpina" heritage preservation [1][4]

Other information	
Historic Summary	Built 1900–1906 as part of the Austro-Hungarian Transalpine line linking Central Europe with the Adriatic. Severely damaged in both World Wars, marginalized during the Cold War. Since Slovenia's EU and Schengen accession, it has gained renewed importance as both a transport link and a heritage-tourist line.
Maps/Photographic Documentation	
Bibliography	1 - https://www.visitkanal.si/it/eredita/eredita-culturali/la-ferrovia-di-bohinj/ 2 - https://www.tol-muzej.si/bohinjska-proga/si/ 3 - https://promet.bohinj.si/en/2025/02/investments-in-the-bohinj-railway-line/ 4 https://www.soca-valley.com/it/in-cerca-di-avventura/cultura/2023012410374052/bohinjska-proga-la-ferrovia-di-bohinj/
Contact person	Managing director of SŽ-Potniški promet: Miha Butara E-mail: tajnistvo.sz-pp@slo-zeleznice.si Tel : +386 1 29 13 331
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	Yes. Connects remote alpine valleys where it serves as a critical alternative to narrow mountain roads.
How important is the potential for tourism development on this line? (low/medium/high)	High. Huge appeal due to Lake Bled and the Soča River; key for the "European Capital of Culture 2025."
Is tourism influencing funding for the line (low/medium/high)	Medium. Its status as a cultural monument and tourist asset attracts specific EU and national heritage funds.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	High. While freight and commuters use it, the tourism value (Steam trains/Motorail) justifies its complex maintenance.

Summary	
	Updated: 18/02/2026
Line name	Torino Porta Nuova – Asti/ Asti - Nizza Monferrato

Tourist services	Ferrovia della Langhe
Country	Italy – Piedmont
Region or Canton	Piedmont
Description of the line	
Origin / Destination	Line 1 : Asti – Alba – Castagnole delle Lanze – Nizza Monferrato Line 2 : Torino Porta Nuova – Bra – Alba – Canelli – Nizza Monferrato
Category	Heritage / Tourist Railway [1][2]
Line length (km)	58 km ; 95 km [2].
Track Gauge (standard, narrow, broad)	Standard gauge (1435 mm) [2]
Electrification (Yes/No) ● Direct Current (DC) / Alternative Current (AC) / Special Configuration ● Voltage	No [3][6]
Signalling System	–
General Condition of the line (bad/medium/good)	Good (used for tourist events and heritage trains) [1][2]
GPS Coordinates of Origin and Destination	Asti: 44.900864, 8.206813 / Alba: 44.700748, 8.035747 / Nizza Monferrato: 44.774594, 8.357231/ Torino Porta Nuova: 45.062423,7.676125
Route Map Link	https://maps.app.goo.gl/iZP6npFNF2hrc2K2A https://www.fondazionefs.it/content/dam/fondazionefs/fondazione-fs-new/hp-la-fondazione/binari-senza-tempo/atlante-smart-sezioni-/LangheRoeroMonferrato.pdf Page 2
Sources	[1] https://www.fstrenituristici.it/it/treni-charter/ferrovia-delle-langhe-roero-e-monferrato.html [2] https://www.fondazionefs.it/content/dam/fondazionefs/fondazione-fs-new/hp-la-fondazione/binari-senza-tempo/atlante-smart-sezioni-/LangheRoeroMonferrato.pdf [3] https://trenolmr.com/ [4] https://www.fstrenituristici.it/it/viaggi-e-cultura/itinerari-d-autore-torino-alba.html
Tourism Attractiveness	
Main Towns / Cities on the Route	Torino, Asti, Alba, Castagnole delle Lanze, Nizza Monferrato [1][3][6]
Natural Features (mountains, rivers, coasts)	Hills of Langhe and Monferrato, vineyards, rural landscapes [1][4][5]
Cultural Sites (UNESCO, historical stations)	UNESCO World Heritage wine landscapes; historic town centers [3][6]
Unique Selling Points	Wine tourism, heritage trains, scenic countryside.

	In FS Treni Turistici heritage train, on-board wine tastings, seasonal events [1][3][5] [7]
Visitor Services (hotels, tours, local crafts)	Wine tastings, local food, agriturismi, museums, walking trails from stations, local markets, Truffle experience. [7]
Sources	[5] https://whc.unesco.org/en/list/1390/ [6] https://www.fondazionefs.it/it/treni-storici/2025/12/7/ferrovie-delle-langhe-roero-e-monferrato.html [7] https://spot-erasmus.eu/wp-content/uploads/2023/03/ItalyCaseStudy_SPOT_vFINAL.pdf
Current Operation info	
Opening date	Nizza line (1864), Alba line (1865), Asti line (1870) [1][2]
Current Services ● (Freight / Passenger / Tourism)	Tourism [6]
Service ● (frequency, speed, passengers/trains per day/week/month/year)	Occasional (weekends/events) [6]
Annual Tourist Ridership (last 5 years)	-
Ridership Trend (increasing / stable / declining)	Stable or increasing (based on regional tourism trends) [6][7]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, regional funding, events [6]
Ticket price (€)	Approx. €30-60 (event-based heritage trains) [6]
Sources	[6] https://www.fondazionefs.it/it/treni-storici/2025/12/7/ferrovie-delle-langhe-roero-e-monferrato.html
Historic Operation info (if applicable)	
Has the line been closed in the past? ● Yes / No	Yes [1] [2]
Closure date	Early 2010s (regular passenger services suspended)
Operating conditions before closure ● (frequency, speed, passengers/trains per day/week/month/year)	–
Services before closure ● (Freight / Passenger / Tourism)	Passenger use [1]
Reason for closure	Low ridership, cost-efficiency [1]
Reopening date	Reopened for tourism by Fondazione FS in recent years (around 2016) [1]
Sources	1] https://www.fstrenituristici.it/it/treni-charter/ferrovia-delle-langhe-roero-e-monferrato.html

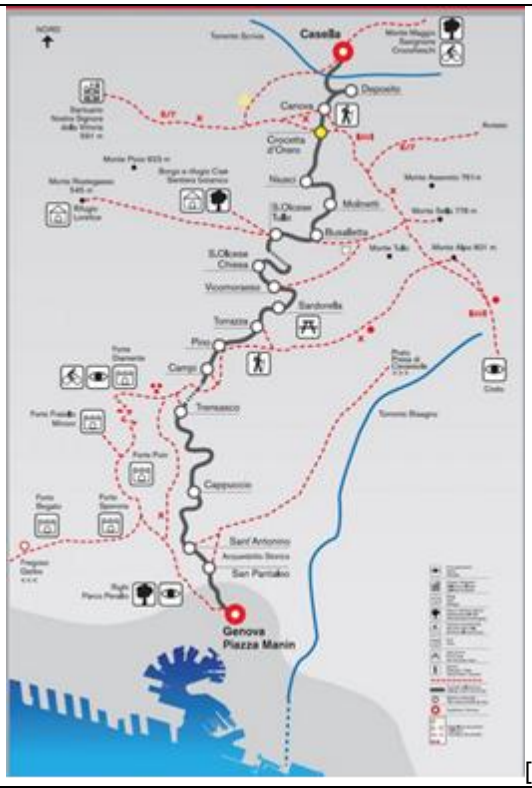
	[2] https://www.fondazionefs.it/content/dam/fondazionefs/fondazione-fs-new/hp-la-fondazione/binari-senza-tempo/atlante-smart-sezioni-/LangheRoeroMonferrato.pdf
Stakeholders involved	
Service provider (Operator)	Fondazione FS Italiane /FS Treni Turistici Italiani [1][6]
Infrastructure manager	Rete Ferroviaria Italiana (RFI) [1]
National Authorities	Ministry of Culture; Ministry of Tourism [5][7]
Regional / Cantonal Authorities	Regione Piemonte,Province and municipalities along the route [1][2]
Local Authorities	–
Community Involvement Level (low, medium, high)	High (local tourism boards and wine consortia involved) [5][7]
Impact on Local Economy ● (jobs, local business synergy)	Significant - wine tourism, agritourism, hospitality [3][7]
Objectives and challenges	
Works required for reopening/revitalization	Already partially reactivated; further work needed for regular use
Estimated reopening or revitalization cost	-
Associated projects	
Local	Local tourism promotion (Langhe-Roero e Monferrato UNESCO area), [1] [3]
National	National Historic Railways Programme (Fondazione FS Italiane) [2]
International	UNESCO World Heritage Vineyard Landscape of Piedmont (Langhe–Roero–Monferrato) , Erasmus+ SPOT Project (Sustainable Tourism Policy and Innovation in Marginal Areas) [7][1]
Sources	[1] https://www.fstrenituristici.it/it/treni-charter/ferrovia-delle-langhe-roero-e-monferrato.html [7] https://spot-erasmus.eu/wp-content/uploads/2023/03/ItalyCaseStudy_SPOT_vFINAL.pdf
Other information	
Historic Summary	Former regional passenger line, now a successful heritage railway
Maps/Photographic Documentation	 [1]
Bibliography	[1] https://www.fstrenituristici.it/it/treni-charter/ferrovia-delle-langhe-roero-e-monferrato.html

	[2] https://www.fondazionefs.it/content/dam/fondazionefs/fondazione-fs-new/hp-la-fondazione/binari-senza-tempo/atlante-smart-sezioni-/LangheRoeroMonferrato.pdf [3] https://trenolmr.com/ [4] https://www.fstrenituristici.it/it/viaggi-e-cultura/itinerari-d-autore-torino-alba.html [5] https://whc.unesco.org/en/list/1390/ [6] https://www.fondazionefs.it/it/treni-storici/2025/12/7/ferrovie-delle-langhe-roero-e-monferrato.html [7] https://spot-erasmus.eu/wp-content/uploads/2023/03/ItalyCaseStudy_SPOT_vFINAL.pdf
Contact person	Ente Turismo Langhe Monferrato Roero Piazza Risorgimento 2 - 12051 ALBA (CN). tel. +39 017335833| Fax +39 0173 363878 | info@visitlmr.it
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	Yes. It connects rural agricultural centers that lack major highway infrastructure.
How important is the potential for tourism development on this line? (low/medium/high)	High. The synergy with the UNESCO brand makes it a global attraction for food and wine lovers.
Is tourism influencing funding for the line (low/medium/high)	High. The 2023 reopening was explicitly justified by the tourism potential of the Langhe.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	High. While used by students, the tourist "Wine Train" is the primary economic driver for investment.

Summary	
	Updated: 18/02/2026
Line name	Genova Piazza Manin – Casella Paese
Tourist services	Passenger use with a touristic dimension
Country	Italy
Region or Canton	Liguria (Metropolitan City of Genoa)
Description of the line	
Origin / Destination	Genova Piazza Manin – Casella Paese [1]
Category	Regional / Tourist Railway (commuter + tourism) [1][2]
Line length (km)	24.3 km[1]
Track Gauge (standard, narrow, broad)	Narrow gauge (1,000 mm) [1][2]
Electrification (Yes/No) ● Direct Current (DC) / Alternative Current (AC) / Special Configuration ● Voltage	Yes 3,000 V DC [1]

Signalling System	Subject to satellite-based safety testing (ESA CERTIPRO project) [3]
General Condition of the line (bad/medium/good)	Good – operational, with periodic maintenance closures [1][2]
GPS Coordinates of Origin and Destination	Genova (44°25'02"N 8°55'17"E) Casella (44°32'03.69"N 8°59'44.73"E)
Route Map Link	https://www.ferroviagenovacasella.it/geca/wp-content/uploads/2021/10/Mappa-2021.jpg
Tourism Attractiveness	
Main Towns / Cities on the Route	Genova, Casella, small villages in Valle Scrivia [1][2]
Natural Features (mountains, rivers, coasts)	Val Bisagno, Val Polcevera, Val Scrivia, Ligurian Apenniness [1][2]
Cultural Sites (UNESCO, historical stations)	Panoramic views of the 17th-century Forts of Genoa, historic castles and churches in the hinterland [1]
Unique Selling Points	Electrified narrow gauge, mixed commuter + tourist use, mountain railway close to a major port city
Visitor Services (hotels, tours, local crafts)	Historic rolling stock (carriages from 1929), bike transport services, and connections to trekking paths [1]
Current Operation info	
Opening date	1 September 1929 [1]
Current Services ● (Freight / Passenger / Tourism)	Passenger / Commuter / Tourism [1][2]
Service ● (frequency, speed, passengers/trains per day/week/month/year)	Regular daily schedule; travel time approx. 1 hour [1]
Annual Tourist Ridership (last 5 years)	–
Ridership Trend (increasing / stable / declining)	Stable – regular commuter use and steady tourist interest 1][2]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, regional subsidies, tourism 1][2]
Ticket price (€)	–
Historic Operation info (if applicable)	
Has the line been closed in the past? ● Yes / No	No permanent closure, only temporary suspensions [1][2]
Closure date	-
Operating conditions before closure ● (frequency, speed, passengers/trains per day/week/month/year)	–
Services before closure	Passenger [1]

● (Freight / Passenger / Tourism)	
Reason for closure	Technical and safety maintenance works [2]
Reopening date	-
Stakeholders involved	
Service provider (Operator)	AMT Genova [1][2][3]
Infrastructure manager	AMT Genova in coordination with Regione Liguria
National Authorities	-
Regional / Cantonal Authorities	Regione Liguria; Città Metropolitana di Genova; Comune di Casella [2]
Local Authorities	Local municipalities along the line
Community Involvement Level (low, medium, high)	High
Impact on Local Economy ● (jobs, local business synergy)	Positive impact through commuter accessibility, support to local tourism, restaurants and services [1]
Objectives and challenges	
Works required for reopening/revitalization	Continuous operation, safety upgrades, preservation of historic infrastructure and rolling stock
Estimated reopening or revitalization cost	Ongoing periodic infrastructure modernization and rolling stock maintenance
Associated projects	
Local	Regional sustainable mobility projects promoting rail-based access to Ligurian inland areas and hiking networks [1],[3]
National	Regional Public Transport Service Contracts and sustainable mobility programmes (TPL Liguria, AMT Genova) [1],[3]
International	-
Sources	
Other information	
Historic Summary	Opened in 1929, the Genova–Casella railway is a unique electrified narrow-gauge mountain line serving both daily commuters and tourists, representing a successful integration of mobility and heritage

Maps/Photographic Documentation	 [1]
Bibliography	1 https://www.ferroviagenovacasella.it/geca/ 2 https://www.regione.liguria.it/homepage-trasporti-mobilita/cosa-cerchi/trasporti/trasporto-ferroviario/ferrovia-genova-casella.html 3 https://www.amt.genova.it/amt/la-ferrovia-genova-casella-ospita-la-fase-finale-del-progetto-esa-certipro-track-worker-protection-system/
Contact person	Parla con noi | AZIENDA MOBILITA' E TRASPORTI SpA
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	Yes. Despite being near a city, it serves mountainous rural hamlets with very low car accessibility.
How important is the potential for tourism development on this line? (low/medium/high)	Medium–High. Strategically linked to the "Hiking in the Forts" tourism and local gastronomy.
Is tourism influencing funding for the line (low/medium/high)	Medium. Regional funding is heavily justified by its double role as a social service and tourist icon.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Medium. Regional funding is heavily justified by its double role as a social service and tourist icon.

Summary	
	Updated: 20/01/2026
Line name	Sulmona – Isernia
Tourist services	Ferrovia dei Parchi - Transiberiana d’Italia

Country	Italy – Abruzzo / Molise
Region or Canton	Abruzzo / Molise
Description of the line	
Origin / Destination	Sulmona – Isernia [1][2]
Category	Heritage / Tourist Railway [1] [5]
Line length (km)	~128 km (Sulmona–Isernia) [1]
Track Gauge (standard, narrow, broad)	Standard gauge 1435mm [1]
Electrification (Yes/No) ● Direct Current (DC) / Alternative Current (AC) / Special Configuration ● Voltage	No [1][3]
Signalling System	–
General Condition of the line (bad/medium/good)	Good (restored for tourist operation) [1]
GPS Coordinates of Origin and Destination	Sulmona-start:42°03'39.96"N 13°54'26.64"E Isernia-end: 41°35'49.56"N 14°14'07.08"E
Route Map Link	https://www.italia.it/it/italia/cosa-fare/ferrovia-dei-parchi-treno-neve#:~:text=La%20Ferrovia%20dei%20Parchi%2C%20che%20collega%20Sulmona,senza%20mai%20superare%20pendenze%20superiori%20al%2028%25, pag. 2
Sources	1. https://www.fondazionefs.it/content/dam/fondazionefs/fondazione-fs-new/hp-la-fondazione/binari-senza-tempo/atlante-smart-sezioni-/Transiberiana.pdf 2. https://ferroviadeiparchi.it/ 3. https://www.italia.it/it/italia/cosa-fare/ferrovia-dei-parchi-treno-neve#:~:text=La%20Ferrovia%20dei%20Parchi%2C%20che%20collega%20Sulmona,senza%20mai%20superare%20pendenze%20superiori%20al%2028%25
Tourism Attractiveness	
Main Towns / Cities on the Route	Sulmona, Campo di Giove, Roccaraso, Carovilli, Carpinone, Isernia [1] [2]
Natural Features (mountains, rivers, coasts)	Majella National Park, National Park of Abruzzo, Lazio and Molise, Altopiani Maggiori d'Abruzzo, Sangro Valley [1][3][8]
Cultural Sites (UNESCO, historical stations)	Historic stations, Sulmona (Ovid's birthplace), traditional villages [1] [7]
Unique Selling Points	–
Visitor Services (hotels, tours, local crafts)	Guided tours, onboard catering, seasonal events, local crafts & food sales [1][2][3][4]
Sources	1 https://www.fondazionefs.it/content/dam/fondazionefs/fond

	azione-fs-new/hp-la-fondazione/binari-senza-tempo/atlante-smart-sezioni-/Transiberiana.pdf 2 https://ferroviadeiparchi.it/ 4 https://ferroviadeiparchi.it/biglietteria-ferrovia-dei-parchi/
Current Operation info	
Opening date	1892–1897
Current Services ● (Freight / Passenger / Tourism)	Tourism only (managed by Fondazione FS Italiane) [2] [3]
Service ● (frequency, speed, passengers/trains per day/week/month/year)	Seasonal weekend departures; special thematic trains (Christmas, Snow Train, etc.) [3][4][7]
Annual Tourist Ridership (last 5 years)	–
Ridership Trend (increasing / stable / declining)	Increasing [5][8]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, public subsidies, events [2][4][7]
Ticket price (€)	€35–50 per person (depending on itinerary and class) [2][4][7]
Sources	2 - https://ferroviadeiparchi.it/ 4 - https://ferroviadeiparchi.it/biglietteria-ferrovia-dei-parchi/ 7 - https://turismo.comune.sulmona.aq.it/contenuti/2772018/ferrovia-parchi
Historic Operation info (if applicable)	
Has the line been closed in the past? ● Yes / No	Yes [6]
Closure date	Early 2010s (for ordinary service) [1] [2] [6]
Operating conditions before closure ● (frequency, speed, passengers/trains per day/week/month/year)	–
Services before closure ● (Freight / Passenger / Tourism)	Regional passenger, minor freight [1][6]
Reason for closure	Low demand, cost inefficiency [6]
Reopening date	2014 (tourism pilot); expanded since 2016 [6]
Sources	1 https://www.fondazionefs.it/content/dam/fondazionefs/fondazione-fs-new/hp-la-fondazione/binari-senza-tempo/atlante-smart-sezioni-/Transiberiana.pdf 6 https://ferroviadeiparchi.it/a-difesa-della-ferrovia/
Stakeholders involved	
Service provider (Operator)	Fondazione FS Italiane [2]
Infrastructure manager	RFI (Rete Ferroviaria Italiana) [1]

National Authorities	Ministry of Culture and Transport, Regions of Abruzzo and Molise [1] [5]
Regional / Cantonal Authorities	Regioni Abruzzo e Molise [1] [3]
Local Authorities	local municipalities [7][8]
Community Involvement Level (low, medium, high)	High – associations, volunteers, local municipalities [6]
Impact on Local Economy ● (jobs, local business synergy)	Positive – tourism growth, local product promotion, jobs [8] [3]
Sources	5 https://www.ministeroturismo.gov.it/ferrovie-turistiche/ 8 https://abruzzolive.it/sulla-transiberiana-ditalia-nel-parco-della-maiella-inaugurazione-con-fondazione-fs-italiane/
Objectives and challenges	
Works required for reopening/revitalization	Station renovation, track maintenance, marketing
Estimated reopening or revitalization cost	Funded through national heritage rail program
Associated projects	
Local	Binari senza tempo [6]
National	National Historic Railways Programme (Fondazione FS) [6] ; regional tourism consortia [6]
International	-
Sources	6 https://ferroviadeiparchi.it/a-difesa-della-ferrovia/
Other information	
Historic Summary	Opened between 1892 and 1897, the line connects Abruzzo and Molise through the central Apennines. Nicknamed “Transiberiana d’Italia” for its snowy winter landscapes, it represents one of the highest and most scenic railway routes in Italy. Revitalised as a tourist railway, it is now a flagship example of sustainable tourism and railway heritage reuse.
Maps/Photographic Documentation	 [1]
Bibliography	1 https://www.fondazionefs.it/content/dam/fondazionefs/fondazione-fs-new/hp-la-fondazione/binari-senza-tempo/atlante-smart-sezioni-/Transiberiana.pdf

	2 https://ferroviadeiparchi.it/ 3 https://www.italia.it/it/italia/cosa-fare/ferrovia-dei-parchi-treno-neve#:~:text=La%20Ferrovia%20dei%20Parchi%2C%20che%20collega%20Sulmona,senza%20mai%20superare%20pendenze%20superiori%20al%2028%25 4 https://ferroviadeiparchi.it/biglietteria-ferrovia-dei-parchi/ 5 https://www.ministeroturismo.gov.it/ferrovie-turistiche/ 6 https://ferroviadeiparchi.it/a-difesa-della-ferrovia/ 7 https://turismo.comune.sulmona.aq.it/contenuti/2772018/ferrovia-parchi 8 https://abruzzolive.it/sulla-transiberiana-ditalia-nel-parco-della-maiella-inaugurazione-con-fondazione-fs-italiane/
Contact person	Ferrovia dei Parchi – Viaggia in Treno Storico Fondazione FS Italiane / Pallenium Tourism info@ferroviadeiparchi.it
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	Yes. Crosses some of Italy's most sparsely populated mountain areas (the "inner areas").
How important is the potential for tourism development on this line? (low/medium/high)	High. Successfully attracts national and international tourists year-round (Snow trains/Foliage).
Is tourism influencing funding for the line (low/medium/high)	High. Its status as a "national heritage line" (Law 128/2017) secures its budget.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	High. Without the "Transiberiana" brand, the line would likely be dismantled.

Summary	
	Updated: 17/04/2026
Line name	Pavia–Mortara–Vercelli (Regional Line)
Country	Italy
Region or Canton	Lombardy / Piedmont
Description of the line	
Origin / Destination	Pavia / Vercelli
Category	Regional
Line length (km)	67km
Track Gauge (standard, narrow, broad)	1435 mm
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration	No

• Voltage	
Signalling System	-
General Condition of the line (bad/medium/good)	-
GPS Coordinates of Origin and Destination	Origin: 45°11'20.9"N 9°08'39.7"E Destination: Inizio modulo Fine modulo 45°19'47.8"N 8°24'58.6"E
Route Map Link	
Sources	[1] - https://www.trenord.it/en/routes-and-timetables/journey/our-lines/pavia-mortara-vercelli-regional-line/
Tourism Attractiveness	
Main Towns / Cities on the Route	Pavia, Gropello Cairoli, Garlasco, Mortara, Robbio, Vercelli [1]
Natural Features (mountains, rivers, coasts)	Lomellina rice fields and the agricultural landscape of the Padan Plain
Cultural Sites (UNESCO, historical stations)	Sacro Monte di Varallo (Vercelli), Geoparco Sesia Val Grande (Vercelli), Riserva della Biosfera (Gropello Cairoli),
Unique Selling Points	The "Sea of Rice", Gastronomic Heritage (special rice)
Visitor Services (hotels, tours, local crafts)	-
Sources	[1] - https://www.trenord.it/en/routes-and-timetables/journey/our-lines/pavia-mortara-vercelli-regional-line/
Current Operation info	
Opening date	-
Current Services • (Freight / Passenger / Tourism)	Passenger
Service • (frequency, speed, passengers/trains per day/week/month/year)	Travel time is approximately 1 hour and 15 minutes
Annual Tourist Ridership (last 5 years)	-
Ridership Trend (increasing / stable / declining)	-

Revenue Sources (ticket sales, subsidies, other)	-
Ticket price (€)	€6.8 [Trenitalia website for ticket]
Sources	[1] - https://www.trenord.it/en/routes-and-timetables/journey/our-lines/pavia-mortara-vercelli-regional-line/
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	-
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Sources	[1] - https://www.trenord.it/en/routes-and-timetables/journey/our-lines/pavia-mortara-vercelli-regional-line/
Stakeholders involved	
Service provider (Operator)	Trenord
Infrastructure manager	RFI
National Authorities	-
Regional / Cantonal Authorities	-
Local Authorities	-
Community Involvement Level (low, medium, high)	-
Impact on Local Economy • (jobs, local business synergy)	Maintenance of connections for local commuters between Lombardy and Piedmont
Sources	[1] - https://www.trenord.it/en/routes-and-timetables/journey/our-lines/pavia-mortara-vercelli-regional-line/
Objectives and challenges	

Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Sources	
Other information	
Historic Summary	-
Maps/Photographic Documentation	
Bibliography	[1] - https://www.trenord.it/en/routes-and-timetables/journey/our-lines/pavia-mortara-vercelli-regional-line/
Contact person	Call center Trenord: 02-72494949 Assistence : https://www.trenord.it/assistenza/supporto/assistenzaonline/
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	Yes, the line traverses the Lomellina, a rural agricultural region characterized by low-density settlements and rice fields.
How important is the potential for tourism development on this line? (low/medium/high)	Medium, the potential is centered on agricultural and landscape tourism ("slow tourism") linked to the traditional rice cultivation scenery.

Is tourism influencing funding for the line (low/medium/high)	Low, currently, funding appears focused on the primary public service obligation for local commuters and students.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Medium, while not the primary driver, the seasonal and landscape appeal of the Lomellina supports the line's regional and cultural identity.

Summary	
	Updated: 19/01/2026
Line name	Villa Opicina (Trieste) / Rijeka (Fiume)
Tourist services	Trieste–Rijeka Cross-Border Train
Country	Italy, Slovenia, Croatia
Region or Canton	Friuli-Venezia Giulia (IT), Carniola/Coastal-Karst (SLO), Primorje-Gorski Kotar County (HR)
Description of the line	
Origin / Destination	Villa Opicina (Trieste) / Rijeka (Fiume) [1][2]
Category	Cross-border Regional / Tourist (Pilot Project) [1][2]
Line length (km)	Approximately 80 km [1][2]
Track Gauge (standard, narrow, broad)	Standard 1435 mm [1][5]
Electrification (Yes/No) ● Direct Current (DC) / Alternative Current (AC) / Special Configuration ● Voltage	Yes (Slovenia/Italy: 3 kV DC; Croatia: 25 kV AC – Service operated by multi-voltage trains) [1][5]
Signalling System	–
General Condition of the line (bad/medium/good)	Good [1][5]
GPS Coordinates of Origin and Destination	Start (Villa Opicina): 45°41'39.12"N 13°47'28.68"E End (Rijeka): 45°19'48.93"N 14°25'49.08"E [1][2]
Route Map Link	https://www.eurotreni.com/OrariTreni/Orari/2024/ItaliaSlovenia/viaVillaOpicina/VillaOpicinaFiume.html
Sources	1 - https://potniski.sz.si/en/new-connection-with-new-sz-trains-villa-opicina-trieste-sezana-divaca-pivka-ilirska-bistrica-sapjane-opatija-matulji-rijeka/ 2 - https://www.hzpp.hr/
Tourism Attractiveness	
Main Towns / Cities on the Route	Villa Opicina (Trieste), Sežana, Divača, Pivka, Ilirska Bistrica, Šapjane, Opatija Matulji, Rijeka (Fiume) [3][4]
Natural Features (mountains, rivers, coasts)	Karst (Carso) plateau, Adriatic coast, and the Snežnik forests [5][8]

Cultural Sites (UNESCO, historical stations)	UNESCO Škocjan Caves (via Divača), Pivka Park of Military History, historic Opatija [1][5][8]
Unique Selling Points	–
Visitor Services (hotels, tours, local crafts)	Tourist info points in Trieste and Rijeka; integration with trans-border cycling routes [3][4]
Sources	3 – https://intrieste.com/2025/04/30/trieste-rijeka-cross-border-train-discontinued-for-2025/ 4 - https://www.interreg-central.eu/news/first-direct-train-from-trieste-arrived-to-rijeka/
Current Operation info	
Opening date	June 1873, original historical opening [8][9]
Current Services ● (Freight / Passenger / Tourism)	Passenger [1][5]
Service ● (frequency, speed, passengers/trains per day/week/month/year)	1 train pair per day (daily seasonal service) [1][5]
Annual Tourist Ridership (last 5 years)	–
Ridership Trend (increasing / stable / declining)	Discontinued (Temporarily interrupted in 2025 for infrastructure works on the Croatian/Slovenian network, with the goal of making it a permanent service) [3][9]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, EU funding [4][6]
Ticket price (€)	€8.00 (one way) [1]
Sources	8 - https://www.eastjournal.net/archives/137530 9 - https://www.ferrovie.info/treni-reali/ferrovie-il-treno-trieste-villa-opicina-rijeka-si-ferma-ma-si-lavora-per-un-rilancio.html
Historic Operation info (if applicable)	
Has the line been closed in the past? ● Yes / No	Yes [4][8]
Closure date	–
Operating conditions before closure ● (frequency, speed, passengers/trains per day/week/month/year)	–
Services before closure ● (Freight / Passenger / Tourism)	Passenger [8]
Reason for closure	Geopolitical changes, lack of interoperability between national operators, prioritization of road transport [8][9]
Reopening date	April 24, 2024 [5]
Sources	5 - https://rail-away.com/2024/04/28/inaugural-villa-opicina-rijeka-train/
Stakeholders involved	

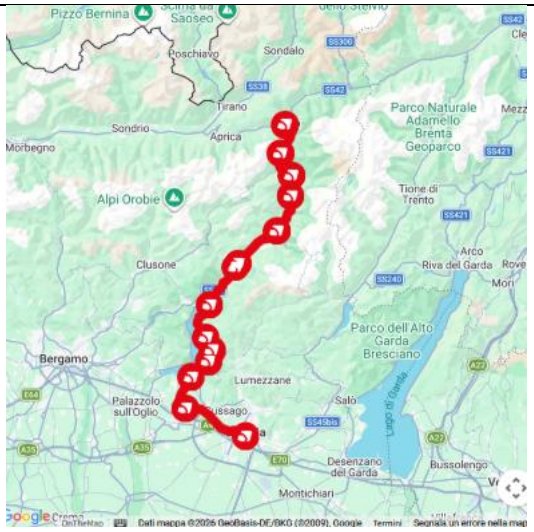
Service provider (Operator)	Slovenske Železnice (SŽ) in cooperation with HŽ Putnički prijevoz (HŽPP) [1, 5]
Infrastructure manager	–
National Authorities	CEI [6]
Regional / Cantonal Authorities	Friuli-Venezia Giulia Region, Primorje-Gorski Kotar County (HR) [4][9]
Local Authorities	Municipalities
Community Involvement Level (low, medium, high)	Medium [6]
Impact on Local Economy ● (jobs, local business synergy)	Positive for "slow tourism" and connecting cross-border labor markets [4][6]
Sources	6 - https://www.interreg-central.eu/projects/sustance/
Objectives and challenges	
Works required for reopening/revitalization	Adoption of multi-voltage rolling stock (e.g., Stadler FLIRT) to handle different power systems (3kV DC in IT/SLO vs 25kV AC in HR)
Estimated reopening or revitalization cost	Pilot Project (2024): Funded within the SUSTANCE Interreg project (total budget ~€2.01 million for multiple pilot actions)
Associated projects	
Local	SUSTANCE pilot action for improved rural connectivity [6, 7]
National	Upgrading cross-border rail links between Slovenia and Croatia [9]
International	Interreg Central Europe SUSTANCE Project [4, 6, 7]
Sources	7 - https://www.interreg-central.eu/projects/sustance/
Other information	
Historic Summary	The line follows part of the historic Southern Railway (Südbahn). The new service is the result of international cooperation aimed at overcoming administrative and technical barriers between the three countries.
Maps/Photographic Documentation	
Bibliography	1 - https://potniski.sz.si/en/new-connection-with-new-sz-trains-villa-opicina-trieste-sezana-divaca-pivka-ilirska-bistrica-sapjane-opatija-matulji-rijeka/ 2 - https://www.hzpp.hr/ 3 – https://intrieste.com/2025/04/30/trieste-rijeka-cross-border-train-discontinued-for-2025/

	4 - https://www.interreg-central.eu/news/first-direct-train-from-trieste-arrived-to-rijeka/ 5 - https://rail-away.com/2024/04/28/inaugural-villa-opicina-rijeka-train/ 6 - https://www.interreg-central.eu/projects/sustance/ 7 - https://www.interreg-central.eu/projects/sustance/ 8 - https://www.eastjournal.net/archives/137530 9 - https://www.ferrovie.info/treni-reali/ferrovie-il-treno-trieste-villa-opicina-rijeka-si-ferma-ma-si-lavora-per-un-rilancio.html
Contact person	CEI Executive Secretariat (Trieste) – info@cei.int; SŽ Customer Service – info@sz.si.
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	Yes. It specifically aims to improve connectivity for peripheral rural areas between Italy and Croatia.
How important is the potential for tourism development on this line? (low/medium/high)	High. The service capitalizes on the growing demand for cycle tourism and eco-friendly city breaks.
Is tourism influencing funding for the line (low/medium/high)	High. The line exists currently due to EU tourism and sustainability grants (Interreg).
Is tourism a vital activity to keep the line open and active? (low/medium/high)	High. Tourism is the primary driver for maintaining this service as an alternative to car travel.

Summary	
	Updated: 25/03/2026
Line name	Brescia – Iseo – Edolo (Regional Line RE3)[1]
Country	Italy
Region or Canton	Lombardia
Description of the line	
Origin / Destination	Brescia / Edolo [1]
Category	RegioExpress (RE3) / Regional[1]
Line length (km)	103 km[1]
Track Gauge (standard, narrow, broad)	Standard 1435 mm [2]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No Diesel line [2]

Signalling System	ACC-M (Multistation Computerized Central Apparatus) – activated Sept 2025.[3]
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Brescia: 45°31'55.8"N 10°12'47.5"E Iseo: 45°39'23.6"N 10°03'00.4"E Edolo: 46°10'37.5"N 10°19'43.7"E
Route Map Link	https://www.trenord.it/linee-e-orari/circolazione/le-nostre-linee/brescia-iseo-edolo/?code=RE_3
Tourism Attractiveness	
Main Towns / Cities on the Route	Brescia, Iseo, Sulzano, Sale Marasino, Pisogne, Boario Terme, Breno, Edolo [1]
Natural Features (mountains, rivers, coasts)	Lake Iseo, Monte Isola (largest lake island in Europe), Camonica Valley, Adamello Regional Park [1] [5]
Cultural Sites (UNESCO, historical stations)	UNESCO Rock Drawings in Val Camonica, Roman Brixia (Brescia), Santa Maria della Neve (Pisogne) [1] [5]
Unique Selling Points	Access to UNESCO heritage sites and the "Iseo Express" historical steam train journeys [1] [5]
Visitor Services (hotels, tours, local crafts)	Boat connections to Monte Isola, thermal baths (Boario), and cycling paths (Sentiero Valtellina) [1] [5]
Sources	
Current Operation info	
Opening date	1885 (Brescia-Iseo); 1909 (Full line to Edolo) [2]
Current Services • (Freight / Passenger / Tourism)	Regional passenger services and "Iseo Express" tourism services [1] [5]
Service • (frequency, speed, passengers/trains per day/week/month/year)	hours travel time from end to end [1]
Annual Tourist Ridership (last 5 years)	-
Ridership Trend (increasing / stable / declining)	-
Revenue Sources (ticket sales, subsidies, other)	-
Ticket price (€)	€8.7 [1]

Sources	
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes (Partial/temporary closures mentioned) [3]
Closure date	Recent closure for works until September 2, 2025 [3]
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	Modernization works and damage from the 2022 Niardo flood [3]
Reopening date	September 2, 2025 (Brescia-Marone section) [3]
Stakeholders involved	
Service provider (Operator)	Trenord (regular), Fondazione FS (historical) [1] [5]
Infrastructure manager	RFI
National Authorities	-
Regional / Cantonal Authorities	Regione Lombardia [1]
Local Authorities	-
Community Involvement Level (low, medium, high)	-
Impact on Local Economy • (jobs, local business synergy)	Maintenance of connections for local commuters and tourism [3] [5]
Objectives and challenges	
Works required for reopening/revitalization	Activation of ACC-M system, bridge maintenance (Niardo), and station technology upgrades. [3]
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-

International	-
Other information	
Historic Summary	The line reached Edolo in 1909; managed by various entities (SNFT, Consorzio, now FNM/Ferrovienord).[2]
Maps/Photographic Documentation	
Bibliography	[1] - https://www.trenord.it/linee-e-orari/circolazione/le-nostre-linee/brescia-iseo-edolo/?code=RE_3 [2] - https://www.cfb-brescia.org/?page_id=147 [3] - https://www.ferrovienord.it/2025/08/28/brescia-iseo-edolo-dal-2-settembre-riapre-la-linea-tra-brescia-e-marone/ [4] https://www.ferrovienord.it/2025/08/28/brescia-iseo-edolo-dal-2-settembre-riapre-la-linea-tra-brescia-e-marone/ [5] - https://www.fondazionefs.it/it/treni-storici/archive-multi/2020/iseo-express.2020.09.20..html
Contact person	
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	Yes, despite its importance, it operates on a single-track non-electrified line through mountain and lakeside areas with relatively low population density.
How important is the potential for tourism development on this line? (low/medium/high)	High, the line directly connects Brescia (a major cultural hub) to the Lake Iseo resorts and the UNESCO rock art sites in Valcamonica.
Is tourism influencing funding for the line (low/medium/high)	High, significant funding, including the H2Iseo hydrogen train project, is specifically allocated to transform this route into a sustainable tourism corridor.

Is tourism a vital activity to keep the line open and active? (low/medium/high)	High, high seasonal demand from tourists visiting Lake Iseo and the mountains is crucial to justify the investment in high-frequency regional services.

Summary	
	Updated: 25/03/2026
Line name	Colico – Chiavenna line
Country	Italia
Region or Canton	Lombardia
Description of the line	
Origin / Destination	Colico / Chiavenna [2]
Category	Regional line [2]
Line length (km)	27 km [1]
Track Gauge (standard, narrow, broad)	-
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes. Historically 3-phase 3600 V (1902), currently direct current
Signalling System	-
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Colico: 46°08'16.8"N 9°22'30.8"E Chiavenna: 46°19'11.7"N 9°24'19.8"E
Route Map Link	https://www.trenord.it/linee-e-orari/circolazione/le-nostre-linee/colico-chiavenna/?code=R11
Sources	
Tourism Attractiveness	
Main Towns / Cities on the Route	Colico, Dubino, Novate Mezzola, Samolaco, Chiavenna [2]
Natural Features (mountains, rivers, coasts)	Lake Como, Valchiavenna, Pian di Spagna Nature Reserve, Lake Mezzola [2] [3]
Cultural Sites (UNESCO, historical stations)	Historic center of Chiavenna, Palazzo Vertemate Franchi [3]

Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	Historical trains (Colico Express) featuring 1930s "Centoporte" carriages
Sources	
Current Operation info	
Opening date	1886 [1]
Current Services • (Freight / Passenger / Tourism)	Regional passenger services and Historical/Tourist trains [2][3]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Approximately one train per hour; travel time 30 minutes [2]
Annual Tourist Ridership (last 5 years)	-
Ridership Trend (increasing / stable / declining)	-
Revenue Sources (ticket sales, subsidies, other)	
Ticket price (€)	€3.6
Sources	
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No (the sources describe continuous operation since its opening, transition from steam to various electric systems) [1]
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Sources	

Stakeholders involved	
Service provider (Operator)	Trenord (regular service), Fondazione FS (historical trains) [2][3]
Infrastructure manager	RFI
National Authorities	-
Regional / Cantonal Authorities	Regione Lombardia [2]
Local Authorities	-
Community Involvement Level (low, medium, high)	High
Impact on Local Economy • (jobs, local business synergy)	Support for local tourism and visitor flows towards Valchiavenna [3]
Sources	
Objectives and challenges	
Works required for reopening/revitalization	The line is currently active. Revitalization efforts focus on the organization of historical train services and the maintenance of the historical rolling stock (e.g., 1930s "Centoporte" cars). [2] [3]
Estimated reopening or revitalization cost	-
Associated projects	
Local	Integration with the Sentiero Valtellina and Ciclabile Valchiavenna (cycling and hiking paths) [2]
National	-
International	Historic connection to the Via Spluga and Via Bregaglia routes toward Switzerland [2]
Sources	
Other information	
Historic Summary	Opened in September 1886. The line became a global milestone on October 15, 1902, as the first railway in the world to adopt high-voltage three-phase electric traction, a system developed by the Hungarian firm Ganz under the direction of Kálmán Kandó [1]

Maps/Photographic Documentation	
Bibliography	[1] - https://www.ferrovie.it/portale/articoli/12399 [2] - https://www.trenord.it/en/routes-and-timetables/journey/our-lines/colico-chiavenna-regional-line/ [3] - https://www.fondazionefs.it/it/treni-storici/2026/5/10/colico-express.html
Contact person	02-72.49.49.49 trenord
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	Yes, Serves an Alpine valley with stations located in rural municipalities and small towns.
How important is the potential for tourism development on this line? (low/medium/high)	High, Significant historical-technical interest (world record in electrification) and natural beauty.
Is tourism influencing funding for the line (low/medium/high)	High, funding is driven by the 2026 Winter Olympics and the National Strategy for Inner Areas (SNAI) to boost sustainable tourism.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	High, seasonal tourist flows (hikers and cyclists) are essential to justify the current hourly service frequency.

Summary	
	Updated: 20/01/2026
Line name	Domodossola - Locarno

Tourist services	Vigezzina-Centovalli Railway
Country	Italy / Switzerland
Region or Canton	Piedmont (Province of Verbano-Cusio-Ossola) / Canton Ticino
Description of the line	
Origin / Destination	Domodossola (IT) / Locarno (CH) [1][2][8]
Category	Cross-border Regional / Tourist [1][2][6]
Line length (km)	52.2 km (32.2 km in Italy, 20 km in Switzerland) [1][2][8]
Track Gauge (standard, narrow, broad)	Narrow (1000 mm) [9]
Electrification (Yes/No) ● Direct Current (DC) / Alternative Current (AC) / Special Configuration ● Voltage	Yes, DC, 1400 V [9]
Signalling System	–
General Condition of the line (bad/medium/good)	Good [1][9]
GPS Coordinates of Origin and Destination	Start (Domodossola): 46.11534109862087, 8.296286625092177 End (Locarno): 46°10'20.96"N 8°48'06.8"E [1][2] [8]
Route Map Link	https://maps.app.goo.gl/snzLPSPgEM8M7RHy6
Sources	1 – https://www.vigezzinacentovalli.com/chi-siamo/storia/ 2 – https://fartiamo.ch/en/line-620/ 8 - ssif - Progettazione 9 - https://www.socimi.it/ssif-vigezzina-centovalli-railway/
Tourism Attractiveness	
Main Towns / Cities on the Route	Domodossola, Santa Maria Maggiore, Malesco, Re, Camedo, Intragna, Locarno [2] [3]
Natural Features (mountains, rivers, coasts)	Vigezzo Valley ("Valley of Painters"), Centovalli ("Hundred Valleys"), waterfalls, deep gorges, Lepontine Alps [1][3]
Cultural Sites (UNESCO, historical stations)	Sacred Mount of Domodossola (UNESCO), Sanctuary of Madonna del Sangue (Re), Sacro Monte della Madonna del Sasso di Orselina [1][3][6]
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	Pilgrimages are organized [3] Via del Mercato [3]
Sources	3 https://www.vigezzinacentovalli.com/pianifica/
Current Operation info	
Opening date	25/11/1923 [1][9]
Current Services ● (Freight / Passenger / Tourism)	Passenger (Regional and International) / Tourism [1][4]
Service	Hourly regional and international connections; max speed approx. 60 km/h [2][9]

● (frequency, speed, passengers/trains per day/week/month/year)	
Annual Tourist Ridership (last 5 years)	–
Ridership Trend (increasing / stable / declining)	Increasing (thanks to targeted "foliage" marketing) [1][6]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, state subsidies (Italy and Switzerland), regional/cantonal contributions [3][7]
Ticket price (€)	€15 - €30 (International tourist ticket); discounted rates for residents [2][3]
Sources	1 – https://www.vigezzinacentovalli.com/chi-siamo/storia/ 2 – https://fartiamo.ch/en/line-620/ 4 - Motore di ricerca | Regione Piemonte
Historic Operation info (if applicable)	
Has the line been closed in the past? ● Yes / No	No [1]
Closure date	-
Operating conditions before closure ● (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure ● (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Sources	1 – https://www.vigezzinacentovalli.com/chi-siamo/storia/
Stakeholders involved	
Service provider (Operator)	SSIF (Società Subalpina di Imprese Ferroviarie - IT) and FART (Ferrovie Autolinee Regionali Ticinesi - CH) [1] [2][9]
Infrastructure manager	SSIF (Italian section) / FART (Swiss section) [1] [9]
National Authorities	Ministry of Infrastructure and Transport (IT) / Federal Office of Transport (CH) [1] [7]
Regional / Cantonal Authorities	Piedmont Region / Canton Ticino [1] [7]
Local Authorities	Municipalities of Domodossola and Locarno region [2] [3]
Community Involvement Level (low, medium, high)	High (The railway is a core identity symbol for the valleys) [1]
Impact on Local Economy ● (jobs, local business synergy)	–

Sources	6 - https://www.distrettolaghi.it/sites/default/files/mediaroom/press/allegati/report_dtl_2023_compressed.pdf 7 – https://www.interreg-italiasvizzera.eu/wps/portal/site/interreg-italia-svizzera/DettaglioRedazionale/progetti-2014-2020/paes
Objectives and challenges	
Works required for reopening/revitalization	Complete renewal of rolling stock (currently purchasing new Stadler trains); extraordinary maintenance of historic viaducts
Estimated reopening or revitalization cost	-
Associated projects	
Local	Integration with cycling paths and hiking routes ("Market Path" / Via del Mercato) [7]
National	National Strategy for Inner Areas (SNAI) in Italy [7]
International	"PASTOUR" Interreg Project and other cross-border cooperation programs for sustainable mobility [7]
Sources	7 – https://www.interreg-italiasvizzera.eu/wps/portal/site/interreg-italia-svizzera/DettaglioRedazionale/progetti-2014-2020/paes
Other information	
Historic Summary	Born from an agreement between the Italian and Swiss governments to link the Simplon line with the Gotthard line. It survived the crisis of secondary railways due to its strategic and tourist value
Maps/Photographic Documentation	
Bibliography	1 – https://www.vigezzinacentovalli.com/chi-siamo/storia/ 2 – https://fartiamo.ch/en/line-620/ 3- https://www.vigezzinacentovalli.com/pianifica/ 4 - Motore di ricerca | Regione Piemonte 6 - https://www.distrettolaghi.it/sites/default/files/mediaroom/press/allegati/report_dtl_2023_compressed.pdf 7 – https://www.interreg-italiasvizzera.eu/wps/portal/site/interreg-italia-svizzera/DettaglioRedazionale/progetti-2014-2020/paes 8 - ssif - Progettazione 9 - https://www.socimi.it/ssif-vigezzina-centovalli-railway/
Contact person	SSIF Domodossola (info@vigezzinacentovalli.com) FART Locarno (labiglietteria@fartiamo.ch)

Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes.** Despite its high tourist numbers, its fundamental role is serving sparsely populated alpine valleys. It remains the only reliable year-round connection for several isolated mountain communities.
How important is the potential for tourism development on this line? (low/medium/high)	**High.** While already well-developed, the line continues to innovate with seasonal branding (e.g., the "Foliage Train"). Its ability to attract global visitors is the main engine for the local regional economy.
Is tourism influencing funding for the line (low/medium/high)	**High.** Tourism provides the economic justification for massive capital investments, such as the €90 million fleet renewal, which would not be sustainable based on local commuter traffic alone.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High.** Tourism is the line's "life support." The strategic shift toward a panoramic experience has historically protected the railway from the closures that affected many other rural mountain lines in the 20th century.

Poland

Summary	
	Updated: 25/02/2026
Line name	**Linia kolejowa nr 104**
Tourist services	Małopolskie Szlaki Turystyki Kolejowej (heritage charter trains)
Country	Poland
Region or Canton	Małopolska
Description of the line	
Origin / Destination	Chabówka / Nowy Sącz
Category	Single track [1]
Line length (km)	76,65 km [1]
Track Gauge (standard, narrow, broad)	Standard gauge [2]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No (only Chabówka – Rabka Zaryte section, 3000 Volt DC).
Signalling System	only operated for tourist trains
General Condition of the line (bad/medium/good)	Bad

GPS Coordinates of Origin and Destination	Chabówka: 49°35'49"N 19°56'13"E Nowy Sącz: 49°36'23"N 20°42'11"E
Route Map Link	See sources - 12
Tourism Attractiveness	
Main Towns / Cities on the Route	Chabówka, Mszana Dolna, Tymbark, Limanowa, Marcinkowice, Nowy Sącz
Natural Features (mountains, rivers, coasts)	Beskid Wyspowy (mountain range) [3]
Cultural Sites (UNESCO, historical stations)	Tymbark Station, Skansen Taboru Kolejowego w Chabówce (Rail Museum) [3, 4]
Unique Selling Points	The line was a part of the Austrian Galician Transversal Railway and is considered one of the best lines for sightseeing in Poland, thanks to its scenic ranges and valleys. [4] Tourist services: • Małopolskie Szlaki Turystyki Kolejowej: the association Nowosądeckie Stowarzyszenie Miłośników Kolei (NSMK) organizes multiple journeys along the line using historical trains. The routes change every year. [4]
Visitor Services (hotels, tours, local crafts)	Małopolskie Szlaki Turystyki Kolejowej: [5, 6] • On-board entertainment. • Additional services depending on the route (sightseeing, musical performances, picnics, etc.).
Current Operation info	
Opening date	1884 [7]
Current Services • (Freight / Passenger / Tourism)	Passenger and tourism [7, 8]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Permanent service: • 8 daily trains in both directions between Chabówka and Rabka Zaryte. [9] Małopolskie Szlaki Turystyki Kolejowej: • ~10 outings in the second half of the year. [5, 10]
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales and subsidies [4]
Ticket price (€)	Permanent service:

	• 4,90 zł (Chabówka to Rabka Zaryte) [9] Małopolskie Szlaki Turystyki Kolejowej: (....as above, PW)
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes
Closure date	2006 [7]
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	*Not found*
Services before closure • (Freight / Passenger / Tourism)	Passenger, freight [7]
Reason for closure	Lack of competitiveness [7]
Reopening date	2025 (partially, between Chabówka and Rabka Zaryte) [8] 2026 (estimated full reopening) [11]
Stakeholders involved	
Service provider (Operator)	PR Podhalańska Kolej Regionalna (Rabka – Zakopane) Małopolskie Szlaki Turystyki Kolejowej: Nowosądeckie Stowarzyszenie Miłośników Kolei (NSMK)
Infrastructure manager	PKP Polskie Linie Kolejowe SA
National Authorities	Urząd Transportu Kolejowego, Warszawa (NSA in Poland)
Regional / Cantonal Authorities	Małopolska Region
Local Authorities	-
Community Involvement Level (low, medium, high)	High. The tourist service initiative Małopolskie Szlaki Turystyki Kolejowej is organized by Nowosądeckie Stowarzyszenie Miłośników Kolei (NSMK), a local organization of volunteers supported financially by the Małopolska Region.
Impact on Local Economy • (jobs, local business synergy)	*Not found*
Objectives and challenges	
Works required for reopening/revitalization	Modernization of the railway line No. 104 Chabówka - Nowy Sącz [11]

Estimated reopening or revitalization cost	4.349.978.339,04 zł [11]
Associated projects	
Local	-
National	Modernization of the railway line No. 104 Chabówka - Nowy Sącz [11 and 12]
International	-
Other information	
Historic Summary	The line between Chabówka and Nowy Sącz was conceived as a part of the Austrian Galician Transversal Railway, which opened in 1884. The line was built with the goal to create an alternative route between Krakow and Lviv, a strategically important corridor for the Austro-Hungarian Empire. It was also a way to develop economically underdeveloped areas of Galicia, a region spanning from southeastern Poland to western Ukraine. The Chabówka-Nowy Sącz section was located away from important transport routes in the face of road transport competition. The line ended up losing its importance, which resulted in the closure of regular passenger train traffic in 2006. During the next 20 years, the line only server occasional tourist trains operated by the local association Nowosądeckie Stowarzyszenie Miłośników Kolei (NSMK). In 2022, a project to modernize the line was approved. The works started in 2023 and includes the renovation of most of the line. The line is set to be reopened in 2026.
Maps/Photographic Documentation	 Nowosądeckie Stowarzyszenie Miłośników Kolei (2022). https://kolejegalicyjskie.pl/pociag-transwersalny-2022/
Bibliography	[1] https://en.plk-sa.pl/files/public/user_upload/pdf/Reg_przydzielania_tras/Regulamin_sieci_2025-

	2026/v.0/2024_11_07_Id12_ENG_Network_Statement_DK_XII_2024.pdf [2] https://en.plk-sa.pl/for-customers-and-partners/the-rules-for-allocating-train-paths/network-statement-2025/2026 [3] https://tymbark.in/o-tymbarskiej-stacji-kolejowej-na-portalu-wycieczki-po-malopolsce/ [4] https://kolejegalicyjskie.pl/ [5] https://kolejegalicyjskie.pl/inauguracja-xi-edycji-malopolskich-szlakow-turystyki-kolejowej-pociag-retro-w-tarnowie-ciezkowicach-tuchowie-i-zabnie/ [6] https://www.malopolska.pl/aktualnosci/turystyka/projekt-malopolskie-szlaki-turystyki-kolejowej [7] https://kolejegalicyjskie.pl/kolej-transwersalna/ [8] https://budimex.pl/en/press/budimex-has-completed-a-key-stage-of-the-modernisation-of-railway-line-no-104-trains-return-to-rabka-zdrj/ [9] https://www.pkp.pl/pl/home [10] https://kolejegalicyjskie.pl/rozklad-jazdy/ [11] https://www.cupt.gov.pl/umowa/kpo/lk104-chabowka-nowy-sacz/ 12 : https://www.podleze-piekielko.pl/
Contact person	Małopolskie Szlaki Turystyki Kolejowej: • kontakt@nsmk.pl • +48 889 599 970
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**Yes.** The line is a secondary line of the Polish network that goes through rural and mountainous areas. It has been closed to regular traffic for many years, so the ridership is extremely low.
How important is the potential for tourism development on this line? (low/medium/high)	**Medium.** The route’s scenic mountain character has supported occasional tourist services. However, current investments are focused on restoring regular passenger and freight services and improving regional connectivity.
Is tourism influencing funding for the line (low/medium/high)	**Low.** The modernization project is driven by strategic transport needs and restoring regular service, not explicitly tourism demands.

Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Medium.** For many years, the line was only open for tourist services and they were really successful. However, it is being reopened to ensure regional transport, which goes beyond tourism.

Switzerland

Summary	
	Updated: 25/07/2025
Line name	Altstätten - Gais
Tourist services	Passenger service with a touristic dimension
Country	Switzerland
Region or Canton	Appenzell Ausserrhoden , St. Gallen
Description of the line	
Origin / Destination	Altstätten - Gais
Category	Single track (1)
Line length (km)	7.65 km (1)
Track Gauge (standard, narrow, broad)	Narrow (meter gauge) (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes - DC 1,500 V (1)
Signalling System	Flashing light and traffic control signalling systems (2)
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Altstatten (47.37689762948961, 9.537497852620328) Gais (47.36092675763907, 9.45117538723733)
Route Map Link	https://maps.app.goo.gl/9EfnbcD2GuKE7JjUA
Sources	-
Tourism Attractiveness	
Main Towns / Cities on the Route	Altstätten, Stoss, Gais

Natural Features (mountains, rivers, coasts)	Rhine Valley plain; Steep forested slopes; Prealpine pastures; Appenzell uplands
Cultural Sites (UNESCO, historical stations)	Schlachtkapelle Stoss (battle chapel) (3) Altstätten Old town (4) Museum Prestegg (5)
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	Hiking and themed walking routes accessible from the line Train + bike excursions (cycling access and transport) Seasonal outdoor activities (sledging, nature outings) Scenic railway experiences (panoramic/open carriages, special rides) (6)
Sources	-
Current Operation info	
Opening date	1911 (7)
Current Services • (Freight / Passenger / Tourism)	Passenger, Tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	1 train/hr Travel time: 1h15 (Data observed on SBB CCF FFS commercial site, consulted the 09/02/2026) (8) 170 000 passengers/year (6)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	Stable (6)
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies
Ticket price (€)	19€ (full fare) (Prices may vary. Data observed on SBB commercial site, consulted the 09/02/2026) (8)
Sources	-
Historic Operation info (if applicable)	

Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Sources	-
Stakeholders involved	
Service provider (Operator)	Appenzell railways
Infrastructure manager	SBB CCF FFS
National Authorities	Federal office of transports
Regional / Cantonal Authorities	Appenzell, St. Gallen
Local Authorities	-
Community Involvement Level (low, medium, high)	High - the line was threatened with bus replacement but met resistance from the locals
Impact on Local Economy • (jobs, local business synergy)	Moderate impact, as the line supports local tourism and regional accessibility but does not represent a primary economic driver for the territory
Sources	-
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	Collaboration with local and tourism stakeholders to enhance the line's attractiveness (6)
National	-

International	-
Sources	-
Other information	
Historic Summary	The Altstätten–Gais railway, opened in 1911, is a steep, scenic cogwheel line in eastern Switzerland using the Strub rack system to connect the Rhine Valley with Appenzellerland. Despite its historical value and unique engineering, the line faces possible closure due to low ridership and high operating costs, though it is expected to remain in service for the time being.
Maps/Photographic Documentation	 SSB Commercial site (8)
Bibliography	(1) TVS RINF - Registre de l'infrastructure ferroviaire (2) Facts & Figures - Appenzell Railways (3) Battle Chapel sur le Stoss : Appenzellerland Tourismus (4) Altstätten SG | Tourisme en Suisse (5) Museum Prestegg - Altstätten SG - My Switzerland (6) Zahnradbahn Altstätten-Gais - Appenzeller Bahnen (7) Geschichte - Appenzeller Bahnen (8) Portail en ligne des CFF pour les horaires, trains et transports publics
Contact person	**Appenzeller Bahnen** St. Gallerstrasse 53 9102 Herisau Téléphone +41 (0)71 354 50 60 info@appenzellerbahnen.ch appenzellerbahnen.ch
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes** - It runs through sparsely populated mountain areas with limited daily ridership

How important is the potential for tourism development on this line? (low/medium/high)	**High** - The scenic pass and historical chapel offer tourism value, although not fully leveraged.
Is tourism influencing funding for the line (low/medium/high)	**Medium** - Some funding is justified by its cultural and landscape value, though core subsidies are for regional access.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Medium**- Tourism supports the line's existence but it also serves isolated communities that need access, making it not the only justification for the line

Summary	
	Updated: 22/07/2025
Line name	Biel–Täuffelen–Ins (S37)
Tourist services	-
Country	Switzerland
Region or Canton	Bern
Description of the line	
Origin / Destination	Biel – Ins
Category	Single track (1)
Line length (km)	21.19 km (1)
Track Gauge (standard, narrow, broad)	Narrow (meter gauge) (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes, Direct Current (DC) (1)
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Biel (47.13291160733517, 7.242892408251955 Ins (46.999898908706385, 7.099565241768688)
Route Map Link	https://maps.app.goo.gl/1gZcmVqm9cydtC449
Sources	-

Tourism Attractiveness	
Main Towns / Cities on the Route	Biel/Bienne, Täuffelen, Ins
Natural Features (mountains, rivers, coasts)	Lake Biel shoreline landscapes; Grosses Moos agricultural plains; Seeland drained wetlands; Jura foothill margins
Cultural Sites (UNESCO, historical stations)	St. Petersinsel (2)
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	Excursions along Lake Biel (beaches, promenades) Access to St. Peter's Island (major historical and natural site) Protected natural areas and landscape observation Outdoor leisure activities (walking, swimming, nature-based recreation) (3)
Sources	-
Current Operation info	
Opening date	1916-1917 (4)
Current Services • (Freight / Passenger / Tourism)	Passenger, Tourism, freight
Service • (frequency, speed, passengers/trains per day/week/month/year)	1 train every 15min Travel time: 16min (Data observed on the SBB commercial website, consulted on 10 January 2026) (5)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies
Ticket price (€)	Biel to Tauffelen (full fare): 10€ (Prices may vary. Data observed on the SBB commercial website, consulted on 10 January 2026) (5)
Sources	-
Historic Operation info (if applicable)	

Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Sources	-
Stakeholders involved	
Service provider (Operator)	Aare Seeland mobil
Infrastructure manager	Aare Seeland mobil
National Authorities	Federal Office of Transports
Regional / Cantonal Authorities	Bern
Local Authorities	-
Community Involvement Level (low, medium, high)	Moderate community involvement, as the line is embedded in regional mobility networks and daily local use, but without strong identity-driven or tourism-led stakeholder mobilisation.
Impact on Local Economy • (jobs, local business synergy)	Moderate impact, as the line supports regional commuting and local accessibility across the Seeland agricultural region without being a primary economic driver.
Sources	-
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	Biel urban area planning project (6)
National	-

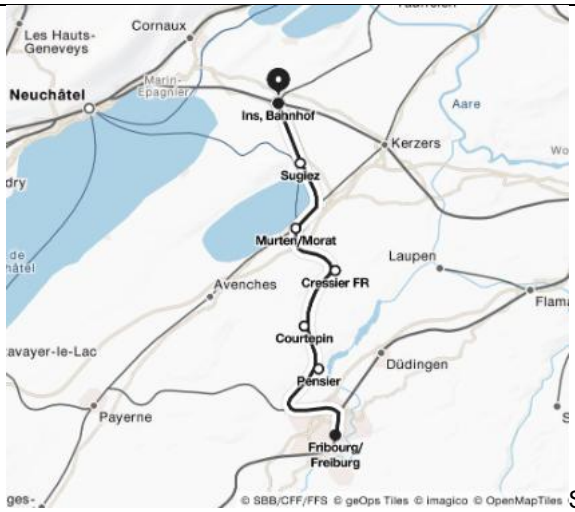
International	-
Sources	-
Other information	
Historic Summary	The Biel–Täuffelen–Ins railway line was built between 1916 and 1926 by the Seeländische Lokalbahnen to connect rural settlements along the southern shore of Lake Biel with the regional hub of Biel/Bienne. Originally conceived as a local metre-gauge railway for mobility and freight, it progressively evolved into a regional passenger line integrated into the Swiss transport network. Running close to the lakeshore, it offers panoramic views of Lake Biel, St. Peter's Island and protected natural areas, which quickly gave the route a strong recreational and scenic appeal. This landscape value contributed to its tourism dimension, linking beaches, hiking areas and leisure sites while complementing boat and regional tourism around the lake. Today, operated by Aare Seeland mobil, the line combines daily regional mobility with a significant role as a scenic railway supporting local tourism.
Maps/Photographic Documentation	 SSB Commercial site (5)
Bibliography	(1) TVS RINF - Registre de l'infrastructure ferroviaire (2) St. Petersinsel-Weg, Erlach - Erlach | Tourism Biel Seeland (CH) | Hiking (3) Railway line Biel/Bienne – Täuffelen – Ins, Täuffelen | Tourism Biel Seeland (CH) | Rail (4) Histoire | Aare Seeland mobil AG

	(5) Portail en ligne des CFF pour horaires, trains et transports publics (6) SOR_Rapport_Consultation_240813.pdf
Contact person	Aare Seeland mobil AG, info@asmobil.ch
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**No.** The Biel–Ins line is a regional line with at least 1 train by half-hour. **Yes** – it serves rural areas
How important is the potential for tourism development on this line? (low/medium/high)	**Medium.** The line runs through the scenic Seeland region with access to lakes (Lake Biel, Lake Neuchâtel), vineyards, and nature reserves, but it lacks iconic attractions or strong promotional integration into tourism circuits.
Is tourism influencing funding for the line (low/medium/high)	**Low.** Funding is mainly public (regional transport mandates and subsidies), with little direct contribution from tourism-driven demand or partnerships.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Low.** The line primarily serves local commuters and regional mobility needs. Tourism helps indirectly but is not the main justification for its operation.

Summary	
	Updated: 22/07/2025
Line name	Fribourg–Ins, also known as "FMA" (Fribourg Morat Anet)
Tourist service	-
Country	Switzerland
Region or Canton	Fribourg, Bern
Description of the line	
Origin / Destination	Fribourg <-> Ins
Category	Single track (1)
Line length (km)	29km (1)
Track Gauge (standard, narrow, broad)	Standard gauge (1,435 mm) (1)
Electrification (Yes/No)	Yes - AC 15kV-16.7Hz

• Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Fribourg (46.80112601846474, 7.149132540711962) Ins (46.99989590035294, 7.099587263338426)
Route Map Link	https://maps.app.goo.gl/tbLSSXk7qwYuAciv5
Sources	-
Tourism Attractiveness	
Main Towns / Cities on the Route	Fribourg, Murten (Morat), Ins
Natural Features (mountains, rivers, coasts)	Swiss Plateau agricultural landscapes; Broye Valley lowlands; Lake Murten shoreline landscapes; Seeland drained plains
Cultural Sites (UNESCO, historical stations)	Freiburg Minster (2) Old town of Murten (3) Freiburg Old town (4)
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	Vully and its vineyards (oenotourism) (5) Hiking and pedestrian routes (6)
Sources	
Current Operation info	
Opening date	1898 – 1903 (no institutionnal sources found)
Current Services • (Freight / Passenger / Tourism)	Passenger, Tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	1 train/half-hour Time travel: 43min on average. (Data observed on SSB commercial site, consulted on 10 january 2026) (7)
Annual Tourist Ridership (last 5 years)	*Not found*

Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, Subsidies
Ticket price (€)	19€ (full fare) (7) (Prices may vary. Data observed on SSB commercial site, consulted on 10 january 2026)
Sources	-
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Sources	-
Stakeholders involved	
Service provider (Operator)	TPF (transports publics fribourgeois)
Infrastructure manager	TPF, SBB
National Authorities	Swiss Federal Transport Office
Regional / Cantonal Authorities	Fribourg, Bern
Local Authorities	-
Community Involvement Level (low, medium, high)	Medium - the line is integrated into regional mobility and local tourism promotion (particularly around Murten and the lake area), but without strong identity-driven mobilisation or community-led railway initiatives.
Impact on Local Economy • (jobs, local business synergy)	The line supports regional commuting and provides access to local tourism around Murten and the lake area, but does not act as a primary economic driver at a larger territorial scale.

Sources	-
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Sources	-
Other information	
Historic Summary	The Fribourg–Ins railway line was developed at the turn of the 20th century as part of the Fribourg–Morat–Anet railway, with the Fribourg–Murten section opening in 1898 and the extension to Ins completed in 1903. Initially designed to improve regional connectivity across the Seeland and link rural communities to major rail hubs, it played an important role in local economic integration. The line contributed to the early development of leisure travel by facilitating access to Lake Murten and its surrounding landscapes. Over time, it evolved primarily into a regional commuter line while continuing to support tourism through access to historical sites and outdoor activities. Today, its tourism role is mainly indirect, providing access to destinations rather than serving as a scenic railway attraction itself.
Maps/Photographic Documentation	 SSB commercial site

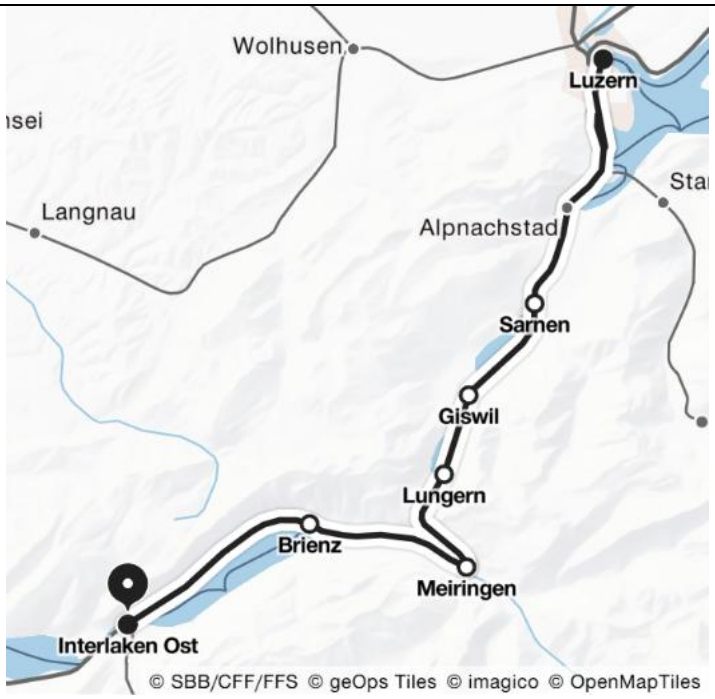
Bibliography	(1) TVS RINF - Registre de l'infrastructure ferroviaire (2) Freiburger Münster: landmark and architectural wonder | visit.freiburg.de (3) Murten/Morat | Switzerland Tourism (4) The best tips for Freiburg's old town | visit.freiburg.de (5) Vully region | Discover the smallest wine region in Switzerland (6) Hiking in La Gruyère Region | La Gruyère (7) The SBB online portal for timetable, trains and public transport
Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**No** - The Fribourg–Ins line is part of the Fribourg RER (regional express network) with frequent service (every 30 minutes) and supports daily commuting between urban and peri-urban areas. **Yes** – it serves rural areas
How important is the potential for tourism development on this line? (low/medium/high)	**Medium** - The line connects to tourist areas like Murten (historic town and lake), with opportunities for greater promotion of lake and heritage tourism.
Is tourism influencing funding for the line (low/medium/high)	**Medium** - While primarily funded for regional mobility, tourism contributes to justifying infrastructure investment and service frequency, especially in summer and weekends.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**Low** - The line's survival depends on daily commuter and regional connectivity needs; tourism is a complementary but not essential factor.

Summary	
	Updated: 22/07/2025
Line name	Lucerne - Obwalden - Bern Brünigbahn
Tourist services	Passenger service with strong touristic dimension (Luzern–Interlaken Express)
Country	Switzerland
Region or Canton	Lucerne, Obwalden, Bern
Description of the line	

Origin / Destination	Lucerne - Interlaken Ost
Category	Single track (1)
Line length (km)	71 km (1)
Track Gauge (standard, narrow, broad)	Narrow (Meter gauge) (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes - AC, 15 kV at 16.7 Hz (1)
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Interlaken Ost (46.69080871330754, 7.870207586308642) Lucerne (47.04941770102217, 8.310374932668818)
Route Map Link	https://maps.app.goo.gl/VXhEP5oFmZYDczzm8
Sources	-
Tourism Attractiveness	
Main Towns / Cities on the Route	Lucerne, Alpnachstad, Giswil, Meiringen, Brienz, Interlaken
Natural Features (mountains, rivers, coasts)	Lake Lucerne shoreline landscapes; Sarneraa Valley (Sarneraatal); Brünig Pass alpine terrain; Lake Brienz shoreline landscapes
Cultural Sites (UNESCO, historical stations)	Swiss Alps Jungfrau-Aletsch UNESCO World Heritage Site (2) Chapel Bridge (Kapellbrücke) (3)
Unique Selling Points	Brücke Marktgasse (4)
Visitor Services (hotels, tours, local crafts)	Brienz village known for wood carving along Lake Brienz (5); Luzern–Interlaken Express with panoramic windows & part of the Grand Train Tour of Switzerland (6)
Sources	
Current Operation info	
Opening date	1888 – 1916 (7)
Current Services	Tourism, Passenger

• (Freight / Passenger / Tourism)	
Service • (frequency, speed, passengers/trains per day/week/month/year)	1 Luzern-Interlaken express train/hour (direct touristic train). Travel time: 1h48 1 interregional train/hour. Travel time: 2h29 1 regional train every two hour. Travel time: 2h23 (Data observed on SSB commercial site, consulted on 10 january 2026) (8)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies
Ticket price (€)	37-58€ (Prices may vary. Data observed on SSB commercial site, consulted on 10 january 2026) (8)
Sources	-
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Sources	-
Stakeholders involved	
Service provider (Operator)	Zentralbahn
Infrastructure manager	Zentralbahn
National Authorities	Federal Office of Transports

Regional / Cantonal Authorities	Lucerne, Obwalden, Bern
Local Authorities	-
Community Involvement Level (low, medium, high)	High - the line is deeply embedded in regional tourism strategies, local mobility systems, and destination marketing, with active collaboration between railway operators, tourism organisations, and local municipalities along the corridor.
Impact on Local Economy • (jobs, local business synergy)	High - the line supports major tourism flows between Lucerne and the Bernese Oberland, enhances regional accessibility, and sustains local hospitality, leisure, and service economies along the corridor.
Sources	-
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Sources	-
Other information	
Historic Summary	The Lucerne – Interlaken Ost line (Brünig line) was opened in stages between 1888 and 1916 to link Central Switzerland with the Bernese Oberland across the Brünig Pass, initially to improve regional connectivity and support tourism development in Alpine resorts. Designed as a mountain railway with rack sections to overcome steep gradients, it became an important transalpine corridor for both local mobility and leisure travel. Over time, tourism became a defining function, especially through scenic rail travel and integration into the GoldenPass panoramic route. Today it operates as a key tourist and regional line, combining commuter services with high-value scenic tourism.

Maps/Photographic Documentation	 Found on SSB commercial site (8)
Bibliography	(1) TVS RINF - Registre de l'infrastructure ferroviaire (2) Swiss Alps Jungfrau-Aletsch - UNESCO World Heritage Centre (3) Chapel Bridge | Lucerne's landmark (4) Brücke Marktgasse (Interlaken) - Tout ce qu'il faut savoir en 2026 (5) Brienz | Suisse Tourisme (6) Luzern–Interlaken Express | Zentralbahn. (7) History | Zentralbahn. (8) The SBB online portal for timetable, trains and public transport
Contact person	Zentralbahn tourism office - info@zentralbahn.ch
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**No -** the Brünigbahn is a high-frequency interregional and tourist line connecting major destinations
How important is the potential for tourism development on this line? (low/medium/high)	**High** - scenic views, lakes, rack gradients, and part of the branded GoldenPass route
Is tourism influencing funding for the line (low/medium/high)	**High -** panoramic rolling stock, route promotion, and service continuity rely on tourism interest

Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High -** without tourism, rack infrastructure and full frequency could not be justified

Summary	
	Updated: 22/07/2025
Line name	Montreux – Lenk im Simmental
Tourist services	Passenger service with a strong touristic dimension (GoldenPass Express) Belle Epoque (regular heritage-style train) Charter trains
Country	Switzerland
Region or Canton	Vaud, Fribourg, Bern
Description of the line	
Origin / Destination	Montreux – Lenk im Simmental
Category	Single track (1)
Line length (km)	69km (1)
Track Gauge (standard, narrow, broad)	narrow (meter gauge) (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes, 900 V DC (1)
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	
GPS Coordinates of Origin and Destination	Montreux (46.43588999233741, 6.910465386859645) Lenk im simmental (46.458609047245695, 7.4436750366714834)
Route Map Link	https://maps.app.goo.gl/pQ67YcUVA7ZFRXRe7
Sources	-
Tourism Attractiveness	

Main Towns / Cities on the Route	Montreux, Château-d'Œx, Gstaad, Zweisimmen, Lenk im Simmental
Natural Features (mountains, rivers, coasts)	Lake Geneva shoreline landscapes; Pays-d'Enhaut alpine valley; Simmental valley landscapes; Bernese Oberland alpine foothills
Cultural Sites (UNESCO, historical stations)	Lavaux Vineyard Terraces — UNESCO World Heritage Site (2) Château de Chillon (3)
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	Golden Pass express (touristic train) (4)
Sources	-
Current Operation info	
Opening date	1905 (Montreux – Zweisimmen) (5) 1912 (until Lenk im Simmental) (6)
Current Services • (Freight / Passenger / Tourism)	Passenger, Tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	No direct trains between Montreux and Lenl im Simmental, connection to Zweisimmen 1 train/hr Time travel: 2h42 (Data observed on SSB commercial site, consulted on 11 february 2026) (7)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	ticket sales, subsidies, tourism partnerships (GoldenPass branding)
Ticket price (€)	23€ (Prices may vary. Data observed on SSB commercial site, consulted on 11 february 2026) (7)
Sources	-
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-

Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Sources	-
Stakeholders involved	
Service provider (Operator)	Montreux Oberland Bernois Railway (MOB)
Infrastructure manager	Montreux Oberland Bernois Railway (MOB)
National Authorities	Federal Office of Transports
Regional / Cantonal Authorities	Vaud, Fribourg, Bern, GoldenPass
Local Authorities	-
Community Involvement Level (low, medium, high)	-**High** - as it is deeply integrated into regional tourism development, local identity, and destination marketing strategies (GoldenPass corridor). Local municipalities, tourism organisations, and the operator actively promote the line as part of regional economic and cultural initiatives.
Impact on Local Economy • (jobs, local business synergy)	**High** - as it supports major tourism flows (GoldenPass corridor, Montreux Riviera, Gstaad region), enhances accessibility to alpine destinations, and contributes significantly to hospitality, leisure, and service sectors along the route.
Sources	-
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	Golden Pass Express project finished in 2022 (8)
International	-

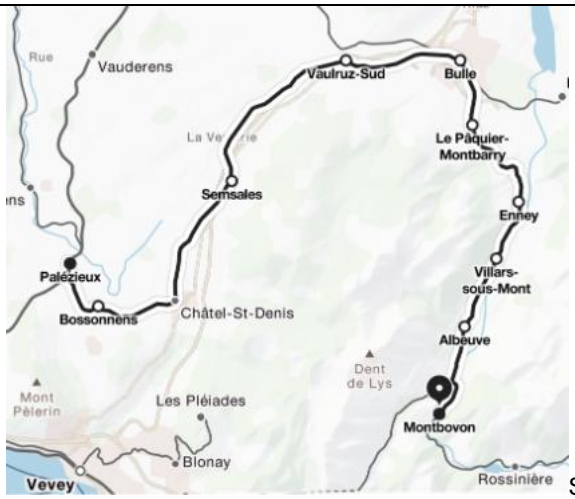
Sources	-
Other information	
Historic Summary	The Montreux–Lenk im Simmental railway developed progressively between the early 20th century as part of the Montreux Oberland Bernois network, originally driven by tourism ambitions linking Lake Geneva to alpine resorts. Designed as a narrow-gauge mountain railway, it facilitated access to destinations such as Château-d'Oex, Gstaad, and the Simmental valley, supporting the growth of leisure travel. From its inception, the line was closely tied to the hospitality industry and regional tourism development. Over time, it became known for its scenic landscapes and panoramic journeys, forming part of the GoldenPass route. Today, it remains both a regional transport corridor and a flagship scenic railway with a strong tourism identity.
Maps/Photographic Documentation	 SSB commercial site (7)
Bibliography	(1) TVS RINF - Registre de l'infrastructure ferroviaire (2) Lavaux, Vineyard Terraces - UNESCO World Heritage Centre (3) Château de Chillon™ - Montreux Riviera (4) GoldenPass Panoramic - Montreux Riviera (5) Our History (6) Lenk, La (7) The SBB online portal for timetable, trains and public transport (8) GoldenPass Express HomePage Winter
Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**Yes –** There is only one train/hour and the line serves mostly rural areas. But the line is well-integrated into the swiss network.

How important is the potential for tourism development on this line? (low/medium/high)	**High -** featured in GoldenPass branding, scenic lake and mountain travel, panoramic and heritage trains
Is tourism influencing funding for the line (low/medium/high)	**High -** major investments in rolling stock (gauge-changing, Belle Époque) and service driven by tourist demand
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High -** without tourist revenue the branch section economics would not support the current frequency and fleet

Summary	
	Updated: 22/07/2025
Line name	Palézieux - Montbovon
Tourist services	Passenger service with a touristic dimension (Fondue train)
Country	Switzerland
Region or Canton	Fribourg, Vaud
Description of the line	
Origin / Destination	Palézieux - Montbovon
Category	Single track (1)
Line length (km)	43km (1)
Track Gauge (standard, narrow, broad)	Narrow (meter gauge) (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes, 900 V DC (1)
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Montbovon (46.485956082952015, 7.04264196668673) Palézieux (46.542761583696986, 6.837889465429085)
Route Map Link	https://maps.app.goo.gl/7xtGsi5B9Kug1wjn8
Sources	-

Tourism Attractiveness	
Main Towns / Cities on the Route	ChâtelSaintDenis, Bulle, Gruyères, Montbovon
Natural Features (mountains, rivers, coasts)	Upper Veveyse Valley landscapes; Fribourg Prealps foothills; Intyamon valley (Saane/Sarine); Alpine prealpine pastoral landscapes
Cultural Sites (UNESCO, historical stations)	Gruyères medieval village (2)
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	Maison du Gruyère (3) Theme train (Fondue train) (4)
Sources	-
Current Operation info	
Opening date	1903 (5)
Current Services • (Freight / Passenger / Tourism)	Passenger Commuter, Tourism, Freight
Service • (frequency, speed, passengers/trains per day/week/month/year)	One direct train/hr. Travel time: 1h30 (Data observed on SSB commercial site, consulted on 11 february 2026) (6)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, public subsidies
Ticket price (€)	19€ (Prices may vary. Data observed on SSB commercial site, consulted on 11 february 2026) (6)
Sources	-
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-

Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Sources	-
Stakeholders involved	
Service provider (Operator)	Transports Publics Fribourgeois (TPF)
Infrastructure manager	Transports Publics Fribourgeois (TPF)
National Authorities	Federal Office of Transport
Regional / Cantonal Authorities	Fribourg, Vaud
Local Authorities	-
Community Involvement Level (low, medium, high)	**Medium** — there are occasional place-based initiatives linked to the line (e.g. fondue trains and gastronomy-focused offers connected to the Gruyère region), but no strong evidence of sustained community-driven participation or local governance structures specific to the line itself.
Impact on Local Economy • (jobs, local business synergy)	**High** — the line supports the local economy by enabling commuter mobility and access to key tourism destinations such as Gruyères, reinforcing regional tourism and service-sector activity.
Sources	-
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	Strategic Rail Infrastructure Development Programme (PRODES) (7)

International	-
Sources	-
Other information	
Historic Summary	The Palézieux–Bulle–Montbovon railway line was opened in stages between 1901 and 1904 by the Chemins de fer électriques de la Gruyère to connect rural pre-Alpine areas with the main Swiss rail network and support regional economic development. Initially conceived for regional mobility and agricultural transport, it linked the Gruyère region to the Lake Geneva corridor. Over time, its role expanded through integration into the Fribourg RER system, strengthening commuter and regional connectivity. Although not designed as a tourist railway, it provides direct rail access to major attractions such as Gruyères and pre-Alpine landscapes. Its tourism dimension is therefore indirect, functioning mainly as an access corridor rather than a dedicated scenic or heritage line.
Maps/Photographic Documentation	 SSB Commercial Site
Bibliography	(1) TVS RINF - Registre de l'infrastructure ferroviaire (2) Tourisme à Gruyères - Gruyères (3) La Maison du Gruyère, fromagerie de démonstration Gruyère AOP et restaurant dans le canton de Fribourg, Suisse (4) Dégustez la traditionnelle fondue moitié-moitié à bord du Train Fondue | TPF (5) Découvrez l'histoire des TPF | TPF (6) The SBB online portal for timetable, trains and public transport

	(7) Développement de l'infrastructure ferroviaire (PRODES) | Etat de Fribourg
Contact person	Transports publics fribourgeois Holding (TPF) SA Route du Vieux-Canal 6 1762 Givisiez Tel: +41 26 351 02 00
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**No -** It carries regular clock-face regional services (RER Fribourg S50/S51) **Yes** – it serves rural areas.
How important is the potential for tourism development on this line? (low/medium/high)	**high** - the line passes through the scenic Gruyère region, with mountains, lakes, and cultural attractions like the Gruyères Castle and cheese tourism.
Is tourism influencing funding for the line (low/medium/high)	**high** - the line is part of the Montreux–Bernese Oberland route, operated by the Montreux Oberland Bernois Railway (MOB), which markets tourist travel and panoramic trains.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**high** - tourism is a key driver of ridership and justifies continued investment and operations, particularly outside of local commuting demand.

Summary	
	Updated: 22/07/2025
Line name	Romanshorn – Nesslau-Neu St. Johann Bodensee–Toggenburg-Bahn (BT)
Tourist services	Passenger services with a strong touristic dimension (Voralpen-Express)
Country	Switzerland
Region or Canton	St Gallen, Thurgau
Description of the line	
Origin / Destination	Romanshorn – Nesslau-Neu St. Johann
Category	Single track (1)
Line length (km)	56 km (1)
Track Gauge (standard, narrow, broad)	Standard (1)

Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes - AC 15kV-16.7Hz (1)
Signalling System	ECTS level 1 (1)
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Romanshorn (47.56551711578031, 9.379346626248255) Nesslau-Neu St.Johann (47.22683702986566, 9.197524528783802)
Route Map Link	https://maps.app.goo.gl/dawtvW2PBYy9sbbU6
Sources	-
Tourism Attractiveness	
Main Towns / Cities on the Route	Romanshorn, St. Gallen, Herisau, Wattwil, NesslauNeu St. Johann
Natural Features (mountains, rivers, coasts)	Lake Constance shoreline landscapes; Alpine Rhine Valley lowlands; Thur Valley (Toggenburg) landscapes; Prealpine Toggenburg hills
Cultural Sites (UNESCO, historical stations)	Abbey of Saint Gall (Unesco site) (2) Old Town of St. Gallen (3) Toggenburg villages (4)
Unique Selling Points	-
Visitor Services (hotels, tours, local crafts)	Voralpen-Express (regional train with tourism-oriented service (5)
Sources	
Current Operation info	
Opening date	1910 (6)
Current Services • (Freight / Passenger / Tourism)	Freight, commuter (SBahn), tourism (Voralpen Express)
Service • (frequency, speed, passengers/trains per day/week/month/year)	No direct trains connecting Romanshorn to Neusslau. Time travel: 1h30 on average. A train every 20 minutes

	(Data observed on SSB commercial site, consulted on 10 january 2026) (7)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies, freight revenue
Ticket price (€)	20€-33€ (full fare) (Prices may vary. Data observed on SSB commercial site, consulted on 10 january 2026) (7) Voralpen Express supplement applies: 25€ full fare day ticket
Sources	-
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Sources	-
Stakeholders involved	
Service provider (Operator)	Schweizerische Südostbahn (SOB)
Infrastructure manager	SOB
National Authorities	Swiss Federal Office of Transport
Regional / Cantonal Authorities	St. Gallen, Thurgau
Local Authorities	-

Community Involvement Level (low, medium, high)	Medium to High community involvement, as the line is integrated into regional mobility strategies, daily commuting patterns, and tourism promotion (notably via the Voralpen-Express), with active engagement from regional transport authorities and tourism stakeholders.
Impact on Local Economy • (jobs, local business synergy)	Strong impact, as the line supports regional commuting, connects key economic centres (St. Gallen and Lake Constance area), and contributes to tourism flows through services such as the Voralpen-Express.
Sources	-
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Sources	-
Other information	
Historic Summary	The Bodensee–Toggenburg railway was built by the Bodensee-Toggenburg-Bahn company and opened in 1910 to connect the Lake Constance region with eastern Switzerland and the Toggenburg valley, improving regional accessibility and economic integration. Designed as a strategic cross-regional link, it included major engineering works such as tunnels and viaducts across prealpine terrain. While initially focused on regional transport and economic connectivity, the scenic landscapes along the route gradually attracted leisure and excursion travel. Over time, the corridor became associated with panoramic rail journeys, particularly with the development of the Voralpen-Express service. Today, the line combines everyday regional mobility with a recognised role in supporting tourism and scenic travel experiences. -

Maps/Photographic Documentation	 SSB Commercial site (7)
Bibliography	(1) TVS RINF - Registre de l'infrastructure ferroviaire (2) Stiftsbezirk St. Gallen - Stiftsbezirk St.Gallen (3) Actualités - St.Gallen-Bodensee Tourismus (4) Toggenburg typique – coutumes vivantes et culture régionale - Région de vacances Toggenburg - Suisse orientale (5) Voralpen-Express – mit dem Zug von Luzern–St. Gallen – SOB (6) Geschichte der einzelnen Linien - Appenzeller Bahnen (7) The SBB online portal for timetable, trains and public transport
Contact person	Schweiz. Südostbahn AG Bahnhofplatz 1a CH-9001 St. Gallen Téléphone +41 71 228 23 23 Fax + 41 71 228 23 33 Mail info@sob.ch Site www.sob.ch
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**No -** The line is served by one train every 20 minutes, although **Yes** - it serves rural areas.
How important is the potential for tourism development on this line? (low/medium/high)	**high -** the line crosses scenic areas near Lake Constance and the Alpstein range, offering strong potential for hiking, cycling, and cultural tourism.

Is tourism influencing funding for the line (low/medium/high)	**medium** - while the line is part of the SBB network and receives public support, ticketing partnerships like the Bodensee Ticket indicate partial reliance on tourism-related funding.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**medium** - tourism boosts ridership and regional relevance, helping to justify continued service, especially in rural stretches.

Summary	
	Updated: 03/02/2026
Line name	St. Moritz - Tirano Bernina
Tourist service	Passenger service with a strong touristic dimension (Bernina Express)
Country	Switzerland
Region or Canton	Grisons
Description of the line	
Origin / Destination	St. Moritz - Tirano
Category	Single track
Line length (km)	61km (1)
Track Gauge (standard, narrow, broad)	Metre gauge (1000 mm) (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes Direct Current (DC), 1000 V (1)
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Saint-Moritz (46.499265186315725, 9.84256814727682) Tirano (46.216828781174435, 10.166664838916697)
Route Map Link	https://maps.app.goo.gl/Eg7LpnVX9v6iE5vb9
Sources	-

Tourism Attractiveness	
Main Towns / Cities on the Route	St. Moritz, Pontresina, Poschiavo, Tirano
Natural Features (mountains, rivers, coasts)	White Lake; Swiss Alps; Glaciers; Poschiavo lake; Adda Valley (1)
Cultural Sites (UNESCO, historical stations)	The line is part of the "Rhaetian Railway in the Albula/Bernina Landscapes", a UNESCO site (1)
Unique Selling Points	Brusion Spiral viaduct (1)
Visitor Services (hotels, tours, local crafts)	Bernina Express with multilingual audio guides, hotels, mountain restaurants, cable car connections (2)
Sources	-
Current Operation info	
Opening date	1910 (1)
Current Services • (Freight / Passenger / Tourism)	Passenger, Tourism, Freight (1)
Service • (frequency, speed, passengers/trains per day/week/month/year)	1 passenger train/hr, travel time: 2h12 or 2h35 depending on the service used. 2 Bernina Express (touristic train) during the day. (Data observed on SSB commercial site, consulted on the 03/02/2026) (5) For winter season (3) 2 Bernina Express from Tirano (1 in direction of St-Moritz, 1 in direction of Chur) + an additionnal Bernina Express on Saturdays and Sundays
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	ticket sales, subsidies, tourism partnerships
Ticket price (€)	35€ for a single ticket (Prices may vary. Data observed on SSB commercial site, consulted the 03/02/2026) (5) Bernina express with seat reservations starts at 85€ (4)
Sources	-
Historic Operation info (if applicable)	

Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Sources	-
Stakeholders involved	
Service provider (Operator)	Rhaetian Railway (RhB)
Infrastructure manager	Rhaetian Railway (RhB)
National Authorities	Federal Office of Transports
Regional / Cantonal Authorities	-
Local Authorities	-
Community Involvement Level (low, medium, high)	**High** — the line benefits from strong community and regional involvement because it is closely tied to local identity, tourism development, UNESCO heritage management, and cross-border cooperation between Swiss and Italian regions, with active promotion by local authorities and regional stakeholders.
Impact on Local Economy • (jobs, local business synergy)	**High** — the St. Moritz – Tirano line (Bernina line) has a strong economic impact because it functions as a major international tourism corridor (UNESCO World Heritage route), generating significant visitor flows that support hospitality, tourism services, and cross-border regional economies in the Engadin, Val Poschiavo and Valtellina.
Sources	-
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-

Associated projects	
Local	-
National	-
International	Cross-border cooperation with Italian tourism boards, UNESCO-supported initiatives (1)
Sources	-
Other information	
Historic Summary	The St. Moritz–Tirano (Bernina) railway line was constructed between 1908 and 1910 to cross the Bernina Pass and connect the Swiss Engadin with Italy, representing a major engineering achievement in high-mountain railways. From its early planning, tourism was a key objective, as the line provided direct access to alpine landscapes, glaciers and high-altitude resorts attractive to visitors. Electrified from the start and climbing steep gradients without rack-and-pinion, it quickly gained fame for its spectacular scenery and technical innovation. Integrated into the Rhaetian Railway network and later marketed through panoramic services such as the Bernina Express, the route became a flagship scenic railway. Since 2008, its recognition as part of the UNESCO "Rhaetian Railway in the Albula/Bernina Landscapes" has reinforced its global tourism appeal as one of the world's iconic mountain rail journeys.
Maps/Photographic Documentation	 SSB Commercial site (5)
Bibliography	(1) Candidature UNESCO World Heritage | Rhaetian Railway in the Albula/Bernina Cultural Landscape (2) Issuu Reader (3) Bernina Express | Rhaetian Railwayhttps://www.rhb.ch/en/panoramic-journeys/bernina-express/?tabs-

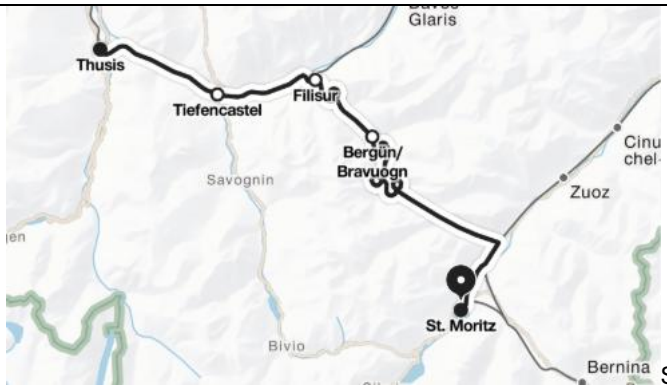
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Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	**No** - the Bernina line is a major international tourist route with high frequency and year-round cross-border service **Yes** – it serves rural (mountainous) areas.
How important is the potential for tourism development on this line? (low/medium/high)	**High** - its UNESCO status, alpine scenery, and iconic engineering make it one of the world's most marketable rail lines
Is tourism influencing funding for the line (low/medium/high)	**High** - infrastructure and service upgrades are directly supported by tourism-related income and branding
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High -** without tourism, the current frequency, investments, and operations would be unsustainable

Summary	
	Updated: 03/02/2027
Line name	Thusis - St. Moritz Albula Line (Albulabahn)
Tourist services	Passenger service with a strong touristic dimension (Bernina Express & Glacier Express)
Country	Switzerland
Region or Canton	Grisons (Graubünden)
Description of the line	
Origin / Destination	Thusis ↔ St. Moritz
Category	Single track
Line length (km)	67 km (1)
Track Gauge (standard, narrow, broad)	Narrow gauge (1,000 mm) (1)

Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes Alternative Current (AC), 11 kV at 16.7 Hz (1)
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Thusis (46.69815539259398, 9.440578589555104) Saint-Moritz (46.497845040246624, 9.845754200063388)
Route Map Link	https://maps.app.goo.gl/Noav84i8ZMqk1mjN7
Sources	-
Tourism Attractiveness	
Main Towns / Cities on the Route	Thusis, Tiefencastel, Filisur, Bergün/Bravuogn, Preda, Samedan, Bever, and St. Moritz
Natural Features (mountains, rivers, coasts)	Landwasser valley; The Schin Gorges; Swiss Alps; Glacial Valley (1)
Cultural Sites (UNESCO, historical stations)	The line is part of the "Rhaetian Railway in the Albula/Bernina Landscapes", a UNESCO site (1)
Unique Selling Points	Landwasser Viaduct (3)
Visitor Services (hotels, tours, local crafts)	Glacier Express & Bernina Express panoramic trains with commentary and seat reservations (4) Albula Railway Museum at Bergün offers heritage insights and guided tours (5) Local hospitality in Engadin villages (6) Seasonal sled trains on the Bergün–Preda section (7)
Sources	-
- Current Operation info	
Opening date	1904 (1)
Current Services • (Freight / Passenger / Tourism)	Passenger, Tourism, Freight (1)
Service	1 passenger train/hr, travel time: 1h27 1 Bernina Express (touristic train) by day

• (frequency, speed, passengers/trains per day/week/month/year)	(Consulted on Rhätische Bahn commercial site the 03/02/2026) (8)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales & Public Subsidies
Ticket price (€)	35€-40€ (full fare) (8) (Prices may vary. Consulted on SSB commercial site the 03/02/2026)
Sources	-
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Sources	-
Stakeholders involved	
Service provider (Operator)	Rhaetian Railway (RhB)
Infrastructure manager	Rhaetian Railway (RhB)
National Authorities	Federal Office of Transports
Regional / Cantonal Authorities	Grisons
Local Authorities	-

Community Involvement Level (low, medium, high)	High - Strong community support through Bergün museum initiatives, village tourism and participation in events like the world-record train.
Impact on Local Economy • (jobs, local business synergy)	The line provides vital employment opportunities (rail operations, hospitality, museum services), stimulates visitor spending in remote alpine communities, and sustains freight transport roles. Local firms (hotels, restaurants, crafts) rely on passenger volumes for business.
Sources	-
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Sources	-
Other information	
Historic Summary	The Thusis – St. Moritz line (Albula line) was opened in 1904 by the Rhaetian Railway (RhB) to connect the Albula valley and the Engadin with the Swiss national rail network, overcoming major Alpine topographical constraints through innovative engineering (spiral tunnels, viaducts). Originally built to improve regional accessibility and economic integration, it quickly gained international fame for its spectacular mountain scenery. Over time, tourism became a central function, especially with the development of Alpine leisure travel and panoramic rail experiences. Today the line forms part of the UNESCO World Heritage "Rhaetian Railway in the Albula/Bernina Landscapes" and is a major tourism corridor as well as a regional transport link.

Maps/Photographic Documentation	 SSB commercial site (
Bibliography	(1) Candidature UNESCO World Heritage | Rhaetian Railway in the Albula/Bernina Cultural Landscape (2) Sustainable travel with RhB | Rhaetian Railway (3) Tunnel d'Albula | Chemin de fer rhétique (4) Issuu Reader (5) Musée ferroviaire d'Albula | Chemin de fer rhétique (6) Villages des Grisons | Engadine (7) Sledging | Bergün (8) The SBB online portal for timetable, trains and public transport
Contact person	Rhätische Bahn AG – Tourism Department Bahnhofstrasse 25, 7001 Chur, Switzerland Phone: +41 81 288 65 65 Email: railservice@rhb.ch
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	Yes- the Albula line goes through mountainous rural areas with limited urban centers and is not a high-frequency commuter corridor, although it is highly frequented by tourists seasonally.
How important is the potential for tourism development on this line? (low/medium/high)	High - as a UNESCO World Heritage route featuring engineering marvels like spiral tunnels and Viaduc de Landwasser, it attracts significant scenic and cultural tourism
Is tourism influencing funding for the line (low/medium/high)	High - investments in tunnel renovations and preservation of heritage structures are largely justified by tourist interest and UNESCO status.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	High - without tourism (Glacier Express, Bernina connections, heritage travelers), much of the infrastructure investment and service frequency would likely be unsustainable.

United Kingdom

Summary	
	Updated: 01/12/2025
Line name	Settle – Carlisle line
Tourist services	Occasional services: - The Dalesman (charter train) - Northern Belle (luxury train)
Country	England
Region or Canton	Yorkshire and the Humber/North West England
Description of the line	
Origin / Destination	Settle – Carlisle
Category	Double-track (1)
Line length (km)	117km (72 miles) (1)
Track Gauge (standard, narrow, broad)	Standard Gauge (1435cm) (2)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No (2)
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Carlisle (54.8906722074353, -2.9330767800271005) Settle (54.0669364657708, -2.2807416361119706)
Route Map Link	https://maps.app.goo.gl/gJ3PUWnwHYx6h7k37
Sources	(1) https://www.sciencedirect.com/science/article/abs/pii/0264837784900887 (2) https://www.networkrail.co.uk/wp-content/uploads/2023/11/2025-Network-Statement.pdf
Tourism Attractiveness	
Main Towns / Cities on the Route	Settle, Appleby-in-Westmorland, Carlisle;
Natural Features (mountains, rivers, coasts)	Karst limestone uplands; Peat moorlands and blanket bogs; Glacial high dales; River valleys and pastoral lowlands

Cultural Sites (UNESCO, historical stations)	Dent historic village (3);
Unique Selling Points	Yorkshire Dale National Park (4); Ribblehead viaduct (5);
Visitor Services (hotels, tours, local crafts)	special chartered steam or diesel trains (6);
Sources	(3) https://www.dentstation.co.uk/content/dent-station-history (4) https://www.yorkshiredales.org.uk/park-authority/living-and-working/planning-policy/local-planning-policy-pre-boundary-extension/local-plan-maps-a/ (5) https://www.yorkshiredales.org.uk/places/ribblehead_viaduct/ (6) https://www.railwaytouring.net/settle-carlisle-line-by-steam
Current Operation info	
Opening date	1876 (7)
Current Services • (Freight / Passenger / Tourism)	Passenger/Tourism/Freight
Service • (frequency, speed, passengers/trains per day/week/month/year)	8 round trips/day (Settle to Carlisle) from May to December 2025 (8); Travel time average: 1h50 (8);
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Tickets sales Public Subsidies (Transport for the North / Department for Transport grants)
Ticket price (€)	Ticket prices vary all year long.
Sources	(7) https://www.yorkshiredales.org.uk/wp-content/uploads/sites/13/2019/10/careview-settlecarlislerailway-full-final.pdf (8) https://settle-carlisle.co.uk/sites/default/files/2025-07/train-timetable-2025.pdf

Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Sources	-
Stakeholders involved	
Service provider (Operator)	Northern Rail (8)
Infrastructure manager	Network Rail (7)
National Authorities	Department of Transport
Regional / Cantonal Authorities	-
Local Authorities	Settle Carlisle Railway Development Company (Community Rail Partnership) (9)
Community Involvement Level (low, medium, high)	High – The lines benefits from a Community Rail Partnership
Impact on Local Economy • (jobs, local business synergy)	-
Sources	(9) https://settle-carlisle.co.uk/about-us
Objectives and challenges	
Works required for reopening/revitalization	Day to day maintenance
Estimated reopening or revitalization cost	N/A
Associated projects	
Local	Community Rail Partnership seeks to develop local economy (9)

National	N/A
International	N/A
Sources	-
Other information	
Historic Summary	The Settle–Carlisle line opened in 1876 as a strategic mainline railway crossing the remote uplands of northern England, engineered on a monumental scale. Although built primarily for long-distance traffic, its dramatic viaducts and wild landscapes quickly attracted leisure travellers and early rail tourists. After facing closure in the 1980s, the line was saved largely due to its growing recreational and tourism value, alongside local campaigning. Since then, it has been actively promoted as one of Britain's most scenic rail journeys, appealing to walkers, heritage enthusiasts and visitors seeking slow travel. Today, while remaining a working mainline railway, its identity and resilience are closely tied to tourism and landscape-based appeal.
Maps/Photographic Documentation	
Bibliography	-
Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	No Low traffic – the line is served by many trains a day included freight trains Yes - Rural
How important is the potential for tourism development on this line? (low/medium/high)	Medium – the line already benefits from tourists' services

Is tourism influencing funding for the line (low/medium/high)	Medium – it helps justify investments without being the main focus
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Low – without tourism the line will still be maintained thanks to freight services

Summary	
	Updated: 01/12/2025
Line name	St-Yves Bay line
Tourist services	Passenger service with a touristic dimension
Country	England
Region or Canton	Cornwall
Description of the line	
Origin / Destination	St-Erth – St-Yves
Category	Single-Track (1)
Line length (km)	7km (2)
Track Gauge (standard, narrow, broad)	Standard Gauge (1435cm) (1)
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No (3)
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	St-Erth (50.17051816275404, -5.4443754352864335) St-Yves (50.20903825864392, -5.477964918560103)
Route Map Link	https://maps.app.goo.gl/aGpZSaXMLmefroa36
Sources	(1) https://communityrail.org.uk/wp-content/uploads/2022/03/St-Erth-to-St-Ives-Branch-Line-trail.pdf (2) https://scenicrailbritain.com/lines/st-ives-bay-line/ (3) https://dataportal.orr.gov.uk/media/1842/rail-infrastructure-assets-2019-20.pdf

Tourism Attractiveness	
Main Towns / Cities on the Route	St Erth, Lelant, St Yves
Natural Features (mountains, rivers, coasts)	St-Yves Bay; coastal landscapes
Cultural Sites (UNESCO, historical stations)	-
Unique Selling Points	Carbis bay beach; St-Ives beach
Visitor Services (hotels, tours, local crafts)	N/A
Sources	-
Current Operation info	
Opening date	1877 (1)
Current Services • (Freight / Passenger / Tourism)	Passenger/Tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	2 trains/hr in 2025 winter service (4); Travel time between 10 and 13min (4); 851 000 entries & exits at St-Ives station from April 2024 to March 2025 (5) 445 000 entries & exits at St-Erth station from April 2024 to March 2025 (5)
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	Increasing (5)
Revenue Sources (ticket sales, subsidies, other)	Tickets sales (GWR ticketing) Local grants (Community Rail Partnership of Cornwall)
Ticket price (€)	~ 5€ (round trip) (6)
Sources	(4) file:///C:/Users/yassine.khelladi/Downloads/K5%20train%20times%2018%20May%20to%2013%20December%202025%20v2%20(1).pdf (5) https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage (6) https://greatscenicrailways.co.uk/lines/st-ives-bay-line/
Historic Operation info (if applicable)	

Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Sources	-
Stakeholders involved	
Service provider (Operator)	Great Western Railway (GWR)
Infrastructure manager	Network Rail
National Authorities	Department for Transport (UK)
Regional / Cantonal Authorities	-
Local Authorities	Devon & Cornwall Rail Partnership
Community Involvement Level (low, medium, high)	High – the lines benefits from a Community Rail Partnership
Impact on Local Economy • (jobs, local business synergy)	The line est a performant way to join St-Yves resort who has more than 750 000 visitors/year and an estimate 2800 jobs related to tourism sector (7)
Sources	(7) https://www.stives-cornwall.co.uk/about-sita/
Objectives and challenges	
Works required for reopening/revitalization	Complete renovation of tracks between St-Ives and Carbis (8)
Estimated reopening or revitalization cost	~3.5M€ (8) (8) https://www.railway-technology.com/news/network-rail-completes-st-ives/
Associated projects	
Local	-

National	National Program “Community Rail Development Strategy” (Department for Transport, UK) (9)
International	-
Sources	(9) https://www.gov.uk/government/publications/community-rail-development-strategy
Other information	
Historic Summary	The St Ives Bay Line opened in 1877 as a branch of the Great Western Railway, primarily to connect the fishing and mining communities of West Cornwall to the mainline network. Very early on, the line also served leisure and seaside tourism, giving urban visitors rail access to the beaches and coastal scenery of St Ives. During the 20th century, while many rural branch lines closed, this line survived largely because of its strong and growing tourist demand. In the late 20th and early 21st centuries, it became widely promoted as one of Britain’s most scenic rail journeys, reinforcing its appeal to visitors. Today, although it operates as a regular commuter line, its ridership and strategic importance are closely tied to tourism, especially during the summer season.
Maps/Photographic Documentation	
Bibliography	-
Contact person	-
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	No Low traffic – There is more than one train by hour; Yes - rural

How important is the potential for tourism development on this line? (low/medium/high)	Low - (already strong tourism development)
Is tourism influencing funding for the line (low/medium/high)	High – Tourists uses are the main part of the ridership
Is tourism a vital activity to keep the line open and active? (low/medium/high)	High - Tourists uses are the main part of the ridership

Spain

Summary	
	Updated: 05/05/2026
Line name	**Línea C-8 Cercanías Madrid (part of Línea 100 PK. 641,181 (Frontera francesa) - Madrid-Chamartín-Clara Campoamor)**
Tourist services	Tren de Felipe II: Madrid-Príncipe Pío / El Escorial
Country	Spain
Region or Canton	Madrid
Description of the line	
Origin / Destination	Guadalajara / Cercedilla & El Escorial (two branch lines)
Category	Double track line (except for the section between Villalba de Guadarrama and Cercedilla) [2] Commuter line (Cercanías Madrid) [1]
Line length (km)	125.4 km [1]
Track Gauge (standard, narrow, broad)	Iberian gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes [1] • DC • 3 kV
Signalling System	ASFA [2]
General Condition of the line (bad/medium/good)	Good [1]
GPS Coordinates of Origin and Destination	Guadalajara: 40°38'40"N 3°10'56"W Cercedilla: 40°44'15"N 4°03'59"W

	El Escorial: 40°35'07"N 4°07'57"W
Route Map Link	https://www.crtm.es/datos_lineas/esquemas/5C8A.pdf https://www.renfe.com/es/es/cercanias/cercanias-madrid/mapas
Tourism Attractiveness	
Main Towns / Cities on the Route	Madrid, Cercedilla, San Lorenzo de El Escorial
Natural Features (mountains, rivers, coasts)	None
Cultural Sites (UNESCO, historical stations)	Royal Monastery of San Lorenzo de El Escorial (UNESCO World Heritage Site) [3]
Unique Selling Points	Tourist services: • Tren de Felipe II: Visit to the Royal Monastery of San Lorenzo de El Escorial, a UNESCO World Heritage Site. [3]
Visitor Services (hotels, tours, local crafts)	Tren de Felipe II (depending on the pack): [6] • On-board entertainment on a historic train. • Guided tour to the Royal Monastery of San Lorenzo de El Escorial. • Visit to the gardens of the Royal Monastery of San Lorenzo de El Escorial.
Current Operation info	
Opening date	1864 [11] Tren de Felipe II: 2016 [3]
Current Services • (Freight / Passenger / Tourism)	Passenger, tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: [10] • From Madrid to Villalba de Guadarrama: one train every ~12 minutes. • From Madrid to Cercedilla: one train every ~45 minutes. • From Madrid to El Escorial: one train every ~45 minutes. Tren de Felipe II: 50 outings per year. [3]
Annual Tourist Ridership (last 5 years)	Regular service: 134 544 daily passengers (weekdays, including ridership from line C-2) in 2018 [9] Tren de Felipe II: *Not found*
Ridership Trend (increasing / stable / declining)	Regular service: *Not found* Tren de Felipe II: Stable [4]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies (public service obligation) [7]

Ticket price (€)	Regular service: [8] • Single trip (from Madrid to Cercedilla or El Escorial): 5.50€ Tren de Felipe II (depending on the pack): [6] • Adults: 18 to 37€ • Children (ages between 4 and 12 years old): 12.60 to 25.90€ • Children (under 3 years old): Free
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	Renfe Tren de Felipe II: ALSA
Infrastructure manager	ADIF
National Authorities	Tren de Felipe II: Fundación de los Ferrocarriles Españoles (FFE)
Regional / Cantonal Authorities	Tren de Felipe II: Comunidad de Madrid
Local Authorities	Tren de Felipe II: Municipality of San Lorenzo de El Escorial
Community Involvement Level (low, medium, high)	Medium. One of the promoters of the tourist service Tren de Felipe II is the municipality of San Lorenzo de El Escorial, with the intention of promoting the town's touristic appeal. [2]
Impact on Local Economy • (jobs, local business synergy)	*Not found*
Objectives and challenges	

Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	Línea C-8 Cercanías Madrid is a commuter line of Madrid's metropolitan area. It is part of the larger corridor Línea 100 PK. 641,181 (Frontera francesa) - Madrid-Chamartín-Clara Campoamor, which connect Madrid with the border with France. Línea 100, also known as the Madrid-Hendaya or Madrid-Irún line, was constructed by the Compañía de los Caminos de Hierro del Norte de España starting. The line was fully inaugurated in the year 1864. The Tren de Felipe II was inaugurated in 2016, when the Fundación de los Ferrocarriles Españoles and ALSA, the operator of the service, signed a series of agreements. With this, the FFE provided ALSA with different trains built in the 40s to restore.
Maps/Photographic Documentation	*Not found*
Bibliography	[1] https://www.adif.es/documents/20124/51134427/20260227_01_DR+ADIF_LIBRO_2026.pdf/c6360748-e5d6-4387-fbcb-3573a6fa23f7?t=1772442914319 [2] https://www.adif.es/documents/20124/43789782/20250228_03_DR_Adif_2026_Mapas.pdf/fef8104d-fbde-1467-2a72-8446ab73f440?t=1757259525020 [3] https://www.trendefelipeii.com/es/historia/ [4] https://www.elmundo.es/viajes/espana/2021/11/27/619f277321efa0b6668b4570.html [5] http://euroferroviarios.net/index.php?name=Reviews&req=showcontent&id=8185 [6] https://www.trendefelipeii.com/es/packs/

	[7] https://cdn.transportes.gob.es/portal-web-transportes/ferroviario/observatorio/OFE-2023.pdf [8] https://www.renfe.com/es/es/cercanias/cercanias-madrid/tarifas/billetes [9] https://www.renfe.com/content/dam/renfe/es/comunicacion/sala-de-prensa/general/pdf/Resoluci%C3%B3n%20SSMM%20%20Ministerio.pdf [10] https://www.crtm.es/datos_lineas/horarios/5C8H1.pdf [11] https://www.spanishrailway.com/caminos-de-hierro-del-norte-de-espana/
Contact person	Tren de Felipe II: • info@trendefelipeii.com • +34 910200782
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	No. The line is a high-demand commuter corridor serving dense suburban flows daily.
How important is the potential for tourism development on this line? (low/medium/high)	Low. The line's focus is commuter services, although it provides access to San Lorenzo de El Escorial, a town known for the UNESCO World Heritage Site Royal Site of San Lorenzo de El Escorial.
Is tourism influencing funding for the line (low/medium/high)	Low. The line's funding is not related to its tourist potential.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Low. The line is working effectively without tourism, as it depends on commuting flows.

Summary	
	Updated: 05/05/2026
Line name	**Technical name: Línea C-3 Cercanías Madrid (part of Línea 300 Madrid-Chamartín-Clara Campoamor - Valencia-Estación del Nord)**
Touristic service	Tren de la Fresa: Madrid-Delicias / Aranjuez

Country	Spain
Region or Canton	Madrid
Description of the line	
Origin / Destination	Madrid-Chamartín-Clara Campoamor / Aranjuez
Category	Double track line [2] Commuter line (Cercanías Madrid) [1]
Line length (km)	57.3 km [1]
Track Gauge (standard, narrow, broad)	Iberian gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes [1] • DC • 3 kV
Signalling System	ASFA [2]
General Condition of the line (bad/medium/good)	Good [1]
GPS Coordinates of Origin and Destination	Madrid-Chamartín-Clara Campoamor: 40°28'18"N 3°40'57"W Aranjuez: 40°02'06"N 3°37'06"W
Route Map Link	https://www.renfe.com/es/es/cercanias/cercanias-madrid/mapas https://www.redtransporte.com/img/transporte/madrid/cercanias-renfe/esquema-linea-c-3-cercanias-renfe.jpg
Tourism Attractiveness	
Main Towns / Cities on the Route	Madrid, Aranjuez
Natural Features (mountains, rivers, coasts)	Jarama and Tajo Rivers [3]
Cultural Sites (UNESCO, historical stations)	Aranjuez (UNESCO World Heritage Cultural Landscape) [3]
Unique Selling Points	Tourist services: • Tren de la Fresa: Journey on a historical train to Aranjuez, a city declared a World Heritage Cultural Landscape by UNESCO. [3]
Visitor Services (hotels, tours, local crafts)	Tren de la Fresa (depending on the pack): [3] • Journey on a historic train with wooden carriages and balconies.

	• On-board entertainment with actors reenacting the history of the train and the Royal Site of Aranjuez. • Tour to the Royal Site of Aranjuez. • Cultural tours around the city. • Local gastronomy experiences in Aranjuez. • Aranjuez strawberries tasting.
Current Operation info	
Opening date	1859 [5] Tren de la Fresa: 1984 [3]
Current Services • (Freight / Passenger / Tourism)	Passenger, tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: [7] • One train every ~20 minutes. Tren de la Fresa: 36 outings per year [3]
Annual Tourist Ridership (last 5 years)	Regular service: • 92 189 daily passengers in 2018 [9] Tren de la Fresa: • ~12 000 annual passengers [4]
Ridership Trend (increasing / stable / declining)	Regular service: *Not found* Tren de la Fresa: Stable [4]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies (public service obligation) [6]
Ticket price (€)	Regular service: [8] • Single trip: 4.05€. Tren de la Fresa: [3] • Between 30 and 50€.
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-

Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	Renfe
Infrastructure manager	ADIF
National Authorities	Tren de la Fresa: Fundación de los Ferrocarriles Españoles (FFE)
Regional / Cantonal Authorities	Tren de la Fresa: Comunidad de Madrid
Local Authorities	Tren de la Fresa: Municipality of Aranjuez
Community Involvement Level (low, medium, high)	*Not found*
Impact on Local Economy • (jobs, local business synergy)	*Not found*
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	Línea C-3 Cercanías Madrid is a commuter line of Madrid's metropolitan area. It is part of the larger corridor Línea 300 Madrid-Chamartín-Clara Campoamor - Valencia-Estación del Nord, the conventional railway connecting Madrid to Valencia. The line was built during the early expansion of railways in the 19th century. Construction began with the Madrid-Aranjuez section, inaugurated in 1851, which was among the earliest railway lines in mainland Spain. The route was extended step-by-step and the final connection with Valencia was achieved in 1859.

	The Tren de la Fresa is a historic tourist service that recreates the journey of the first railway in the Madrid region. It began operating in 1984.
Maps/Photographic Documentation	*Not found*
Bibliography	[1] https://www.adif.es/documents/20124/51134427/20260227_01_DR+ADIF_LIBRO_2026.pdf/c6360748-e5d6-4387-fbcb-3573a6fa23f7?t=1772442914319 [2] https://www.adif.es/documents/20124/43789782/20250228_03_DR_Adif_2026_Mapas.pdf/fef8104d-fbde-1467-2a72-8446ab73f440?t=1757259525020 [3] https://trendelafresa.es/ [4] https://www.madridiario.es/record-historico-viajeros-temporada-otono-tren-fresa [5] https://fcmaf.es/Ferrocarriles/300.htm [6] https://cdn.transportes.gob.es/portal-web-transportes/ferroviario/observatorio/OFE-2023.pdf [7] https://www.crtm.es/datos_lineas/horarios/5C3AH1.pdf [8] https://www.renfe.com/es/es/cercanias/cercanias-madrid/tarifas/billetes [9] https://www.renfe.com/content/dam/renfe/es/comunicacion/sala-de-prensa/general/pdf/Resoluci%C3%B3n%20SSMM%20%20Ministerio.pdf
Contact person	Tren de la Fresa: • trendelafresa@ffe.es • +34 915068053
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	No. The line is a high-demand commuter corridor serving dense suburban flows daily.
How important is the potential for tourism development on this line? (low/medium/high)	Low. The line’s focus is commuter services, although it connects to Aranjuez, an UNESCO World Heritage Cultural Landscape.

Is tourism influencing funding for the line (low/medium/high)	Low. The line's funding is not related to its tourist potential.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Low. The line is working effectively without tourism, as it depends on commuting flows.

Summary	
	Updated: 05/05/2026
Line name	**Technical name: Línea C-2 Cercanías Madrid (part of Línea 200 Madrid-Chamartín-Clara Campoamor - Barcelona-Estació de França)**
Touristic service	Tren de Cervantes: Madrid Atocha / Alcalá de Henares
Country	Spain
Region or Canton	Madrid
Description of the line	
Origin / Destination	Madrid-Chamartín-Clara Campoamor / Guadalajara
Category	Double track line [2] Commuter line (Cercanías Madrid) [1]
Line length (km)	54.4 km [1]
Track Gauge (standard, narrow, broad)	Iberian gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes [1] • DC • 3 kV
Signalling System	Tren Tierra and ASFA [2]
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Madrid-Chamartín-Clara Campoamor: 40°28'18"N 3°40'57"W Guadalajara: 40°38'40"N 3°10'56"W
Route Map Link	https://www.renfe.com/es/es/cercanias/cercanias-madrid/mapas

	https://www.redtransporte.com/img/transporte/madrid/cercanias-renfe/esquema-linea-c-2-cercanias-renfe.jpg
Tourism Attractiveness	
Main Towns / Cities on the Route	Madrid, Torrejón de Ardoz, Alcalá de Henares, Guadalajara
Natural Features (mountains, rivers, coasts)	None
Cultural Sites (UNESCO, historical stations)	University and Historic Precinct of Alcalá de Henares (UNESCO World Heritage City), Alcalá de Henares Cathedral and Regional Archaeological Museum, Palacio del Infantado, Panteón de la Duquesa de Sevillano [3]
Unique Selling Points	Tourist services: • Tren de Cervantes: theatrical journey from Madrid to the birthplace of Spanish writer Miguel de Cervantes. [3]
Visitor Services (hotels, tours, local crafts)	Tren de Cervantes: [3] • On-board entertainment with period actors. • Guided tour of Alcalá de Henares.
Current Operation info	
Opening date	1859 [6] Ten de Cervantes: 1997 [4]
Current Services • (Freight / Passenger / Tourism)	Passenger, tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service (from Madrid to Alcalá de Henares): [7] • One train every ~8 minutes. Regular service (from Madrid to Guadalajara): [7] • Peak hour: one train every 15 minutes. • Rest of the day: one train every 30 minutes. Tren de Cervantes: 24 outings per year. [4]
Annual Tourist Ridership (last 5 years)	Regular service: 134 544 daily passengers (weekdays, including ridership from line C-8) in 2018 [8] Tren de Cervantes: 1 200 passengers in 2024 [4]
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies (public service obligation) [9]
Ticket price (€)	Regular service: [10] • Single trip (from Madrid to Guadalajara): 5.50€ Tren de Cervantes: [3]

	• Adults: 22€ • Children (7 to 11 years old): 16€ • Children (under 6 years old): Free
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	Renfe
Infrastructure manager	ADIF
National Authorities	-
Regional / Cantonal Authorities	-
Local Authorities	Tren de Cervantes: Municipality of Alcalá de Henares
Community Involvement Level (low, medium, high)	Medium. The tourist service Tren de Cervantes is an initiative of Renfe in collaboration with the local authorities of Alcalá de Henares. [2]
Impact on Local Economy • (jobs, local business synergy)	The tourist service Tren de Cervantes boosts local tourism and generates revenue for cultural sites and businesses. [4]
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	

Local	-
National	-
International	-
Other information	
Historic Summary	Línea C-2 Cercanías Madrid is a commuter line of Madrid's metropolitan area. It is part of the larger corridor Línea 200 Madrid-Chamartín-Clara Campoamor - Barcelona-Estació de França, the historic conventional railway line linking Madrid with Barcelona. Its construction was part of the ambitious mid-19th-century expansion of the Spanish rail network, and it was completed and opened to traffic in 1859. The Tren de Cervantes, is an initiative that celebrates the legacy of the writer Miguel de Cervantes and promotes cultural tourism in Alcalá de Henares. It was launched in 1997 by Renfe and the Alcalá de Henares City Council.
Maps/Photographic Documentation	*Not found*
Bibliography	[1] https://www.adif.es/documents/20124/51134427/20260227_01_DR+ADIF_LIBRO_2026.pdf/c6360748-e5d6-4387-fbcb-3573a6fa23f7?t=1772442914319 [2] https://www.adif.es/documents/20124/51142867/20260227_03_DR_Adif_2026_Mapas.pdf/c505abe4-0cfd-2897-1d9e-f612b3e6893a?t=1772541272949 [3] https://www.renfe.com/es/es/experiencias/trenes-tematicos/tren-de-cervantes [4] https://www.ayto-alcaladehenares.es/concluye-la-temporada-de-otono-del-tren-de-cervantes-con-exito-de-publico-y-de-criticas/ [5] https://trendecervantes.es/historia [6] https://fcmaf.es/Ferrocarriles/200.htm [7] https://www.crtm.es/datos_lineas/horarios/5C2H1.pdf [8] https://www.renfe.com/content/dam/renfe/es/comunicacion/sala-de-prensa/general/pdf/Resoluci%C3%B3n%20SSMM%20%20Ministerio.pdf [9] https://cdn.transportes.gob.es/portal-web-transportes/ferroviario/observatorio/OFE-2023.pdf

	[10] https://www.renfe.com/es/es/cercanias/cercanias-madrid/tarifas/billetes
Contact person	*Not found*
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	No. The line is a high-demand commuter corridor serving dense suburban flows daily.
How important is the potential for tourism development on this line? (low/medium/high)	Low. The line's focus is commuter services, although it provides access to Alcalá de Henares, a UNESCO heritage tourism destination.
Is tourism influencing funding for the line (low/medium/high)	Low. The line's funding is not related to its tourist potential.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Low. The line is working effectively without tourism, as it depends on commuting flows.

Summary	
	Updated: 05/05/2026
Rail network	Eje 13. A.V. Madrid Chamartín Clara Campoamor - Levante
Line names	**Technical name:** • **Línea 040 Madrid-Chamartín – Clara Campoamor - Valencia-Joaquín Sorolla** • **Línea 042 Bif. Albacete - Alacant-Terminal**
Touristic services	• **Tren de Alcalá de Júcar**: Madrid-Chamartín – Clara Campoamor / Albacete – Los Llanos • **Tren Paleontológico y del Patrimonio de Cuenca**: Madrid-Chamartín – Clara Campoamor / Cuenca – Fernando Zóvel • **Tren de la Cuchillería**: Madrid-Chamartín – Clara Campoamor / Albacete – Los Llanos
Country	Spain
Region or Canton	Comunidad de Madrid, Castilla-La Mancha, Comunidad Valenciana
Description of the line	

Origin / Destination	• Línea 040 Madrid-Chamartín – Clara Campoamor - Valencia-Joaquín Sorolla: Madrid-Chamartín – Clara Campoamor / Valencia-Joaquín Sorolla • Línea 042 Bif. Albacete - Alacant-Terminal: - / Alacant-Terminal
Category	Double track line. High speed line [1]
Line length (km)	• Línea 040 Madrid-Chamartín – Clara Campoamor - Valencia-Joaquín Sorolla: 397.7 km [1] • Línea 042 Bif. Albacete - Alacant-Terminal: 237.8 km [1]
Track Gauge (standard, narrow, broad)	Standard gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes [1] • AC [1] • 25 kV [1]
Signalling System	ERTMS [2]
General Condition of the line (bad/medium/good)	Good [2]
GPS Coordinates of Origin and Destination	Madrid-Chamartín – Clara Campoamor: 40°28'18"N 3°40'57"W Valencia-Joaquín Sorolla: 39°27'35"N 0°22'57"W Alacant-Terminal: 38°20'42"N 0°29'42"W
Route Map Link	https://upload.wikimedia.org/wikipedia/commons/5/53/Madrid-Levante_HS_line.svg
Tourism Attractiveness	
Main Towns / Cities on the Route	Madrid, Cuenca, Albacete, Valencia, Alicante
Natural Features (mountains, rivers, coasts)	Jucar River [2]
Cultural Sites (UNESCO, historical stations)	Historic Walled Town of Cuenca, Museo de Paleontología de Castilla-La Mancha [5, 8]
Unique Selling Points	Modern high-speed rail corridor connecting Madrid with Valencia, Alicante and Murcia. Tourist services: • Tren de Alcalá de Júcar: Visit to Alcalá de Júcar, one of the most beautiful villages in the province of Albacete and tour through the natural landscape of La Mancha. [2]

	• Tren Paleontológico y del Patrimonio de Cuenca: Art and cultural visit to Cuenca, a UNESCO World Heritage Centre. [5] • Tren de la Cuchillería: Visit to the city of Albacete city and the Museo de la Cuchillería, where travelers can enjoy demonstrations and workshops that showcase the craft of knife making. [3]
Visitor Services (hotels, tours, local crafts)	Tren de Alcalá de Júcar: [2] • Guided tour of a winery with wine and cheese tasting. • Admission to the Castle of Alcalá del Júcar. • Admission to a cave in Alcalá del Júcar. • Guided tour of Casas Ibáñez and Alcalá del Júcar. • Trip by bus to Casas Ibáñez and Alcalá del Júcar. Tren Paleontológico y del Patrimonio de Cuenca: [5] • Guided tour of the Cathedral of Saint Mary and Saint Julian of Cuenca. • Guided tour of the Paleontological Museum of Castilla-La Mancha. • Optional free visits to the Museum of Spanish Abstract Art and the Castilla-La Mancha Roberto Polo Center of Contemporary Art. Tren de la Cuchillería: [3] • Guided tour of the city of Albacete. • Visit to the Museum of Knife Making with workshop and demonstration. • Tasting of Manchego cheese.
Current Operation info	
Opening date	2010 [1] Tren de Alcalá de Júcar: 2025 [3] Tren Paleontológico y del Patrimonio de Cuenca: 2025 [5] Tren de la Cuchillería: 2023 [3]
Current Services • (Freight / Passenger / Tourism)	Passenger, tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: • Línea 040: 89 daily trains in both directions. [1] • Línea 042: 48 daily trains in both directions. [1] Tourist services: • Tren de Alcalá de Júcar: 2 outings per year. [2] • Tren Paleontológico y del Patrimonio de Cuenca: 2 outings per year. [5]

	• Tren de la Cuchillería: 2 outings per year. [3]
Annual Tourist Ridership (last 5 years)	Regular service: [9] • 2021: ~1.2 million passengers. • 2022: ~3 million passengers. • 2023: ~5 million passengers. • 2024: 5.6 million passengers. Tourist services: *Not found*
Ridership Trend (increasing / stable / declining)	Regular service: increasing. [9] Tourist services: *Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales
Ticket price (€)	Regular service: [10] • Single trip (from Madrid to Albacete): from 7€. • Single trip (from Madrid to Valencia): from 7€. Tourist services: [2, 3, 5] • Adults: 50€ • Children (4 to 14 years old): 20€ • Children (under 4 years old): Free
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	Renfe (AVE and Avlo), SNCF (Ouigo), ILSA (Iryo) Tourist services: Renfe
Infrastructure manager	ADIF AV

National Authorities	-
Regional / Cantonal Authorities	Tourist services: Junta de Castilla La Mancha
Local Authorities	-
Community Involvement Level (low, medium, high)	• Tren de Alcalá de Júcar: Medium. The service includes a visit to a local wine cellar. [2] • Tren Paleontológico y del Patrimonio de Cuenca: *Not found* • Tren de la Cuchillería: Medium. The service includes the tasting of local products. [3]
Impact on Local Economy • (jobs, local business synergy)	The high-speed rail enhances regional accessibility and tourism, shortens travel times between Madrid and the Spanish East coast cities, supports modal shift from air and road and stimulates local investment and employment along the corridor. [7] • Tren de Alcalá de Júcar: *Not found* • Tren Paleontológico y del Patrimonio de Cuenca: *Not found* • Tren de la Cuchillería: The train has contributed to the development and diffusion of the local industries of Albacete. [4]
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	Connection between the Madrid-Barcelona and the Madrid-Levante high-speed lines [6]
International	-
Other information	
Historic Summary	The Madrid-Levante rail network is a key component of Spain's expanding high-speed system, linking the capital (Madrid) with the eastern Mediterranean coast. Its initial sections connected Madrid to Valencia and Albacete, and were inaugurated in December 2010, cutting travel times and inaugurating high-speed service to the Levante corridor. Further expansions

	connected Alicante to the network in 2013, and by 2022, the line was extended to Murcia. From 2023 onwards, the region of Castilla-La Mancha has promoted along with Renfe numerous seasonal tourist trains that utilize the line: Tren de la Cuchillería, Tren de Alcalá de Júcar and Tren Paleontológico y del Patrimonio de Cuenca.
Maps/Photographic Documentation	ADIF (2025). https://www.adifaltavelocidad.es/sobre-adif-av/red-av/levante
Bibliography	[1] Declaración sobre la red, Adif AV, 2025 https://www.adifaltavelocidad.es/documents/34745/50381379/20260126_01+DR+ADIF+AV_LIBRO_2026.pdf/225e8a79-fb81-1fc8-8b74-56db00c69d2e?t=1772018687107 https://www.adif.es/documents/20124/43789782/20250228_03_DR_Adif_2026_Mapas.pdf/fef8104d-fbde-1467-2a72-8446ab73f440?t=1757259525020 [2] https://www.renfe.com/es/es/experiencias/trenes-tematicos/trenes-turisticos-castilla-la-mancha/tren-de-alcala-del-jucar [3] https://www.renfe.com/es/es/experiencias/trenes-tematicos/trenes-turisticos-castilla-la-mancha/tren-cuchilleria [4] https://www.aprecu.com/actualidad/tren-turistico-de-la-cuchilleria [5] https://www.renfe.com/es/es/experiencias/trenes-tematicos/tren-paleontologico-y-patrimonio-cuenca [6] https://www.adifaltavelocidad.es/-/adif-av-licita-por-111-74-m%E2%82%AC-las-obras-de-conexi%C3%B3n-de-las-l%C3%ADneas-de-alta-velocidad-madrid-barcelona-y-madrid-levante [7] https://tecnica-vialibre.es/documentos/Articulos/360AV06_6.1.FolgueiraJaro.pdf [8] https://www.adifaltavelocidad.es/sobre-adif-av/red-av/levante [9] https://www.cnmc.es/prensa/informe-anual-ferroviario-2024-20250723 [10] https://www.renfe.com/es/es/inspirate/rutas/madrid-valencia
Contact person	*Not found*
Relevance: How relevant is this line for T&R?	

Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	No. The Madrid-Levante high-speed rail line is a well-established line with stable ridership.
How important is the potential for tourism development on this line? (low/medium/high)	Low. However, in recent years, Renfe has announced tourist services that leverage the existing high-speed network.
Is tourism influencing funding for the line (low/medium/high)	Low. The funding is not and has not been influenced by the touristic appeal of the line. However, the operation of tourist services is supported by partnerships with regional tourism institutions, indicating that tourism plays a significant role in its financial viability.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Low. The Madrid-Levante high-speed rail line is a well-established line with stable ridership.

Summary	
	Updated: 05/05/2026
Line name	**Technical name: Línea 010 Madrid-Puerta Atocha Almudena Grandes - Sevilla-Santa Justa**
Touristic service	**Tren del Mercurio**: Madrid-Puerta Atocha Almudena Grandes / Ciudad Real **Tren del Teatro Clásico**: Madrid-Chamartín-Clara Campoamor / Almagro (Note: uses Línea 010 until Ciudad Real, then Línea 522 Manzanares - Ciudad Real to Almagro)
Country	Spain
Region or Canton	Comunidad de Madrid, Castilla-La Mancha, Andalucía
Description of the line	
Origin / Destination	Madrid-Puerta Atocha Almudena Grandes / Sevilla-Santa Justa
Category	Double track line. High speed line [1]
Line length (km)	470.5 km [1]
Track Gauge (standard, narrow, broad)	Standard gauge [1]
Electrification (Yes/No)	Yes [1] • AC [1] • 25 kV [1]

• Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	
Signalling System	ASFA, GSMR and LZB [2]
General Condition of the line (bad/medium/good)	Good [2]
GPS Coordinates of Origin and Destination	Madrid-Puerta Atocha Almudena Grandes: 40°24'19"N 3°41'18"W Sevilla-Santa Justa: 37°23'33"N 5°58'30"W
Route Map Link	https://upload.wikimedia.org/wikipedia/commons/thumb/b/b6/Madrid-Seville_HS_line.svg/1280px-Madrid-Seville_HS_line.svg.png
Tourism Attractiveness	
Main Towns / Cities on the Route	Madrid, Ciudad Real, Puertollano, Córdoba, Sevilla
Natural Features (mountains, rivers, coasts)	Cordoneros mountains. [3]
Cultural Sites (UNESCO, historical stations)	Parque Minero de Almadén. [3]
Unique Selling Points	Tourist services: • Tren del Mercurio: Visit to the mining heritage of Almadén and other buildings of interest. [3] • Tren del Teatro Clásico: Visit to the town of Almagro and entry to classic theatre representations. [8]
Visitor Services (hotels, tours, local crafts)	Tren del Mercurio: [3] • Tour of the Cerco de San Teodoro. • Visit to the Engine House and the Headframe of San Aquilino. • Interpretative tour of the Mercury Museum. • Visit to the San Rafael Miners' Hospital. • Visit to the Almadén Mine with tour on the mining train. Tren del Teatro Clásico: [8] • Guided tour to the town of Almagro. • Guided tour to the theatre of Almagro. • Guided tour to the Church of San Agustín. • Entry to a theatrical performance in the Corral de Comedias of Almagro.
Current Operation info	
Opening date	1992 [1]

	Tren del Mercurio: 2023 [4] Tren del Teatro Clásico: 2024 [9]
Current Services • (Freight / Passenger / Tourism)	Passenger, tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: • 130 daily trains in both directions. [1] Tren del Mercurio: 2 outings per year. [3] Tren del Teatro Clásico: 2 outings per year. [8]
Annual Tourist Ridership (last 5 years)	Regular service: [6] • 2021: ~1.8 million passengers. • 2022: ~2.6 million passengers. • 2023: ~3.9 million passengers. • 2024: 5 million passengers. Tren del Mercurio: *Not found* Tren del Teatro Clásico: ~100 passengers/year. [10]
Ridership Trend (increasing / stable / declining)	Regular service: increasing. [6] Tren del Mercurio: Increasing. [4] Tren del Teatro Clásico: *Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales
Ticket price (€)	Regular service: [5] • Single trip (from Madrid to Sevilla): from 9€. Tourist services: [3, 8] • Adults: 50€ • Children (4 to 14 years old): 20€ • Children (under 4 years old): Free
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-

Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	Renfe (AVE and Avlo), SNCF (Ouigo), ILSA (Iryo) Tourist services: Renfe
Infrastructure manager	ADIF AV
National Authorities	-
Regional / Cantonal Authorities	Tourist services: Junta de Castilla La Mancha
Local Authorities	-
Community Involvement Level (low, medium, high)	Tren del Mercurio: High. There is a lot of involvement of the organization Parque Minero de Almadén, as they are responsible for all the guided tours included in the service. [3]
Impact on Local Economy • (jobs, local business synergy)	The Madrid-Sevilla high-speed line boosted tourism, regional integration, job creation and regional investment in Andalucía and Castilla-La Mancha. Tren del Mercurio: The implementation of this tourist train has directly and indirectly revitalized the municipality's economy through tourism. [4]
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	Modernization of the Madrid-Sevilla high-speed line [7]
International	-
Other information	
Historic Summary	The Madrid-Sevilla line was Spain's first high-speed railway project. It was inaugurated in April 1992 to coincide with the Expo '92 in Sevilla. Its construction marked the beginning of Spain's modern high-speed network, connecting Madrid with Andalusia, significantly reducing travel times.

	The successful operation of this line demonstrated the feasibility of high-speed rail in Spain and laid the foundation for subsequent corridors. Over the decades, the line has undergone upgrades to improve capacity, signalling and station facilities. In 2024, the Tren del Teatro Clásico was inaugurated by Renfe and the Regional Government of Castilla-La Mancha as part of a regional program of tourist trains designed to extend tourism beyond peak seasons and showcase Castilla-La Mancha's cultural heritage. As for the Tren del Mercurio, it was originally established to transport mercury from the historic mines of Almadén in Ciudad Real to other parts of Spain and Europe. For centuries, Almadén was one of the world's leading mercury producers, and the train played a crucial role in its safe and efficient transport. Today, the train has been transformed into a tourist attraction that uses the Madrid-Sevilla high-speed line, offering routes that showcase the mining heritage, the Mercury Museum, and the Royal Miners' Hospital of San Rafael, combining history, culture, and railway technology in a unique experience.
Maps/Photographic Documentation	ADIF (2024). https://www.adifaltavelocidad.es/sobre-adif-av/red-av/madrid-sevilla
Bibliography	[1] Declaración sobre la red, Adif AV, 2025 https://www.adifaltavelocidad.es/documents/34745/50381379/20260126_01+DR+ADIF+AV_LIBRO_2026.pdf/225e8a79-fb81-1fc8-8b74-56db00c69d2e?t=1772018687107 https://www.adif.es/documents/20124/43789782/20250228_03_DR_Adif_2026_Mapas.pdf/fef8104d-fbde-1467-2a72-8446ab73f440?t=1757259525020 [2] https://www.adifaltavelocidad.es/linea-madrid-sevilla [3] https://www.renfe.com/es/es/experiencias/trenes-tematicos/trenes-turisticos-castilla-la-mancha/tren-mercurio [4] https://www.cuadernosmanchegos.com/detalle-noticia.php?id_noticia=50107 [5] https://www.renfe.com/es/es/inspirate/rutas/madrid-sevilla [6] https://www.cnmc.es/prensa/informe-anual-ferroviario-2024-20250723 [7] https://www.adifaltavelocidad.es/modernizacion-lav-madrid-sevilla [8] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-castilla-la-mancha/tren-teatro-clasico

	[9] https://almagronoticias.com/inaugurado-el-tren-del-teatro-clasico-para-descubrir-almagro-desde-madrid/ [10] https://www.latribunadeciudadreal.es/noticia/zdc55d42e-05e3-6dda-5a6d7b38e6927d77/202404/renfe-vende-todos-los-billetes-para-el-tren-de-teatro-clasico
Contact person	*Not found*
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	No. The Madrid-Sevilla high-speed rail line is a well-established line with stable ridership.
How important is the potential for tourism development on this line? (low/medium/high)	Low. However, in recent years, Renfe has announced tourist services that leverage the existing high-speed network.
Is tourism influencing funding for the line (low/medium/high)	Low. The funding is not and has not been influenced by the touristic appeal of the service. However, the operation of the tourist services is supported by partnerships with regional tourism institutions, indicating that tourism plays a significant role in its financial viability.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Low. The Madrid-Sevilla high-speed rail line is a well-established line with stable ridership.

Summary	
	Updated: 05/05/2026
Line name	**Línea 824 Redondela - Santiago de Compostela**
Touristic service	**Ruta de la Camelia en Flor**: Santiago de Compostela / Vilagarcía de Arousa
Country	Spain
Region or Canton	Galicia
Description of the line	
Origin / Destination	Redondela / Santiago de Compostela
Category	Double track line (between Bif. Arcade and Santiago de Compostela) [1]

	Single track line (between Redondela and Bif. Arcade) [1] Regional line [1]
Line length (km)	83.9 km [1]
Track Gauge (standard, narrow, broad)	Iberian gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes (partially) [1] • Between Redondela and Cesantes: 3 kV DC. • Between Bif. Arcade and Santiago de Compostela: 25 kV AC.
Signalling System	Tren Tierra and ASFA [2]
General Condition of the line (bad/medium/good)	Good [2]
GPS Coordinates of Origin and Destination	Redondela: 42°17'12"N 8°37'10"W Santiago de Compostela: 42°52'15"N 8°32'40"W
Route Map Link	https://maps.app.goo.gl/urZEZvSy4BSXW9zh9
Tourism Attractiveness	
Main Towns / Cities on the Route	Redondela, Arcade, Pontevedra, Vilagarcía de Arousa, Santiago de Compostela
Natural Features (mountains, rivers, coasts)	Galician Coast [1]
Cultural Sites (UNESCO, historical stations)	None
Unique Selling Points	Tourist services: • Ruta de la Camelia en Flor: Tour through various gardens of cultural and historical interest where camellias have been traditionally cultivated. [4]
Visitor Services (hotels, tours, local crafts)	Ruta de la Camelia en Flor: [4] • Guided tour of Pazo de Quinteiro da Cruz. • Guided tour of Pazo de Lourizán. • Guided tour to Pazo de Rubianes.
Current Operation info	
Opening date	1889 [6] Ruta de la Camelia en Flor: 2023 [3]
Current Services	Passenger, tourism [1]

• (Freight / Passenger / Tourism)	
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: • 54 daily trains in both directions. [1] Ruta de la Camelia en Flor: 2 outings per year [4]
Annual Tourist Ridership (last 5 years)	Regular service: [7] • 2023: ~5 million passengers. • 2024: 5.3 million passengers. *Note: figures include the ridership of the rest of the lines from the Atlantic Corridor.* Ruta de la Camelia en Flor: *Not found*
Ridership Trend (increasing / stable / declining)	Regular service: increasing. [7] Ruta de la Camelia en Flor: *Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies (public service obligation) [8]
Ticket price (€)	Regular service: [5] • Single trip (from Redondela to Santiago de Compostela): from 7.30€. Ruta de la Camelia en Flor: [4] • Adults: 50€ • Children (4 to 14 years old): 25€ • Children (under 4 years old): Free
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No.
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	

Service provider (Operator)	Renfe
Infrastructure manager	ADIF AV
National Authorities	-
Regional / Cantonal Authorities	Ruta de la Camelia en Flor: Xunta de Galicia
Local Authorities	-
Community Involvement Level (low, medium, high)	*Not found*
Impact on Local Economy • (jobs, local business synergy)	The Atlantic high-speed corridor has strengthened regional mobility, increased tourism and business connectivity and enhanced overall economic competitiveness across the Vigo-Santiago-A Coruña region.
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	The Redondela-Santiago de Compostela line is a historic rail corridor in the region of Galicia. Construction of the line was completed in 1889, after piecing together segments developed by three different companies: the Compañía del Ferrocarril de Medina a Zamora y de Orense a Vigo (MZOV), the Ferrocarril Compostelano de la Infanta Doña Isabel and the West Galicia Company. In the 21st century, the line became part of the Atlantic Axis modernization program. This project sought to create dual-track lines with improved alignment and electrification to allow faster and more competitive regional and long-distance services along Galicia's Atlantic coast. From Arcade northwards, much of the original alignment was rebuilt or paralleled with modern rail infrastructure. The upgraded line entered service in 2015. In 2023, the Ruta de la Camelia en Flor was launched as part of Renfe's Galician Tourist Trains program, in collaboration with Turismo de Galicia. It celebrates the arrival of camellias to

	Galicia in the late 18th century, when they were brought from Asia and planted in noble estates.
Maps/Photographic Documentation	Ruta de la Camelia en Flor:  Xunta de Galicia (2024). https://www.xunta.gal/documents/35297/507006/20240212+TrenTuristicoGaliciaCamelia.jpg?version=1.0&imagePreview=1
Bibliography	[1] Declaración sobre la red, Adif, 2025 https://www.adifaltavelocidad.es/documents/34745/50381379/20260126_01+DR+ADIF+AV_LIBRO_2026.pdf/225e8a79-fb81-1fc8-8b74-56db00c69d2e?t=1772018687107 https://www.adif.es/documents/20124/43789782/20250228_03_DR_Adif_2026_Mapas.pdf/fef8104d-fbde-1467-2a72-8446ab73f440?t=1757259525020 [2] https://www.eixoatlantico.com/images/publicaciones/mapa-ferroviario-de-galicia-es.pdf [3] https://www.renfe.com/es/es/grupo-renfe/comunicacion/renfe-al-dia/sala-de-prensa/noroeste/ruta-camelias-flor-inaugura-temporada-2023-trenes-turisticos-galicia [4] https://www.renfe.com/es/es/experiencias/trenes-tematicos/trenes-turisticos-galicia/ruta-de-la-camelia [5] https://www.renfe.com/es/es [6] https://www.spanishrailway.com/pontevedra-a-santiago-the-west-galicia-railway-company-limited/ [7] https://www.renfe.com/es/es/grupo-renfe/comunicacion/renfe-al-dia/sala-de-prensa/noroeste/renfe-galicia-viajeros-trenes-servicio-publico [8] https://cdn.transportes.gob.es/portal-web-transportes/ferroviario/observatorio/OFE-2023.pdf
Contact person	Ruta de la Camelia en Flor: • +34 981 900 643

	• 012@xunta.gal
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	No. The line is a part of Galicia’s Atlantic Axis, one of Spain’s busiest regional corridors, carrying millions of passengers annually between major urban centres including Pontevedra and Santiago de Compostela.
How important is the potential for tourism development on this line? (low/medium/high)	Medium. In recent years, Renfe has announced tourist services that leverage the existing high-speed network. Additionally, the line serves Santiago de Compostela, a major international pilgrimage destination.
Is tourism influencing funding for the line (low/medium/high)	Low. The funding is not and has not been influenced by the touristic appeal of the line. However, the operation of Ruta de la Camelia en Flor is supported by partnerships with regional tourism institutions, indicating that tourism plays a significant role in its financial viability.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Low. The line is well-established and has a stable ridership.

Summary	
	Updated: 04/05/2026
Line name	**Ferrocarril de Riotinto**
Tourist services	Heritage railway without passenger or freight services
Country	Spain
Region or Canton	Andalucía
Description of the line	
Origin / Destination	Talleres Mina / Los Frailes
Category	Single track line [2]
Line length (km)	11 km [1]
Track Gauge (standard, narrow, broad)	Narrow gauge, 1 067 mm [2]

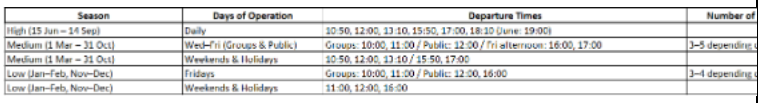
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No [2]
Signalling System	No [2]
General Condition of the line (bad/medium/good)	Good [3]
GPS Coordinates of Origin and Destination	Talleres Mina: 37°41'17"N 6°33'32"W Los Frailes station: 37°37'42"N 6°32'12"W
Route Map Link	https://dialnet.unirioja.es/descarga/articulo/4602066.pdf https://fundacionriotinto.es/wp-content/uploads/2022/11/PLANOVISITANTES_JUNIO2022.pdf
Tourism Attractiveness	
Main Towns / Cities on the Route	No cities on the route. There are just mining facilities. [1]
Natural Features (mountains, rivers, coasts)	The line runs parallel to the River Tinto, passing over mining areas and panoramic viewpoints of the Huelva mountains. [1,2]
Cultural Sites (UNESCO, historical stations)	None
Unique Selling Points	Journey in wooden carriages, guided tour about mining activity in the area and the route parallel to the river [4]
Visitor Services (hotels, tours, local crafts)	In wooden carriages reconstructed from 19th-century plans, and with locomotives that are jewels of the world's railway heritage, you will travel through landscapes transformed by human activity during 150 years of mining, following the course of the River Tinto and its unique ecosystem. A combination of sensations that transports visitors to scenes more typical of another planet. [4]
Current Operation info	
Opening date	1994 [5]
Current Services • (Freight / Passenger / Tourism)	Tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Around 295 passengers on each train [4]

Annual Tourist Ridership (last 5 years)	2021: 62 245 passengers [6] 2022: 96 935 passengers [6] 2023 : 76 946 passengers [7]
Ridership Trend (increasing / stable / declining)	Stable [6, 7]
Revenue Sources (ticket sales, subsidies, other)	*Not found*
Ticket price (€)	Depends on the touristic pack: [10] • General (13 to 64 years old): from 16 to 32€ • Reduced (4 to 12 and +65 years old): 14 to 32€
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes [2]
Closure date	1984 [5]
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	Continuous daily use for both freight and passenger services [5]
Services before closure • (Freight / Passenger / Tourism)	Industrial use and passengers [5]
Reason for closure	Closure of the Riotinto mine [5]
Reopening date	1994 [5]
Stakeholders involved	
Service provider (Operator)	Fundación Río Tinto
Infrastructure manager	Fundación Río Tinto
National Authorities	Ministery of Transports, Ministery of Tourism
Regional / Cantonal Authorities	Junta de Andalucía
Local Authorities	Grupo de Desarrollo Rural Cuenca Minera de Riotinto
Community Involvement Level (low, medium, high)	High. The line is operated by the local organization Fundación Río Tinto. [1]
Impact on Local Economy • (jobs, local business synergy)	The line has contributed to the touristification of the area, leading to the development of intense hospitality and service activity. [8]

Objectives and challenges	
Works required for reopening/revitalization	The reopening of the Riotinto railway as a tourist train involved extensive restoration of the original railway line, recovering 22 km of track between Talleres Mina and Los Frailes, along with the restoration of bridges, stations and sidings that had been abandoned since 1984. Historic locomotives such as No. 14 (1875) and No. 51 (1883) were restored, as well as wooden carriages rebuilt according to 19th-century plans. A Visitor Reception Centre was also created in 1994, remodelled in 2024 with improvements in accessibility, energy efficiency and service capacity. The entire project was led by the Río Tinto Foundation, with financial support from the Cuenca Minera Rural Development Group and European EAFRD funds. [8,9]
Estimated reopening or revitalization cost	*Not found*
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	The Riotinto Railway, inaugurated in 1875, was originally built to transport minerals from the Riotinto mines to the port of Huelva, playing a vital role in Spain's industrial development. After its closure in 1984, the Fundación Río Tinto led its transformation into a tourist attraction, reopening a 22 km stretch in 1994. Historic steam locomotives and wooden carriages were restored, and a visitor center was built to support tourism. This reconversion preserved the region's mining and railway heritage, making it one of Huelva's most popular cultural destinations.
Maps/Photographic Documentation	*Not found*
Bibliography	[1] https://viasverdes.com/itinerarios/rio-tinto/historia-del-ferrocarril.asp [2] Pérez López, Juan Manuel (2006). «El ferrocarril minero de Riotinto». En: Emilio Romero Macías (dir.). *Los ferrocarriles en la provincia de Huelva: Un recorrido por el pasado* (Universidad de Huelva): 229-272. Consultado: https://elibro.net/es/ereader/upm/43419?page=230 [3] https://www.parquemineroderiotinto.es/que-puedes-visitar-en-el-parque-minero/

	[4] https://www.parquemineroderiotinto.es/que-puedes-visitar-en-el-parque-minero/#FerrocarrilMinero [5] Delgado, Aquilino; Campos, Ángel (2009). "El ferrocarril turístico minero. El renacimiento del Río Tinto Railway". En: Aquilino Delgado Domínguez (dir.). *Ferrocarril turístico minero* (Universidad de Huelva): 53-54. Consultado: https://www.academia.edu/42315496/Ferrocarril_Tur%C3%ADstico_Minero [6] https://fundacionriotinto.es/el-parque-minero-de-riotinto-recupera-el-ritmo-de-visitas-prepandemia/ [7] https://fundacionriotinto.es/wp-content/uploads/2025/03/Memoria-Actividades-FRT-2023-para-Web.pdf [8] https://fundacionriotinto.es/concluida-la-remodelacion-del-centro-de-recepcion-del-ferrocarril-turistico-minero/ [9] https://dialnet.unirioja.es/descarga/articulo/4602066.pdf [10] https://www.parquemineroderiotinto.es/wp-content/uploads/2025/01/tarifasPMR2025.pdf
Contact person	info@fundacionriotinto.es redes@parquemineroderiotinto.es +34 959590025
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	Yes. The line does not offer connections to any cities, and its only use is tourism. The annual ridership is low, about 80 000 passengers/year.
How important is the potential for tourism development on this line? (low/medium/high)	High. The only use of the line is tourism.
Is tourism influencing funding for the line (low/medium/high)	High. The line was closed in 1984 but was restored and reopened in 1994 for touristic purposes.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	High. The only use of the line is tourism.

Summary	
	Updated: 04/05/2026
Line name	**Tren turístico minero del Valle del Samuño**
Tourist services	Heritage railway without passenger or freight services
Country	Spain
Region or Canton	Asturias
Description of the line	
Origin / Destination	Ecomuseo minero Valle del Samuño (Estación de El Cadavíu) / Pozo San Luis
Category	Single-track line [3]
Line length (km)	3.9 km [3]
Track Gauge (standard, narrow, broad)	Narrow gauge, 600 mm [3]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No [3]
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Good [3]
GPS Coordinates of Origin and Destination	Ecomuseo: 43°16'37"N 5°40'34"W Pozo San Luis: 43°15'40"N 5°40'25"W
Route Map Link	https://ecomuseo.ayto-langreo.es/tren-minero
Tourism Attractiveness	
Main Towns / Cities on the Route	None
Natural Features (mountains, rivers, coasts)	Samuño River, Samuño Valley (Red Natura 2000) [3]
Cultural Sites (UNESCO, historical stations)	San Luis Well, Valle de Samuño Mining Ecomuseum, Interpretation Centre of the Protected Landscape [3]
Unique Selling Points	The Samuño Valley tourist railway offers a unique journey into Asturias' mining heritage, combining a scenic train ride through a lush valley with an underground descent into a real 19th-century coal mine, ending at the historic San Luis shaft; an immersive

	experience that blends industrial archaeology, nature, and cultural memory. [1]
Visitor Services (hotels, tours, local crafts)	Entry to Valle de Samuño Mining Ecomuseum and guided tour of San Luis Well. [5]
Current Operation info	
Opening date	2013 [2]
Current Services • (Freight / Passenger / Tourism)	Tourist [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	70 passengers per train [5]  Table of own preparation [6]
Annual Tourist Ridership (last 5 years)	2023 : 13 339 passengers [4] 2024 : 14 144 passengers [4]
Ridership Trend (increasing / stable / declining)	Increasing [4]
Revenue Sources (ticket sales, subsidies, other)	*Not found*
Ticket price (€)	Adults (12 to 65 years old): 11€ [5] Children (4 to 11 years old): 4€ [5] Reduced fare (seniors +65 years old, students, people with disabilities and unemployed people): 7€ [5] Family pack (2 adults + 2 children): 26€ [5] Heterogeneous group (+20 people): 9€ per person [5] School groups: 4€ per student [5] Night visit: Adults 17€ / Reduced 12€ / Group 15€ [5]
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes
Closure date	1969 [2]
Operating conditions before closure	Daily use [2]. No specific data about frequency and capacity

• (frequency, speed, passengers/trains per day/week/month/year)	
Services before closure • (Freight / Passenger / Tourism)	*Not found*
Reason for closure	The original mining railway ceased operations in 1969, coinciding with the closure of the San Luis Well, the main coal shaft it served. The shutdown was primarily due to the decline of coal mining activity in the region, driven by economic shifts, reduced profitability, and the gradual abandonment of traditional mining methods. [3]
Reopening date	2013 [1]
Stakeholders involved	
Service provider (Operator)	Municipality of Langreo
Infrastructure manager	Municipality of Langreo
National Authorities	-
Regional / Cantonal Authorities	Gobierno de Asturias, Sociedad Asturiana de Diversificación Minera (SADIM)
Local Authorities	Municipality of Langreo
Community Involvement Level (low, medium, high)	*Not found*
Impact on Local Economy • (jobs, local business synergy)	*Not found*
Objectives and challenges	
Works required for reopening/revitalization	Complete refurbishment of the original railway line and consolidation of tunnels [3]
Estimated reopening or revitalization cost	6 500 000€ [3]
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	The Samuño Valley mining railway was built in the early 20th century by *Carbones de La Nueva*, part of the Real Compañía

	Asturiana de Minas, to transport coal from mountain mines to the Nalón Valley. The line included the Socavón Emilia, a gallery completed in 1904, and served the Pozo San Luis, which was deepened between 1928 and 1930. The railway operated until 1969, when mining activity ceased due to economic decline and industrial restructuring. After decades of abandonment, the infrastructure was restored and reopened in 2013 as part of the Valle de Samuño Mining Ecomuseum, offering visitors a heritage train experience through the original mining route [3]
Maps/Photographic Documentation	https://www.spanishrailway.com/tren-minero-turistico-del-valle-de-samuno-ecomuseo-minero/
Bibliography	[1] https://ecomuseo.ayto-langreo.es/home [2] https://www.spanishrailway.com/tren-minero-turistico-del-valle-de-samuno-ecomuseo-minero/ [3] https://www.turismoasturias.es/descubre/cultura/museos-y-espacios-culturales/otros-espacios/ecomuseo-minero-valle-de-samuno [4] https://www.lavozdeasturias.es/noticia/asturias/2024/09/06/record-historico-ecomuseo-minero-valle-samuno-14144-visitantes-durante-verano/000317256165523861329 32.htm [5] https://ecomuseo.ayto-langreo.es/tarifas-y-condiciones [6] https://ecomuseo.ayto-langreo.es/horarios
Contact person	+34 984082215 info@ecomuseominero.es
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	Yes. The line does not offer connections to any cities, and its only use is tourism. The annual ridership is low, about 15 000 passengers per year.
How important is the potential for tourism development on this line? (low/medium/high)	High. The only use of the line is tourism.
Is tourism influencing funding for the line (low/medium/high)	High.

	The line was closed in 1969 but was rehabilitated and reopened in 2013 for touristic purposes.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	High. The only use of the line is tourism.

Summary	
	Updated: 04/05/2026
Line name	**Tren Minero El Soplao**
Tourist services	Heritage railway without passenger or freight services
Country	Spain
Region or Canton	Cantabria
Description of the line	
Origin / Destination	Herrerías / Cueva del Soplao
Category	Single track line [1]
Line length (km)	300 m [1]
Track Gauge (standard, narrow, broad)	Narrow gauge, 650 mm [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No [1]
Signalling System	No [1]
General Condition of the line (bad/medium/good)	Good [2]
GPS Coordinates of Origin and Destination	Visitor Reception Center (Herrerías): 43°16'58"N 4°26'42"W Main entrance to El Soplao Cave: 43°17'47"N 4°24'37"W
Route Map Link	*Not found*
Tourism Attractiveness	
Main Towns / Cities on the Route	No cities on the route. There are just mining facilities [2]

Natural Features (mountains, rivers, coasts)	The line terminates at the El Soplao Cave [2]
Cultural Sites (UNESCO, historical stations)	None [1]
Unique Selling Points	Short mining train giving direct access to El Soplao Cave, famous for its exceptional speleothems and preserved industrial heritage [2]
Visitor Services (hotels, tours, local crafts)	In a short mining train faithfully recreated from the original La Florida works, visitors enter the underground galleries of El Soplao Cave, discovering extraordinary speleothems and the authentic remains of early 20th-century zinc and lead mining. A unique journey where geology and industrial heritage merge in a singular cultural landscape [6]
Current Operation info	
Opening date	2016 [2]
Current Services • (Freight / Passenger / Tourism)	Tourism [2]
Service • (frequency, speed, passengers/trains per day/week/month/year)	• 2 trips per day [2] • Each guided session (train + cave visit) is limited to 47 people per group.
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	Increasing [5]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies and other income such as events or concerts [4]
Ticket price (€)	• Standard ticket: 15€ [3] • Reduced ticket: 12€ [3]
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes
Closure date	1978 [2]
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	The frequency was variable, linked to mineral extraction shifts; the speed was low, adapted to underground mining [1]

Services before closure • (Freight / Passenger / Tourism)	Industrial mining railway [1]
Reason for closure	Exhaustion of ore deposits and the lack of economic viability of the La Florida mines [2]
Reopening date	2005 [2]
Stakeholders involved	
Service provider (Operator)	Government of Cantabria (public management through SIEC (Sociedad Regional de Educación, Cultura y Deporte, S.A.) [4]
Infrastructure manager	Government of Cantabria, through SIEC (Sociedad Regional de Educación, Cultura y Deporte, S.A.) [4]
National Authorities	Spanish Ministry of Industry, Tourism and Trade [1]
Regional / Cantonal Authorities	Government of Cantabria [1]
Local Authorities	Municipalities of Herrerías, Rionansa, and Valdáliga [1]
Community Involvement Level (low, medium, high)	High. A tourist complex was built around El Soplao Cave, including a cafeteria, a gift shop and other tourist services. [1]
Impact on Local Economy • (jobs, local business synergy)	Significant impact. Creation of direct jobs in the cave and train, boost for rural hotels, restaurants, and craft businesses, and attraction of over 200 000 visitors/year, making it a key economic driver in western Cantabria. [1]
Objectives and challenges	
Works required for reopening/revitalization	The reopening of the El Soplao mining line as a tourist train in 2005 required the rehabilitation of 300 m of original mining track from the La Florida group, including tunnel reinforcement, lighting, and safety systems. A replica mining train with diesel traction was introduced to recreate the historic access for miners. In parallel, a Visitor Reception Centre was built, and new infrastructures for guided tours and geological interpretation were installed. The project was promoted by the Government of Cantabria, with collaboration from local councils and financed partly through regional mining reconversion funds. [1]
Estimated reopening or revitalization cost	*Not found*
Associated projects	
Local	-
National	-
International	-
Sources	-

Other information	
Historic Summary	The El Soplao mining line, part of the La Florida mining group, was developed in the late 19th century to extract zinc and lead, employing narrow-gauge trains to move ore through underground galleries. Mining continued until 1978, when resource exhaustion forced closure. During excavation works in the early 20th century, miners discovered the spectacular El Soplao Cave, noted for its unique speleothems. In 2005, the Government of Cantabria reopened part of the line as a tourist train, enabling visitors to access the cave while preserving both the industrial mining heritage and its exceptional geological formations. [2]
Maps/Photographic Documentation	*Not found*
Bibliography	[1] Cueto Alonso, G. J. (2009). *Reutilización turística del patrimonio minero de Cantabria*. **Cuadernos de Turismo**, 23, 69–87. Universidad de Murcia. https://www.redalyc.org/pdf/398/39811874004.pdf [2] https://www.elsoplao.es/es/la-cueva/minas-de-la-florida [3] https://www.elsoplao.es/es/informacion-visita/informacion-y-tarifas [4] https://www.elsoplao.es/es/el-soplao/transparencia/organizacion-y-rrhh [5] https://cantabrialdia.com/el-soplao-celebra-20-anos-y-4-millones-visitas/ [6] https://www.cantabriaturismo.com/en/culture/el-soplao-cave/2051
Contact person	info@elsoplao.es +34 952076272
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	Yes. The line does not offer connections to any cities, and its only use is tourism. The annual ridership is low, since each visit is limited to 47 people and there are only two daily trains.
How important is the potential for tourism development on this line? (low/medium/high)	High. The only use of the line is tourism.

Is tourism influencing funding for the line (low/medium/high)	High. The line was closed in 1978 but was rehabilitated and reopened in 2005 for touristic purposes.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	High. The only use of the line is tourism.

Summary	
	Updated: 04/05/2026
Line name	**Ferrocarril de Utrillas**
Tourist services	Heritage railway without passenger or freight services
Country	Spain
Region or Canton	Aragón
Description of the line	
Origin / Destination	Pozo Santa Bárbara (Museo de las Antiguas Escuelas y Utensilios Mineros) / Lavadero de Carbón (Museo de la Ciencia y la Arqueología Minera)
Category	Single-track line [1]
Line length (km)	1.82 km [1]
Track Gauge (standard, narrow, broad)	Narrow [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No [1]
Signalling System	*Not found*
General Condition of the line (bad/medium/good)	Good [2]
GPS Coordinates of Origin and Destination	Pozo Santa Bárbara: 40°48'25"N 0°50'40"W Lavadero de Carbón: 40°48'39"N 0°50'37"W
Route Map Link	*Not found*
Tourism Attractiveness	
Main Towns / Cities on the Route	Utrillas

Natural Features (mountains, rivers, coasts)	None
Cultural Sites (UNESCO, historical stations)	Museo de la Ciencia y la Arqueología Minera, Museo de las Antiguas Escuelas y Utensilios Mineros
Unique Selling Points	The route follows the original route taken by the Utrillas Mining Train to connect the Santa Bárbara Mine with the Coal Washing Plant, making it an unique example in Spain of the restoration of a historic railway, with the tracks reinstalled along the original route, the original vehicles of the line recovered, and the railway operated as it was at the beginning of the 20th century. [1]
Visitor Services (hotels, tours, local crafts)	Guided tour of the mining and railway theme park [1]
Current Operation info	
Opening date	2012 [1]
Current Services • (Freight / Passenger / Tourism)	Tourist [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Saturdays and Sundays from March to December [3]
Annual Tourist Ridership (last 5 years)	2023: 3 737 passengers [4] 2024: 5 100 passengers [5]
Ridership Trend (increasing / stable / declining)	Increasing [4, 5]
Revenue Sources (ticket sales, subsidies, other)	Tickets and subsidies [1]
Ticket price (€)	General admission: 8€ (4 to 65 years old) [3] Reduced admission: 4€ (+65 years old, youth card holders, teachers and people with disabilities) [3] Free admission: children under 4 years old [3] Groups of more than 10 people: 4€ per person [3]
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes
Closure date	1966 [6]

Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	Used both for transporting mining coal and passengers [6] Daily trains [6] 117 815 passengers in 1941 [6]
Services before closure • (Freight / Passenger / Tourism)	Passenger and industrial [6]
Reason for closure	The line closed permanently in 1966 due to the economic unviability of its operation. Since the mid-1950s, freight transport had been insufficient to cover costs, leading the company to transfer the line to the state in 1963, without managing to reverse the situation. [6]
Reopening date	2012 [1]
Stakeholders involved	
Service provider (Operator)	Parque Temático de la Minería y el Ferrocarril de Utrillas
Infrastructure manager	Parque Temático de la Minería y el Ferrocarril de Utrillas
National Authorities	Gobierno de Aragón
Regional / Cantonal Authorities	Asociación Zaragozana de Amigos del Ferrocarril y los Tranvías
Local Authorities	Municipality of Utrillas
Community Involvement Level (low, medium, high)	High. The rolling stock is maintained by volunteers of the local organization Asociación Zaragozana de Amigos del Ferrocarril y Tranvías (AZAFT), and the line is operated and managed by the local asociation Parque Temático de la Minería y el Ferrocarril de Utrillas. [1, 4]
Impact on Local Economy • (jobs, local business synergy)	The presence of the theme park in the town is a tourist attraction that helps boost its economy. [5, 6]
Objectives and challenges	
Works required for reopening/revitalization	Reutilisation of the original line done by sections between 2012 and 2018 [1]
Estimated reopening or revitalization cost	*Not found*
Associated projects	
Local	-
National	-
International	-

Other information	
Historic Summary	The Utrillas mining railway was inaugurated in 1904 by the company *Minas y Ferrocarriles de Utrillas* (MFU) to transport lignite from the mines of Utrillas (Teruel, Spain) to Zaragoza. The line was built with a metric gauge and extended approximately 127 kilometres long. It played a crucial role in the industrial development of the region, facilitating the movement of coal to power factories and railways in Zaragoza. The railway also included a narrow-gauge auxiliary line (600 mm) connecting various mine shafts to the main line, designed using the Feldbahn system to adapt to the area's rugged terrain. [6] After decades of service, the railway was closed in 1966 due to economic unviability and competition from road transport. However, in 2012, the municipality of Utrillas, in collaboration with AZAFT (Zaragoza Railway Friends Association), revived part of the original route as a heritage railway. The restored line now features the original steam locomotive "Hulla" from 1903 and offers a tourist experience that retraces the historical path between the Santa Bárbara mine and the coal washery. This initiative is considered a rare example of historical railway recovery in Spain. [7]
Maps/Photographic Documentation	*Not found*
Bibliography	[1] https://parquemineroutrillas.com/ferrocarril/ [2] https://www.heraldo.es/noticias/aragon/teruel/2022/03/05/aragon-el-tren-minero-del-parque-tematico-de-la-mineria-y-el-ferrocarril-de-utrillas-vuelve-a-circular-a-partir-de-este-sabado-1557700.html [3] https://parquemineroutrillas.com/contacto/ [4] https://www.diariodeteruel.es/comarcas/el-tren-minero-de-utrillas-cierra-una-temporada-de-solo-ocho-meses-con-mas-de-4500-pasajeros [5] https://www.diariodeteruel.es/comarcas/utrillas-estudia-crear-una-edicion-de-epoca-del-tren-minero-ambientada-en-el-ano-1904 [6] https://www.spanishrailway.com/ferrocarril-de-utrillas-a-zaragoza/ [7] https://patrimonigeominer.eu/proyecto/https-parquemineroutrillas-com-museo-de-la-ciencia-y-la-arqueologia/
Contact person	+34 978757001

	turismoutrillas@gmail.com
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	Yes. The line does not offer connections to any cities, and its only use is tourism. The annual ridership is low, about 5 000 passengers/year.
How important is the potential for tourism development on this line? (low/medium/high)	High. The only use of the line is tourism.
Is tourism influencing funding for the line (low/medium/high)	High. The line was closed in 1966 but was rehabilitated and reopened in 2012 for touristic purposes.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	High. The only use of the line is tourism.

Summary	
	Updated: 05/05/2026
Line name	**Technical name: Línea 804 Betanzos-Infesta-Ferrol**
Tourist services	Tren de la Ruta de las Mariñas: Coruña / Betanzos / Ferrol
Country	Spain
Region or Canton	Galicia
Description of the line	
Origin / Destination	Betanzos-Infesta / Ferrol
Category	Media Distancia (regional line) [3] Single track line [1]
Line length (km)	42.8 km [1]
Track Gauge (standard, narrow, broad)	Iberian gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No [1]

Signalling System	ASFA [1]
General Condition of the line (bad/medium/good)	Medium
GPS Coordinates of Origin and Destination	Betanzos-Infesta: 43°16'15"N 8°13'33"W Ferrol: 43°29'18"N 8°13'52"W
Route Map Link	https://www.renfe.com/content/dam/renfe/es/Viajeros/Secciones/pdf/mapa_general_ServiocioPublico_2024.pdf https://tourandrail.com/lineas/betanzos-infiesta-ferrol/
Tourism Attractiveness	
Main Towns / Cities on the Route	Betanzos, Narón, Ferrol
Natural Features (mountains, rivers, coasts)	Galician Coast: Ria of Betanzos, Ria of Ferrol [7]
Cultural Sites (UNESCO, historical stations)	The Church of Santa María del Azogue, Monastery of Xuvia, Naval Construction Museum [7]
Unique Selling Points	Tourist services: • Tren de la Ruta de las Mariñas: Journey through the Galician Coast that allows passengers to enjoy its natural beaty and cultural heritage. [7]
Visitor Services (hotels, tours, local crafts)	Tren de la Ruta de las Mariñas: [7] • Guided tour of the cities of Betanzos, Pontedeume and Ferrol. • Visit to the tea plantations of Orballo. • Cruise on the Ria of Ferrol with tasting of local products.
Current Operation info	
Opening date	1913 [4] Tren de la Ruta de las Mariñas: 2022 [8]
Current Services • (Freight / Passenger / Tourism)	Passenger and tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: • 10 daily trains in both directions. [1] • Maximum track speed: 90 km/h. [1] Tren de la Ruta de las Mariñas: 2 outings per year. [7]
Annual Tourist Ridership (last 5 years)	Regular service: • 2016: 11 700 passengers [6] • 2017: 9 800 passengers [6]

	• 2024: 6 950 passengers [5] *Note: passengers registered in Betanzos-Infesta* Tren de la Ruta de las Mariñas: *Not found*
Ridership Trend (increasing / stable / declining)	Decreasing [5, 6]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies (public service obligation) [10]
Ticket price (€)	Regular service: [11] • One-way ticket (from Betanzos-Infesta to Ferrol): from 3.30€ Tren de la Ruta de las Mariñas: [7] • Adults: 45€ • Children (4 to 14 years old): 20€ • Children (under 4 years old): Free
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	Renfe
Infrastructure manager	ADIF
National Authorities	-
Regional / Cantonal Authorities	Tren de la Ruta de las Mariñas: Xunta de Galicia
Local Authorities	-

Community Involvement Level (low, medium, high)	Medium. The Tren de la Ruta de las Mariñas includes a visit to the tea plantations of Orballo, a local and rural company specializing in organic infusions. [7]
Impact on Local Economy • (jobs, local business synergy)	*Not found*
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	Branch line to connect A Coruña and Ferrol directly through a by-pass between the León-A Coruña and Betanzos-Infesto-Ferrol lines. [9]
International	-
Other information	
Historic Summary	After the opening of the railway line between Lugo and A Coruña in 1875, authorities took interest in constructing a branch from Betanzos to Ferrol due to the military installations in the port of Ferrol. However, due to the major engineering works required, there were not any private companies interested in taking part in the project. Therefore, the construction ended up being financed with public funds. The line was finally inaugurated in 1913 as a branch of the Madrid-A Coruña line. The line was initially operated by Compañía del Norte, but shortly afterwards it was taken over by the Compañía de los Ferrocarriles de Medina del Campo a Zamora y de Orense a Vigo (MZOV). MZOV was integrated in 1928 into the Compañía Nacional de los Ferrocarriles del Oeste de España, a state-owned company. In 1941, the Iberian gauge railway network was nationalized, and the line became part of RENFE. In 2005, with the Railway Sector Law, the infrastructure became a part of ADIF. In 2022, the service Tren de la Ruta de las Mariñas was launched within the framework of “Trenes turísticos de Galicia” (Tourist Trains of Galicia). It offers views of the Galician coastline as well as stops in numerous towns.

Maps/Photographic Documentation	TOUR&RAIL (2025). https://tourandrail.com/lineas/betanzos-infiesta-ferrol/
Bibliography	[1] https://www.adif.es/documents/20124/47395394/20250613_01_NS_Adif_Book2026.pdf/daaf688a-eaaa-ae6b-134f-e676510d0105?t=1761568761014 [2] https://www.adif.es/documents/20124/43878160/20250228_03_NS_Adif_2026_Maps.pdf/56ad5b6f-fc13-ad49-0720-ebb449d0f17e?t=1757259530540 [3] https://www.renfe.com/content/dam/renfe/es/Viajeros/Secciones/pdf/mapa_general_ServiocioPublico_2024.pdf [4] https://www.spanishrailway.com/betanzos-a-ferrol/ [5] https://www.lavozdegalicia.es/noticia/santiago/santiago/2025/09/12/estaciones-tren-provincia-corunesa-superan-8-millones-viajeros-ano/00031757700584455813772.htm [6] https://www.laopinioncoruna.es/gran-coruna/2018/08/08/mayoria-estaciones-tren-ferrol-pierde-24005105.html [7] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-galicia/ruta-marinas [8] https://www.renfe.com/es/es/grupo-renfe/comunicacion/renfe-al-dia/sala-de-prensa/noroeste/renfe-turismo-de-galicia-e-inorde-presentan-los-trenes-turisticos [9] https://www.transportes.gob.es/el-ministerio/sala-de-prensa/noticias/mar-12112024-1920 [10] https://cdn.transportes.gob.es/portal-web-transportes/ferroviario/observatorio/OFE-2023.pdf [11] https://www.renfe.com/es/es
Contact person	Tren de la Ruta de las Mariñas: • +34 981900643 • 012@xunta.gal
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	Yes.

	The line has low ridership. In 2024, only 6 950 passengers were registered in the station of Betanzos-Infesta.
How important is the potential for tourism development on this line? (low/medium/high)	High. The line has considerable tourist potential. It runs through multiple estuaries offering great scenic views of the Galician Coast.
Is tourism influencing funding for the line (low/medium/high)	Low. There is no evidence of dedicated funding for the line because of tourist-related reasons. However, the tourist service Tren de la Ruta de las Mariñas is clearly supported by tourism initiatives and regional promotion strategies.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Low. The line is currently active for passengers and freight with daily trains in both directions.

Summary	
	Updated: 05/05/2026
Line name	**Technical name: Línea 502 Caceres - KM.428.5 (Front)**
Touristic service	Tren de la Reserva de la Biosfera Transfronteriza Tajo-Tejo Internacional: Cáceres / Valencia de Alcántara
Country	Spain
Region or Canton	Extremadura
Description of the line	
Origin / Destination	Cáceres / Valencia de Alcántara
Category	Media Distancia (regional line) [3] Single track line [2]
Line length (km)	97 km [1]
Track Gauge (standard, narrow, broad)	Iberian gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	No [1]
Signalling System	ASFA [2]

General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Cáceres: 39°27'41"N 6°23'9"W Plasencia: 39°25'37"N 7°13'50"W
Route Map Link	https://www.renfe.com/content/dam/renfe/es/Viajeros/Secciones/pdf/mapa_general_ServiocioPublico_2024.pdf https://tourandrail.com/lineas/caceres-km-4285-frontera/
Tourism Attractiveness	
Main Towns / Cities on the Route	Cáceres, San Vicente de Alcántara, Valencia de Alcántara
Natural Features (mountains, rivers, coasts)	Sierra de San Pedro [4]
Cultural Sites (UNESCO, historical stations)	La Data National Monument, multiple dolmens (El Mellizo, Cajirón, Zafra, Tapias, La Barca...), Castle of Valencia de Alcántara [4]
Unique Selling Points	Tourist services: • Tren de la Reserva de la Biosfera Transfronteriza Tajo-Tejo Internacional: Discover the gastronomy, natural landscape, archaeological sites and history of the city Valencia de Alcántara and its surroundings. [4]
Visitor Services (hotels, tours, local crafts)	Tren de la Reserva de la Biosfera Transfronteriza Tajo-Tejo Internacional: [4] • Tasting of local products. • Hiking through La Data National Monument. • Dramatized guided tour of Valencia de Alcántara. • Private bus.
Current Operation info	
Opening date	1881 [8] Tren de la Reserva de la Biosfera Transfronteriza Tajo-Tejo Internacional: 2024 [5]
Current Services • (Freight / Passenger / Tourism)	Passenger and tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: • 2 daily trains in both directions. [1] • Maximum track speed: 120 km/h. [1] Tren de la Reserva de la Biosfera Transfronteriza Tajo-Tejo Internacional: 1 outing per year. [4]
Annual Tourist Ridership (last 5 years)	*Not found*

Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies (public service obligation) [10]
Ticket price (€)	Regular service: *Not found* Tren de la Reserva de la Biosfera Transfronteriza Tajo-Tejo Internacional: [4] • Adults: 50€ • Children (4 to 14 years old): 10€ • Children (under 4 years old): Free
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes, the railway connection with Portugal.
Closure date	2012 [9]
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	2 daily trains [1]
Services before closure • (Freight / Passenger / Tourism)	Passengers [1]
Reason for closure	Low ridership and economic unsustainability [9]
Reopening date	-
Stakeholders involved	
Service provider (Operator)	Renfe
Infrastructure manager	ADIF
National Authorities	-
Regional / Cantonal Authorities	Tren de la Reserva de la Biosfera Transfronteriza Tajo-Tejo Internacional: Diputación Provincial de Cáceres
Local Authorities	-
Community Involvement Level (low, medium, high)	Medium. The service Tren de la Reserva de la Biosfera Transfronteriza Tajo-Tejo Internacional also explicitly encourages tourists to have lunch at certain restaurants of Valencia de Alcántara. [6]
Impact on Local Economy	The line connects rural areas from Extremadura to the major city of Cáceres, reducing isolation of peripheral areas of Spain. [1, 2]

• (jobs, local business synergy)	
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	Modernization of the signalling system between Cáceres and Valencia de Alcántara [7]
International	-
Other information	
Historic Summary	Line 502 is connected to lines 500 (Madrid-Planetario - Casa de la Torre) and 026 (Casa de la Torre - Cáceres). This railway connection originated in 1856, when the Spanish Government authorized the construction of a line linking Madrid to Lisbon. Construction began in 1866, but work progressed slowly. The section from Valencia de Alcántara to the Spain-Portugal border was inaugurated in 1880, and subsequently the rest of the route to Cáceres. The entirety of the line was not finished until 1881, with the completion of the section between La Bazagona-Malpartida and Malpartida-Cáceres. In the original project, the city of Cáceres was not directly connected to the line, with the goal of shortening the distance between Madrid and the Portuguese border. This was negative to the connection between the cities of Cáceres and Madrid, and in 1971 a bypass was opened to solve this issue. The Tren de la Reserva de la Biosfera Transfronteriza Tajo-Tejo Internacional was opened in 2024 as part of the initiative “Grand Tour Territorios UNESCO” by the regional authorities of Cáceres. It is a seasonal tourist train between Cáceres and Valencia de Alcántara, with the plan to promote sustainable tourism in the region. The service is financed by NextGenerationEU.
Maps/Photographic Documentation	TOUR&RAIL (2025). https://tourandrail.com/lineas/caceres-km-4285-frontera/
Bibliography	[1] https://www.adif.es/documents/20124/47395394/20250613_01_NS_Adif_Book2026.pdf/daaf688a-eaaa-ae6b-134f-e676510d0105?t=1761568761014

	[2] https://www.adif.es/documents/20124/43878160/20250228_03_NS_Adif_2026_Maps.pdf/56ad5b6f-fc13-ad49-0720-ebb449d0f17e?t=1757259530540 [3] https://www.renfe.com/content/dam/renfe/es/Viajeros/Secciones/pdf/mapa_general_ServiocioPublico_2024.pdf [4] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-provincia-caceres/tren-reserva-biosfera-transfronteriza-tajo-internacional [5] https://www.dip-caceres.es/actualidad/noticias/un-nuevo-tren-turistico-lleva-a-un-centenar-de-visitantes-a-la-reserva-de-la-biosfera-transfronteriza-tajo-tejo-internacional/ [6] https://turismotajointernacional.es/organiza-tu-viaje/donde-comer/ [7] https://www.adif.es/-/adif-moderniza-con-9-millones-de-euros-la-se%C3%B1alizaci%C3%B3n-del-tramo-entre-c%C3%A1ceres-y-valencia-de-alc%C3%A1ntara [8] https://www.spanishrailway.com/madrid-a-caceres-y-portugal-mcp-y-del-oeste-de-espana/ [9] https://www.elperiodicoextremadura.com/lo-ultimo/2012/08/16/viaje-130-anos-44838477.html [10] https://cdn.transportes.gob.es/portal-web-transportes/ferroviario/observatorio/OFE-2023.pdf
Contact person	*Not found*
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	Yes. The line runs through rural areas with low population density in the Portugal-Spain border. The connection to Portugal was closed due to the low ridership of the line.
How important is the potential for tourism development on this line? (low/medium/high)	Medium. The town Valencia de Alcántara and its surrounding have a diverse natural and cultural heritage than can be exploited with a sustainable tourism model. However, the line runs mostly through unpopulated areas dominated by pastureland and far from population centers.
Is tourism influencing funding for the line (low/medium/high)	Low.

	The line's signalling system is going to be modernized. However, there is no evidence that the project is influenced by the tourism potential of the line. Nevertheless, the tourist service Tren de la Reserva de la Biosfera Transfronteriza Tajo-Tejo Internacional is clearly supported by tourism initiatives and regional promotion strategies.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Low. The line is currently active for passengers with daily trains in both directions.

Summary	
	Updated: 05/05/2026
Line name	**Technical name: Línea 200 Madrid-Chamartín-Clara Campoamor - Barcelona-Estació de França**
Tourist services	Tren de la Alcarria: Madrid-Chamartín-Clara Campoamor / Guadalajara Tren de la Lavanda: Madrid-Chamartín-Clara Campoamor / Guadalajara
Country	Spain
Region or Canton	Comunidad de Madrid, Aragón, Catalunya
Description of the line	
Origin / Destination	Madrid-Chamartín-Clara Campoamor / Barcelona-Estació de França
Category	Single and double track line: [2] • Single track line between Calatayud and Ricla, and between Zaragoza and Reus. From Madrid to Guadalajara: Cercanías Madrid (commuter line) [1] From Guadalajara to Casetas: Media Distancia (regional line) [1] From Casetas to Miraflores: Cercanías Zaragoza (commuter line) [1] From Miraflores and Sant Vicenç de Calders: Media Distancia (regional line) [1]

	From Sant Vicenç de Calders to Barcelona: Cercanías Barcelona (commuter line) [1]
Line length (km)	700 km • From Madrid to Guadalajara: 54.4 km [1] • From Guadalajara to Casetas: 269 km [1] • From Casetas to Miraflores: 16.6 km [1] • From Miraflores and Sant Vicenç de Calders: 292.6 km [1] • From Sant Vicenç de Calders to Barcelona: 67.4 km [1]
Track Gauge (standard, narrow, broad)	Iberian gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes [2] • DC • 3 kV
Signalling System	Tren Tierra and ASFA [2]
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Madrid-Chamartín-Clara Campoamor: 40°28'18"N 3°40'57"W Barcelona-Estació de França: 41°23'07"N 2°11'17"E
Route Map Link	*Not found*
Tourism Attractiveness	
Main Towns / Cities on the Route	Madrid, Guadalajara, Zaragoza, Barcelona
Natural Features (mountains, rivers, coasts)	Ebro River [1]
Cultural Sites (UNESCO, historical stations)	Palacio del Infantado, Panteón de la Duquesa de Sevillano [3]
Unique Selling Points	Tourist services: • Tren de la Alcarria: Cultural and historical tour to the city of Guadalajara. [3] • Tren de la Lavanda: Guided historical tours and visit to lavender fields and an essential oils' distillery. [4]
Visitor Services (hotels, tours, local crafts)	Tren de la Alcarria: [3] • Visit to the Palacio del Infantado. • Visit to the Convento de la Piedad. • Visit to the Palacio de la Cotilla. • Visit to the Capilla de Luis de Lucena. • Visit to the Concatedral de Santa María. • Visit to the Iglesia de San Francisco.

	• Visit to the Panteón de la Duquesa de Sevillano. Tren de la Lavanda: [4] • Guided tour of the town of Brihuega. • Visit to a local essential oils' distillery. • Visit to the lavender fields.
Current Operation info	
Opening date	1859 [9] Tren de la Alcarria: 2024 [5] Tren de la Lavanda: 2024 [6]
Current Services • (Freight / Passenger / Tourism)	Passenger, freight and tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: [1] • 66 daily trains in both directions. Tren de la Alcarria: 1 outing per year. [3] Tren de la Lavanda: 2 outings per year. [4]
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies (public service obligation in some sections) [8]
Ticket price (€)	Regular service: [7] • Single trip (from Guadalajara to Casetas): from 24.5€ • Single trip (from Miraflores to Sant Vicenç De Calders): from 21.15€ Tourist services: [3, 4] • Adults: 50€ • Children (4 to 14 years old): 20€ • Children (under 4 years old): Free
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure	-

• (frequency, speed, passengers/trains per day/week/month/year)	
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	Renfe
Infrastructure manager	ADIF
National Authorities	-
Regional / Cantonal Authorities	Tourist services: Junta de Castilla La Mancha
Local Authorities	-
Community Involvement Level (low, medium, high)	Medium. The service Tren de la Lavanda includes a visit to the local essential oil's distillery "Jardín de la Alcarria". [2]
Impact on Local Economy • (jobs, local business synergy)	The Tren de la Lavanda has attracted visitors, increased the demand for local products and enhanced the visibility of the town of Brihuega as a tourist destination. [6]
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	Línea 200 is the historic conventional railway line linking Madrid with Barcelona, forming one of the earliest and most important long-distance rail corridors in the country. Its construction was part of the ambitious mid-19th-century expansion of the Spanish rail network, and it was completed and opened to traffic in 1859. Following the opening of the high-speed railway Madrid-Barcelona in 2008, conventional long-distance passenger traffic

	on the line declined sharply. Today, the line primarily serves commuter, regional and freight services. In recent years, Renfe has promoted various tourist services in collaboration with Castilla-La Mancha Tourism.
Maps/Photographic Documentation	Federación Castellano Manchega de Amigos del Ferrocarril. https://fcmaf.es/Catalogo_Fotografico/Catalogos/Catalogo_200/catalogo_200.htm https://www.trenes.com/madrid-barcelona/
Bibliography	[1] https://www.adif.es/documents/20124/51134427/20260227_01_DR+ADIF_LIBRO_2026.pdf/c6360748-e5d6-4387-fbcb-3573a6fa23f7?t=1772442914319 [2] https://www.adif.es/documents/20124/43789782/20250228_03_DR_Adif_2026_Mapas.pdf/fef8104d-fbde-1467-2a72-8446ab73f440?t=1757259525020 [3] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-castilla-la-mancha/tren-alcarria [4] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-castilla-la-mancha/tren-de-la-lavanda [5] https://www.timeout.es/madrid/es/noticias/renfe-inaugura-un-nuevo-tren-turistico-con-destino-a-esta-historica-ciudad-050624 [6] https://brihuega.es/noticias/el-tren-de-la-lavanda-respaldo-y-oportunidad-para-brihuega [7] https://www.renfe.com/es/es [8] https://cdn.transportes.gob.es/portal-web-transportes/ferroviario/observatorio/OFE-2023.pdf [9] https://fcmaf.es/Ferrocarriles/200.htm
Contact person	*Not found*
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	No. The line connects major cities such as Madrid, Zaragoza and Barcelona, and carries freight, regional and commuter traffic. It remains a significant corridor despite high-speed alternatives.

How important is the potential for tourism development on this line? (low/medium/high)	Medium. Due to the construction of the new high-speed Madrid-Barcelona line, tourism can promote scenic regional routes along the original Línea 200.
Is tourism influencing funding for the line (low/medium/high)	Low. The funding is not and has not been influenced by the touristic appeal of the line. However, the operation of tourist services is supported by partnerships with regional tourism institutions, indicating that tourism plays a significant role in its financial viability.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Low. The line's primary role is providing freight and commuter services.

Summary	
	Updated: 05/05/2026
Line name	**Technical name: Línea 500 Bif. Planetario - Bif. Casa de la Torre**
Tourist services	Tren de la Cerámica: Madrid / Talavera de la Reina Tren del Valle del Alagón: Cáceres / Cañaveral Tren de la Reserva de la Biosfera de Monfragüe: Cáceres / Mirabel Tren de Campo Arañuelo: Cáceres / Casatejada
Country	Spain
Region or Canton	Comunidad de Madrid, Castilla-La Mancha, Extremadura
Description of the line	
Origin / Destination	Madrid-Puerta Atocha Almudena Grandes / Cáceres
Category	Single track line (except between Madrid and Humanes) [3] From Madrid to Humanes: Cercanías Madrid (commuter line) [1] From Humanes to Cáceres: Media Distancia (regional line) [1]
Line length (km)	321.6 km • From Madrid to Humanes: 21.8 km [1] • From Humanes to Cáceres: 299.8 km [1, 2]

Track Gauge (standard, narrow, broad)	Iberian gauge [3]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes (partially) [3] From Madrid to Humanes: • DC • 3 kV From Bif. Casa de La Torre to Cáceres: • AC • 25 kV
Signalling System	ASFA and GSMR [3]
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Madrid-Puerta Atocha Almudena Grandes: 40°24'19"N 3°41'18"W Cáceres: 39°27'40"N 6°23'08"W
Route Map Link	https://maps.app.goo.gl/rE9CeH2V4i5Ry1j37
Tourism Attractiveness	
Main Towns / Cities on the Route	Madrid, Talavera de la Reina, Monfragüe, Plasencia, Cáceres
Natural Features (mountains, rivers, coasts)	Tagus River, La Sagra Region, Alagón Valley, Monfragüe National Park, Arroyocampo Bird Park [4, 6, 8, 9]
Cultural Sites (UNESCO, historical stations)	Talavera de la Reina city walls, Mirabel Castle [4, 8]
Unique Selling Points	Tourist services: • Tren de la Cerámica: Cultural trip that highlights Talavera de la Reina's renowned pottery tradition. [4] • Tren del Valle del Alagón: Getting to know the Alagón Valley and the local gastronomy of northern Extremadura. [6] • Tren de la Reserva de la Biosfera de Monfragüe: Cultural visit to Mirabel and immersion in the natural landscape of Monfragüe. [8] • Tren de Campo Arañuelo: Immersion in the natural beauty and historical interest of Saucedilla and Belvís de Monroy in Cáceres. [9]
Visitor Services (hotels, tours, local crafts)	Tren de la Cerámica: [4] • Guided tour of the Talavera de la Reina city walls, Albarrana Towers, and the banks of the Tagus River. • Visit to the Ruiz de Luna Museum, the Ethnographic Museum, and the Basilica of Nuestra Señora de El Prado.

	• Visit to a ceramics workshop. Tren del Valle del Alagón: [6] • Tasting of local products. • Guided hike in Alagón Valley. • Guided tour of the town of Coria. Tren de la Reserva de la Biosfera de Monfragüe: [8] • Guided tour of the Mirabel Castle. • Gastronomic experience. • Guided hike to the lookout point "Canchu del Lobu". Tren de Campo Arañuelo: [9] • Tasting of local products. • Bird watching route in the Arroyocampo Bird Park. • Guided tours of the town Belvís de Monroy and of the Almaraz Orchid Interpretation Center. • Plant workshop.
Current Operation info	
Opening date	1881 [10] Tren de la Cerámica: 2023 [5] Tren del Valle del Alagón: 2025 [7] Tren de la Reserva de la Biosfera de Monfragüe: 2025 [7] Tren de Campo Arañuelo: 2025 [7]
Current Services • (Freight / Passenger / Tourism)	Passenger, freight, tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: [1, 2] • 37 daily trains in both directions (between Madrid and Monfragüe) • 2 daily trains in both directions (between Monfragüe and Cáceres) Tren de la Cerámica: 1 outing per year [4] Tren del Valle del Alagón: 1 outing per year [6] Tren de la Reserva de la Biosfera de Monfragüe: 1 outing per year [8] Tren de Campo Arañuelo: 1 outing per year [9]
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*

Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies (public service obligation) [11]
Ticket price (€)	Regular service: [12] • Single trip (from Madrid to Cáceres): from 21.50€ Tren de la Cerámica: [4] • Adults: 50€ • Children (4 to 14 years old): 20€ • Children (under 4 years old): Free Tren del Valle del Alagón, Tren de la Reserva de la Biosfera de Monfragüe and Tren de Campo Arañuelo: [6, 8] • Adults: 50€ • Children (4 to 14 years old): 10€ • Children (under 4 years old): Free
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	Renfe
Infrastructure manager	ADIF (between Madrid and Monfragüe) ADIF AV (between Monfragüe and Cáceres)
National Authorities	-
Regional / Cantonal Authorities	Tren de la Cerámica: Junta de Castilla La Mancha Tren del Valle del Alagón, Tren de la Reserva de la Biosfera de Monfragüe and Tren de Campo Arañuelo: Diputación Provincial de Cáceres

Local Authorities	-
Community Involvement Level (low, medium, high)	Medium. The service Tren de la Cerámica includes a visit to a local ceramics workshop to promote the city's pottery tradition. The Tren de Campo Arañuelo includes a visit and a workshop at the local institution Orchydarium. [4, 9]
Impact on Local Economy • (jobs, local business synergy)	*Not found*
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	The Línea 500 was conceived in the 19th century to connect Madrid with Extremadura and ultimately the Portuguese border, creating an international route to Portugal. The origins of the line date back to the mid-1800s, when the government began promoting railway links from Madrid toward western Spain. In 1856, a concession was authorized for a railway between Madrid and Malpartida de Plasencia. Works began around 1866, but economic and organizational difficulties caused delays. The first sections opened fully in 1878. To complete the international corridor, additional sections were constructed from Malpartida toward Cáceres and Valencia de Alcántara. The full railway was completed in 1881. In recent years, Renfe has promoted various tourist services in collaboration with the regional authorities of Castilla-La Mancha and Extremadura.
Maps/Photographic Documentation	*Not found*
Bibliography	[1] https://www.adif.es/documents/20124/51134427/20260227_01_DR+ADIF_LIBRO_2026.pdf/c6360748-e5d6-4387-fbcb-3573a6fa23f7?t=1772442914319

	[2] https://www.adifaltavelocidad.es/documents/34745/50381379/20260126_01+DR+ADIF+AV_LIBRO_2026.pdf/225e8a79-fb81-1fc8-8b74-56db00c69d2e?t=1772018687107 [3] https://www.adif.es/documents/20124/43789782/20250228_03_DR_Adif_2026_Mapas.pdf/fef8104d-fbde-1467-2a72-8446ab73f440?t=1757259525020 [4] https://www.renfe.com/es/es/experiencias/trenes-tematicos/trenes-turisticos-castilla-la-mancha/tren-ceramica [5] https://www.cronicanorte.es/renfe-presenta-el-tren-de-la-ceramica-un-viaje-sostenible-entre-madrid-y-talavera-de-la-reina/198515 [6] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-provincia-caceres/tren-valle-del-alagon [7] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-provincia-caceres [8] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-provincia-caceres/tren-reserva-biosfera-monfrague [9] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-provincia-caceres/tren-campo-aranuelo [10] https://www.fcmaf.es/Ferrocarriles/500_historia.htm [11] https://cdn.transportes.gob.es/portal-web-transportes/ferroviario/observatorio/OFE-2023.pdf [12] https://www.renfe.com/es/es/inspirate/rutas/madrid-caceres
Contact person	*Not found*
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	Yes. Much of the line crosses sparsely populated areas of Extremadura and Castilla-La Mancha and supports limited regional services and modest traffic levels.
How important is the potential for tourism development on this line? (low/medium/high)	Medium. The line serves historic towns, such as Talavera de la Reina, with tourism potential. This is already being taken advantage of by

	regional authorities as seen in the vast number of tourist services available.
Is tourism influencing funding for the line (low/medium/high)	Low. The funding is not and has not been influenced by the touristic appeal of the line. However, the operation of tourist services is supported by partnerships with regional tourism institutions, indicating that tourism plays a significant role in its financial viability.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Low. The line's primary role is providing freight, regional and commuter services.

Summary	
	Updated: 05/05/2026
Line name	**Technical name: Línea 300 Madrid-Chamartín-Clara Campoamor - Valencia-Estación del Nord**
Tourist services	Tren del Quijote: Madrid-Chamartín-Clara Campoamor / Alcázar de San Juan Tren de la Mancha Toledana: Madrid-Chamartín-Clara Campoamor / Tembleque Tren del Vino de Valdepeñas: Madrid-Chamartín-Clara Campoamor / Valdepeñas (Note: uses Línea 300 until Alcázar de San Juan, then Línea 400 Alcázar San Juan - Cádiz to Valdepeñas)
Country	Spain
Region or Canton	Comunidad de Madrid, Castilla-La Mancha, Comunitat Valenciana
Description of the line	
Origin / Destination	Madrid-Chamartín-Clara Campoamor / Valencia-Estación del Nord
Category	Double track line [2] From Madrid to Aranjuez: Cercanías Madrid (commuter line) [1] From Aranjuez to Moixent: Media Distancia (regional line) [1] From Moixentt o Valencia: Cercanías Valencia (commuter line) [1]
Line length (km)	From Madrid to Aranjuez: 57.3 km [1] From Aranjuez to Moixent: 355.2 km [1]

	From Moixent to Valencia: 80.6 km [1]
Track Gauge (standard, narrow, broad)	Iberian gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes [2] • DC • 3 kV
Signalling System	Tren Tierra and ASFA [2]
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Madrid-Chamartín-Clara Campoamor: 40°28'18"N 3°40'57"W Valencia-Estación del Nord: 39°28'00"N 0°22'38"W
Route Map Link	*Not found*
Tourism Attractiveness	
Main Towns / Cities on the Route	Madrid, Aranjuez, Alcázar de San Juan, Albacete, Valencia
Natural Features (mountains, rivers, coasts)	Cultural landscape of La Mancha [3, 6]
Cultural Sites (UNESCO, historical stations)	Alcázar de San Juan Station, Conjunto Palacial del Gran Prior [3]
Unique Selling Points	Tourist services: • Tren del Quijote: Offers the chance for travelers to immerse themselves in the settings that inspired Cervantes' work, establishing itself as a prominent option for lovers of literature and cultural tourism. [3] • Tren de la Mancha Toledana: Provides travelers with an immersive experience of the heart of La Mancha's cultural heritage. [6] • Tren del Vino de Valdepeñas: Glimpse into Valdepeñas' rich winemaking heritage and cultural identity. [8]
Visitor Services (hotels, tours, local crafts)	Tren del Quijote: [3] • Visit to the Alcázar de San Juan Station. • Visit to a winery and wine tasting. • Visit to traditional windmills. • Visit to the Conjunto Palacial del Gran Prior. • Visit to the Casa del Hidalgo Museum. Tren de la Mancha Toledana: [6] • Guided tour of the town of Tembleque. • Guided tour of the town of Consuegra.

	• Visit to a local saffron producer. • Visit to the Consuegra Castle and the traditional windmills. Tren del Vino de Valdepeñas: [8] • Visitt o the Archaeological Park Cerro de las Cabezas. • Visit to Valdepeñas' Wine Museum. • Visit to a winery and wine tasting.
Current Operation info	
Opening date	1859 [10] Tren del Quijote: 2023 [4] Tren de la Mancha Toledana: 2024 [7] Tren del Vino de Valdepeñas: 2024 [9]
Current Services • (Freight / Passenger / Tourism)	Passenger, freight and tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: [1] • 83 daily trains in both directions. Tren del Quijote: 1-2 outings per year [3] Tren de la Mancha Toledana: 1 outing per year [6] Tren del Vino de Valdepeñas: 1 outing per year [8]
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies (public service obligation in some sections) [5]
Ticket price (€)	Regular service: [11] • Single trip (from Madrid to Alcázar de San Juan): from 13.3€ • Single trip (from Alcázar de San Juan to Valencia): from 23.65€ Tourist services: [3, 6, 8] • Adults: 50€ • Children (4 to 14 years old): 20€ • Children (under 4 years old): Free
Historic Operation info (if applicable)	
Has the line been closed in the past?	No

• Yes / No	
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	Renfe
Infrastructure manager	ADIF
National Authorities	-
Regional / Cantonal Authorities	Tourist services: Junta de Castilla La Mancha
Local Authorities	-
Community Involvement Level (low, medium, high)	Medium. The service Tren del Quijote includes a visit to a local winery and Renfe provides a list of local restaurants to have lunch at. Tren del Vino de Valdepeñas also includes a visit to a local winery. The service Tren de La Mancha Toledana includes a visit to the local saffron producer Azafranes Lozano. [3, 6, 8]
Impact on Local Economy • (jobs, local business synergy)	After the establishment of the service Tren de La Mancha Toledana there has been an increase in tourist interest in the small towns of Tembleque and Consuegra, as well as higher spending on restaurants. [7]
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-

Other information	
Historic Summary	The Madrid-Valencia conventional railway is one of the historic railway corridors of Spain, linking the capital with the Mediterranean region through Alcázar de San Juan and Albacete. The line was built during the early expansion of railways in the 19th century. Construction began with the Madrid-Aranjuez section, inaugurated in 1851, which was among the earliest railway lines in mainland Spain. The route was extended step-by-step and the final connection with Valencia was achieved in 1859. During the 20th century the line underwent modernization, including double tracking, electrification at 3 kV DC and the construction of several variants. With the opening of the Madrid-Levante high-speed line in 2010, most long-distance passenger traffic shifted to the new route. Consequently, the conventional line now primarily supports regional trains, commuter services and freight traffic. In recent years, Renfe has promoted various tourist services in collaboration with Castilla-La Mancha Tourism.
Maps/Photographic Documentation	*Not found*
Bibliography	[1] https://www.adif.es/documents/20124/51134427/20260227_01_DR+ADIF_LIBRO_2026.pdf/c6360748-e5d6-4387-fbcb-3573a6fa23f7?t=1772442914319 [2] https://www.adif.es/documents/20124/43789782/20250228_03_DR_Adif_2026_Mapas.pdf/fef8104d-fbde-1467-2a72-8446ab73f440?t=1757259525020 [3] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-castilla-la-mancha/tren-quijote [4] https://www.lanzadigital.com/cultura/comunicacion/llega-a-alcazar-de-san-juan-el-primer-tren-del-quijote-nueva-experiencia-turistica/ [5] https://cdn.transportes.gob.es/portal-web-transportes/ferroviario/observatorio/OFE-2023.pdf [6] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-castilla-la-mancha/tren-la-mancha-toledana [7] https://www.castillalamancha.es/actualidad/notasdeprensa/los

	-trenes-tur%C3%ADsticos-de-castilla-la-mancha-completan-sus-16-primeros-trayectos-superando-el-70-por [8] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-castilla-la-mancha/tren-del-vino-de-valdepenas [9] https://www.lanzadigital.com/provincia/el-tren-del-vino-el-papel-del-ferrocarril-en-valdepenas/ [10] https://fcmaf.es/Ferrocarriles/300.htm [11] https://www.renfe.com/es/es
Contact person	*Not found*
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	No. Despite high-speed alternatives, the line still carries regional passenger services and freight through important cities.
How important is the potential for tourism development on this line? (low/medium/high)	Medium. Due to the construction of the new high-speed Madrid-Levante line, tourism can promote regional routes along the original Línea 300, as the route passes historic towns and wine regions.
Is tourism influencing funding for the line (low/medium/high)	Low. The funding is not and has not been influenced by the touristic appeal of the line. However, the operation of tourist services is supported by partnerships with regional tourism institutions, indicating that tourism plays a significant role in its financial viability.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Low. The line's primary role is providing freight, regional and commuter services.

Summary	
	Updated: 05/05/2026
Line name	**Technical name: Línea 026 Plasencia - Bif. San Nicolás**
Tourist services	Tren de la Sierra de Montánchez y Tamuja: Plasencia / Cáceres Tren de Trasierra - Tierras de Granadilla: Cáceres / Plasencia
Country	Spain

Region or Canton	Extremadura
Description of the line	
Origin / Destination	Plasencia / Badajoz
Category	Single and double track line: [2] • Single track: between Plasencia and Arroyo de la Herrera, between Bif. El Palmeral and Bif. Aldihuela, and between Montijo and Bif. San Nicolás. Long distance high-speed line (Larga Distancia) [3]
Line length (km)	175.3 km [1]
Track Gauge (standard, narrow, broad)	Iberian gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes [1] • AC • 25 kV
Signalling System	ASFA and GSMR [2]
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Plasencia: 40°01'21"N 6°05'58"W Badajoz: 38°53'27"N 6°58'54"W
Route Map Link	https://www.renfe.com/es/en/viajar/informacion-util/mapas-y-lineas/ave-y-larga-distancia/_jcr_content/root/responsivegrid/rfimg.coreimg.jpeg/1729593697920/ave-largadistancia-oct-2024.jpeg
Tourism Attractiveness	
Main Towns / Cities on the Route	Plasencia, Cáceres, Mérida, Badajoz
Natural Features (mountains, rivers, coasts)	Extremadura pastureland, Sierra de Montánchez y Tamuja. [4]
Cultural Sites (UNESCO, historical stations)	None
Unique Selling Points	Tourist services: • Tren de la Sierra de Montánchez y Tamuja: Visit the pastureland of Sierra de Montánchez y Tamuja to discover its gastronomic and cultural wealth. [4]

	• Tren de Trasierra - Tierras de Granadilla: Discover the gastronomy and history of Cáceres through guided tours to a Roman and a medieval city. [5]
Visitor Services (hotels, tours, local crafts)	Tren de la Sierra de Montánchez y Tamuja: [4] • Tasting of local products (specially "jamón"). • Guided tour to Montánchez and to the Basilica of Santa Lucía del Trampal. Tren de Trasierra - Tierras de Granadilla: [5] • Gastronomic experience. • Guided tour of the Roman city of Cáparra and the medieval village of Granadilla.
Current Operation info	
Opening date	2022 [10] Tren de la Sierra de Montánchez y Tamuja: 2025 [6] Tren de Trasierra - Tierras de Granadilla: 2025 [6]
Current Services • (Freight / Passenger / Tourism)	Passenger, tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: • 14 daily trains in both directions. [1] Tren de la Sierra de Montánchez y Tamuja: 1 outing per year [4] Tren de Trasierra - Tierras de Granadilla: 1 outing per year [5]
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies (public service obligation) [7]
Ticket price (€)	Regular service: [8] • Single trip (from Plasencia to Badajoz): from 14.10€ Tourist services: [4, 5] • Adults: 50€ • Children (4 to 14 years old): 10€ • Children (under 4 years old): Free
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No

Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	Renfe
Infrastructure manager	ADIF AV
National Authorities	-
Regional / Cantonal Authorities	Tourist services: Diputación Provincial de Cáceres
Local Authorities	-
Community Involvement Level (low, medium, high)	Medium. The Tren de la Sierra de Montánchez y Tamuja explicitly encourages tourists to have lunch at certain restaurants of Montánchez. [4]
Impact on Local Economy • (jobs, local business synergy)	*Not found*
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	Madrid - Extremadura - Portuguese Border High-Speed Line [9]
International	-
Other information	
Historic Summary	Línea 026 is part of the Madrid-Extremadura-Portuguese Border high-speed corridor. The origins of the project lie in Spain's long-term expansion of the high-speed rail network during the early

	21st century. Extremadura historically had one of the least developed railway systems in the country, and the new corridor was conceived to modernize regional connectivity and reduce travel times between Madrid, Cáceres, Mérida and Badajoz. Construction of new infrastructure between Plasencia and Badajoz progressed during the 2010s. Passenger services on the first operational section of the corridor began in 2022, when the new route between Plasencia and Badajoz entered service. Although designed for high-speed standards, the route initially operated with Iberian gauge track and diesel traction, allowing immediate service while electrification and further upgrades were completed. Subsequent modernization works improved the corridor's technical standards. Electrification of the Plasencia-Badajoz route was completed and brought into operation in 2023. In 2025, the tourist services Tren de la Sierra de Montánchez y Tamuja and Tren de Trasierra - Tierras de Granadilla as a joint initiative by Renfe and the regional authorities of Cáceres province.
Maps/Photographic Documentation	*Not found*
Bibliography	[1] https://www.adifaltavelocidad.es/documents/34745/51134530/20260227_01+DR+Adif_AV+2026_Libro.pdf/60f60247-935c-6d14-3ac4-8886c5e74dd6?t=1772454129932 [2] https://www.adif.es/documents/20124/50383867/20260127_03_DR_Adif_2027_Mapas.pdf/95e6357e-7762-6f61-5047-9094e5798485?t=1769700111869 [3] https://www.renfe.com/es/en/travel/informacion-util/mapas-y-lineas/ave-y-larga-distancia [4] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-provincia-caceres/tren-sierra-de-montanchez-y-tamuja [5] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-provincia-caceres/tren-trasierra-tierras-de-granadilla [6] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-provincia-caceres [7] https://cdn.transportes.gob.es/portal-web-transportes/ferroviario/observatorio/OFE-2023.pdf

	[8] https://www.renfe.com/es/es [9] https://www.adifaltavelocidad.es/sobre-adif-av/red-av/madrid-extremadura-frontera-portuguesa [10] https://www.adifaltavelocidad.es/documents/34745/2621689/Dossier+LAV+Extremadura.pdf/5d180cce-b62a-bd5a-2ddf-4de6fe8b24b6?t=1738317963361
Contact person	*Not found*
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as "Low Traffic/Rural Line"? (yes/no)	No. Although the line goes through a sparsely populated region, it forms part of a strategic high-speed corridor linking Madrid and Extremadura.
How important is the potential for tourism development on this line? (low/medium/high)	Medium. The corridor provides access to historic cities such as Cáceres and Mérida and natural areas, offering tourism potential.
Is tourism influencing funding for the line (low/medium/high)	Low. Investment in the line is driven by national infrastructure policy, regional development rather than tourism demand. The line is part of the larger Madrid-Extremadura-Portuguese Border high-speed corridor. Nevertheless, the tourist services are clearly supported by tourism initiatives and regional promotion strategies.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Low. The line is currently active for passengers with daily trains in both directions.

Summary	
	Updated: 05/05/2026
Line name	**Technical name: Línea 770 Santander-Oviedo**
Tourist services	Tren de les Piragües: Arriondas / Ribadesella Tren Transcantábrico: San Sebastián / Santiago de Compostela, Oviedo / San Sebastián or Santiago de Compostela / Gijón
Country	Spain
Region or Canton	Cantabria and Asturias
Description of the line	
Origin / Destination	Santander / Oviedo

Category	Single (between Torrelavega and La Carrera de Siero) and double track line (from Santander to Torrelavega and from La Cabeza de Siero to Oviedo) [2] From Santander to Cabezón de la Sal: Cercanías Cantabria (commuter line) [1] From Cabezón de la Sal to Infiesto: Media Distancia (regional line) [1] From Infiesto to Oviedo: Cercanías Asturias (commuter line) [1]
Line length (km)	216.9 km [1]
Track Gauge (standard, narrow, broad)	Narrow gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	From Santander to Cabezón de la Sal and from Ribadesella to Oviedo: Yes [2] • DC • 1.5 kV From Cabezón de la Sal to Ribadesella: No [2]
Signalling System	ASFA [2]
General Condition of the line (bad/medium/good)	Medium
GPS Coordinates of Origin and Destination	Santander: 43°27'30"N 3°48'40"W Oviedo: 43°21'59"N 5°51'17"W
Route Map Link	https://www.adif.es/documents/20124/43878160/20250228_03_NS_Adif_2026_Maps.pdf/56ad5b6f-fc13-ad49-0720-ebb449d0f17e?t=1757259530540 (pg 9) From Santander to Cabezón de la Sal: https://www.renfe.com/es/es/cercanias/cercanias-cantabria/mapas From Cabezón de la Sal to Infiesto: https://tourandrail.com/lineas/cabezon-de-la-sal-infiesto-apdro/ From Infiesto to Oviedo: https://www.renfe.com/es/es/cercanias/cercanias-asturias/mapas
Tourism Attractiveness	
Main Towns / Cities on the Route	Santander, Torrelavega, Ribadesella, Oviedo
Natural Features (mountains, rivers, coasts)	Cantabrian Sea, Sella River [3]

Cultural Sites (UNESCO, historical stations)	None
Unique Selling Points	Tourist services: • Tren de les Piragües: unique train journey parallel to the Sella River that follows the Descenso Internacional del Sella, an annual canoe race. • Tren Transcantábrico: luxury train travelling through the northern coast of Spain in an eight-day and seven-night or four-day and three-night journey. [8]
Visitor Services (hotels, tours, local crafts)	Tren de les Piragües: [3] • On-board drinks and appetizers. Tren Transcantábrico: [9] • Accommodation with private bathroom and additional amenities and toiletries. • Breakfasts, lunches and dinners. • Tickets to museums, monuments and shows. • Private bus. • Excursions and scheduled visits with guide. • Onboard activities: live music and performances, parties in the bar, dancing, etc. • Transfer by train before and after the trip. • Additional services: bar, laundry and baggage transport.
Current Operation info	
Opening date	1905 [5] Tren de les Piragües: 1945 [4] Tren Transcantábrico: 1983 [11]
Current Services • (Freight / Passenger / Tourism)	Passenger, tourism
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: [1] • 7 daily trains in both directions. Tren de les Piragües: 1 outing per year. [4] Tren Transcantábrico: >30 outings per year. [10]
Annual Tourist Ridership (last 5 years)	*Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies (public service obligation) [6]
Ticket price (€)	Regular service:

	• One-way ticket (from Cabezón de la Sal to Infiesto): 7.45€ [7] Tren de les Piragües: 60€ [3] Tren Transcantábrico (8 days / 7 nights): [10] • Single occupancy: from 17 100€ • Double occupancy: from 9 900€ Tren Transcantábrico (4 days / 3 nights): [10] • Single occupancy: from 7 900€ • Double occupancy: from 4 250€
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	Renfe
Infrastructure manager	ADIF
National Authorities	-
Regional / Cantonal Authorities	-
Local Authorities	Tren de les Piragües: Municipalities of Gijón, Siero and Nava
Community Involvement Level (low, medium, high)	High. The Tren de les Piragües rolling stock is maintained in local workshops. Local associations are also involved, such as Los Tritones, a group of volunteers who welcome the tourist train and carry out entertaining performances for the Descenso Internacional del Sella. [4]

Impact on Local Economy • (jobs, local business synergy)	*Not found*
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	Línea 770 between Oviedo and Santander forms part of the historic metre-gauge railway along Spain's Cantabrian coast. It was developed during the expansion of narrow-gauge railways in the late 19th and early 20th centuries, the line helped connect numerous coastal and inland communities in Asturias and Cantabria. The complete Oviedo-Santander connection opened in 1905, forming an important regional transport corridor. During the second half of the 20th century, the line became part of the national narrow-gauge system, later managed by FEVE and today integrated into Spain's public railway infrastructure. Beyond its transport role, the route has strong cultural associations with tourism and local festivities. One of the most famous traditions is the Tren de les Piragües, also known as the Tren Fluvial. First introduced in 1945, the service carried passengers in decorated trains along the Sella valley during the Descenso Internacional del Sella canoe race. Another tourist service is the luxury train Transcantábrico, first inaugurated in the year 1983.
Maps/Photographic Documentation	TOUR&RAIL (2024). https://tourandrail.com/lineas/cabezon-de-la-sal-infiesto-apdro/
Bibliography	[1] https://www.adif.es/documents/20124/47395394/20250613_01_NS_Adif_Book2026.pdf/daaf688a-eaaa-ae6b-134f-e676510d0105?t=1761568761014

	[2] https://www.adif.es/documents/20124/43878160/20250228_03_NS_Adif_2026_Maps.pdf/56ad5b6f-fc13-ad49-0720-ebb449d0f17e?t=1757259530540 [3] https://www.renfe.com/es/es/grupo-renfe/comunicacion/renfe-al-dia/sala-de-prensa/noroeste/renfe-pone-venta-billetes-tradicional-tren-piragues [4] https://vialibre-ffe.com/heme_sumario.asp?num=653 [5] https://www.spanishrailway.com/ferrocarril-del-cantabrico/ [6] https://cdn.transportes.gob.es/portal-web-transportes/ferroviario/observatorio/OFE-2023.pdf [7] https://www.renfe.com/es/es [8] https://spanishluxurytrain.com/es/es/transcantabrico/el-tren [9] https://spanishluxurytrain.com/es/es/transcantabrico/experiencia/que-incluye [10] https://www.spanishluxurytrain.com/content/dam/trenes-turisticos-de-lujo/pdf/2026/Transcantabrico_ES.pdf [11] https://trentranscantabrico.com/historia-del-tren-transcantabrico/
Contact person	Tren Transcantábrico: • +34 912 555 912 • trenesturisticosdelujo@renfe.es
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	Yes. Much of the line serves small towns along the Cantabrian coast, with modest passenger volumes.
How important is the potential for tourism development on this line? (low/medium/high)	High. The route crosses scenic coastal landscapes and the Sella valley. Events such as the Descenso Internacional del Sella relatod to the Tren de les Piragües highlight strong tourism potential.
Is tourism influencing funding for the line (low/medium/high)	Medium. Tourism alone does not determine investment, but tourist trains provide additional justification for maintaining infrastructure.

Is tourism a vital activity to keep the line open and active? (low/medium/high)	Low. Regular regional mobility remains the primary function of the line.

Summary	
	Updated: 05/05/2026
Line name	**Technical name: Línea 822 Bif. Valorio-A Coruña**
Tourist services	Tren de la Ruta de los Monasterios: Santiago de Compostela / O Carballiño Tren del Vino Monterrei: Ourense / A Gudiña
Country	Spain
Region or Canton	Castilla y León and Galicia
Description of the line	
Origin / Destination	Zamora / A Coruña
Category	Media Distancia (regional line) [3] Single track line (from Zamora to Santiago de Compostela) [2] Double track line (from Santiago de Compostela to A Coruña) [2]
Line length (km)	421.5 km [1]
Track Gauge (standard, narrow, broad)	Iberian gauge [1]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	From Zamora to Santiago de Compostela: No [2] From Santiago de Compostela to A Coruña: Yes [2] • AC • 25 kV
Signalling System	ASFA [2]
General Condition of the line (bad/medium/good)	Good
GPS Coordinates of Origin and Destination	Zamora: 41°30'58"N 5°44'23"W A Coruña: 43°21'10"N 8°24'35"W
Route Map Link	https://www.renfe.com/content/dam/renfe/es/Viajeros/Secciones/pdf/mapa_general_ServiocioPublico_2024.pdf From Ourense to Santiago de Compostela: https://tourandrail.com/lineas/coto-da-torre-a-grandeira/

Tourism Attractiveness	
Main Towns / Cities on the Route	Zamora, Puebla de Sanabria, Ourense, Santiago de Compostela, A Coruña
Natural Features (mountains, rivers, coasts)	Sierra de la Culebra [2]
Cultural Sites (UNESCO, historical stations)	Santiago de Compostela Old Town (UNESCO World Heritage site) [9]
Unique Selling Points	Scenic route through the many different landscapes of rural Spain. [4] Tourist services: • Tren de la Ruta de los Monasterios: Visit to multiple monasteries in Galicia. [4] • Tren del Vino Monterrei: Visit to the Monterrei wine region. [11]
Visitor Services (hotels, tours, local crafts)	Tren de la Ruta de los Monasterios: [4] • Guided tour to the Gardens at the Pazo de Oca. • Guided tour to the Monastery of Carboeiro. • Guided tour to the Templo da Veracruz. • Guided tour to the Monastery of Oseira. • Optional transfer from Vigo or A Coruña to Santiago de Compostela. Tren del Vino Monterrei: [11] • Guided tour to Monterrei Castle. • Guided tour and wine degustation at a local winery. • Visit to the town of Allariz. • Visit and cheese degustation in Ecoespazo do Rexo. • Visit to the Monastery of Xunqueira de Ambía. • Visit to the Moncho Borrajo Museum.
Current Operation info	
Opening date	1958 [5] Tren de la Ruta de los Monasterios: 2018 [6] Tren del Vino Monterrei: 2014 [12]
Current Services • (Freight / Passenger / Tourism)	Passenger, freight and tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Regular service: • Traffic (including freight): 12 trains/day in both directions. [1] Tren de la Ruta de los Monasterios: 2 outings per year. [4]

	Tren del Vino Monterrei: 1 outing per year. [11]
Annual Tourist Ridership (last 5 years)	2018: 13 698 passengers (Puebla de Sanabria station) [8] Tourist services: *Not found*
Ridership Trend (increasing / stable / declining)	*Not found*
Revenue Sources (ticket sales, subsidies, other)	Ticket sales, subsidies (public service obligation) [7]
Ticket price (€)	Regular service: [10] • Single trip (from Zamora to Puebla de Sanabria): 7.65€ • Single trip (from A Friela-Maside to Santiago de Compostela): 6.85€ Tren de la Ruta de los Monasterios: [4] • Adults: 45€ • Children (4 to 14 years old): 20€ • Children (under 4 years old): Free Tren del Vino Monterrei: [11] • Adults: 50€ • Children (4 to 14 years old): 25€ • Children (under 4 years old): Free
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	No
Closure date	-
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	-
Services before closure • (Freight / Passenger / Tourism)	-
Reason for closure	-
Reopening date	-
Stakeholders involved	
Service provider (Operator)	Renfe
Infrastructure manager	ADIF

National Authorities	-
Regional / Cantonal Authorities	Tourist services: Xunta de Galicia
Local Authorities	-
Community Involvement Level (low, medium, high)	*Not found*
Impact on Local Economy • (jobs, local business synergy)	The line integrates rural areas from Castilla y León and Galicia into the national rail network and provides connections to major cities like Zamora, Ourense, Santiago de Compostela and A Coruña. It also plays a role in freight transport, especially in Galicia. Overall, the line contributes to reducing regional isolation and promoting social and economic inclusion. [1, 2]
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-
Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	The construction of a railway line between Zamora and A Coruña was first discussed in the 1850's. It was part of a project that wanted to connect Madrid and the port of Vigo through Zamora and Ourense (Línea General del Norte). However, due to the orographic difficulties and the rurality of the regions crossed, it was not approved. In 1926, the plan was revived and extended to A Coruña through Santiago de Compostela. Due to the length and complexity of the project, it was divided into four sections: from Zamora to Puebla de Sanabria, from Puebla de Sanabria to Ourense, from Ourense to Santiago de Compostela and from Santiago to A Coruña. The line was put into service gradually: 1943 for the Santiago-A Coruña section, 1952 for the Zamora-Puebla de Sanabria section, 1957 for the Ourense-Carballino section and 1958 for the Carballino-Ourense section.

	At the beginning of the 21st century, the section between Santiago de Compostela and A Coruña underwent significant renovations for its incorporation into the Madrid-Galicia high-speed rail line.
Maps/Photographic Documentation	TOUR&RAIL (2025). https://tourandrail.com/lineas/coto-da-torre-a-grandeira/
Bibliography	[1] https://www.adif.es/documents/20124/47395394/20250613_01_NS_Adif_Book2026.pdf/daaf688a-eaaa-ae6b-134f-e676510d0105?t=1761568761014 [2] https://www.adif.es/documents/20124/43878160/20250228_03_NS_Adif_2026_Maps.pdf/56ad5b6f-fc13-ad49-0720-ebb449d0f17e?t=1757259530540 [3] https://www.renfe.com/content/dam/renfe/es/Viajeros/Secciones/pdf/mapa_general_ServiocioPublico_2024.pdf [4] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-galicia/ruta-monasterios [5] https://www.spanishrailway.com/zamora-a-orense/ [6] https://www.turismo.gal/espazo-profesional/actualidade/detalle-nova?langId=es_ES&content=nova_1669.html [7] https://cdn.transportes.gob.es/portal-web-transportes/ferroviario/observatorio/OFE-2023.pdf [8] https://www.laopiniondezamora.es/zamora/2019/10/01/estacion-ferroviaria-zamora-mueve-4-1159592.html [9] https://whc.unesco.org/en/list/347 [10] https://www.renfe.com/es/es [11] https://www.renfe.com/es/es/inspirate/experiencias/trenes-tematicos/trenes-turisticos-galicia/ruta-monterrei [12] https://www.turismo.gal/espazo-institucional/actualidade/detalle-nova?content=nova_0406.html
Contact person	Tourist services: • +34 981900643 • 012@xunta.gal
Relevance: How relevant is this line for T&R?	

Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	Yes. The line runs through rural areas of very low population density in northern Spain and has low ridership. The frequency of services is also very limited compared to the high-speed line, which offers more than 30 trains a day.
How important is the potential for tourism development on this line? (low/medium/high)	Medium. The line does not provide many remarkable destinations except for the major cities. Many of the stations are not integrated into the towns and are on the outskirts, reducing their attractiveness.
Is tourism influencing funding for the line (low/medium/high)	Low. There is no evidence that public funding is influenced by the tourism potential of the line. Nevertheless, the tourist services Tren de la Ruta de los Monasterios and Tren del Vino Monterrei are clearly supported by tourism initiatives and regional promotion strategies.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	Low. The line is currently active for passengers and freight with daily trains in both directions.

Summary	
	Updated: 05/05/2026
Line name	**Tren Cremallera de Montserrat** **Technical name: Línia Monistrol-Montserrat**
Tourist services	Passenger service with a strong touristic dimension
Country	Spain
Region or Canton	Catalonia
Description of the line	
Origin / Destination	Monistrol Vila / Montserrat
Category	Single track line [2]
Line length (km)	5.24 km [1]
Track Gauge (standard, narrow, broad)	Metric gauge [2]
Electrification (Yes/No) • Direct Current (DC) / Alternative Current (AC) / Special Configuration • Voltage	Yes [2] • DC • 1.5 kV
Signalling System	Trainguard ZSI 127 Basic: automatic protection system “Train-stop”

	Note: Data provided by Ferrocarrils de la Generalitat de Catalunya
General Condition of the line (bad/medium/good)	Good [2]
GPS Coordinates of Origin and Destination	Monistrol Vila: 41°36'54"N 1°50'41"E Montserrat: 41°35'25"N 1°50'45"E
Route Map Link	https://turistren.cat/es/trenes/cremallera-y-funiculares-de-montserrat/
Tourism Attractiveness	
Main Towns / Cities on the Route	Monistrol, Montserrat
Natural Features (mountains, rivers, coasts)	Montserrat Natural Park [3]
Cultural Sites (UNESCO, historical stations)	Montserrat Monastery, Interpretation Center of the Geopark and Natural Park, Montserrat Museum [1]
Unique Selling Points	Panoramic view and close-up of Montserrat Natural Park [1]
Visitor Services (hotels, tours, local crafts)	The ticket does not include additional services, but there are many activities to do in Montserrat and a wide selection of accommodations, bars and restaurant. [1]
Current Operation info	
Opening date	1892 [6]
Current Services • (Freight / Passenger / Tourism)	Passenger and tourism [1]
Service • (frequency, speed, passengers/trains per day/week/month/year)	Low season: 22 daily trains in both directions [4] Mid-season: 29 to 34 daily trains in both directions [4] High season: 37 daily trains in both directions [4] Travel time (from Monistrol Vila to Montserrat): 13 min [4]
Annual Tourist Ridership (last 5 years)	2022: 385 354 passengers [4] 2023: 591 330 passengers [4] 2024: 721 717 passengers [4]
Ridership Trend (increasing / stable / declining)	Increasing [4]
Revenue Sources (ticket sales, subsidies, other)	Ticket sales and subsidies [7]
Ticket price (€)	Adults (14 to 65 years old): 9€ one-way / 15€ round trip [1] Children (4 to 13 years old): 4.50€ one-way / 7.50€ round trip [1]

	Children (under 4 years old): Free [1] Seniors (+65 years old): 8.10€ one-way / 13.50€ round trip [1] Large and single-parent families: from 4.50€ one-way / 7.50€ round trip [1] People with disabilities: 50% discount [1]
Historic Operation info (if applicable)	
Has the line been closed in the past? • Yes / No	Yes [3]
Closure date	1957 [3]
Operating conditions before closure • (frequency, speed, passengers/trains per day/week/month/year)	• Average train capacity: 120 passengers. • ~9 daily trains in both directions. • Travel time (from Monistrol Vila to Montserrat): 30 minutes.
Services before closure • (Freight / Passenger / Tourism)	Passenger and tourism [3]
Reason for closure	Economic issues [3]
Reopening date	2003 [3]
Stakeholders involved	
Service provider (Operator)	Ferrocarrils de la Generalitat de Catalunya (FGC)
Infrastructure manager	Ferrocarrils de la Generalitat de Catalunya (FGC)
National Authorities	-
Regional / Cantonal Authorities	Generalitat de Catalunya
Local Authorities	-
Community Involvement Level (low, medium, high)	*Not found*
Impact on Local Economy • (jobs, local business synergy)	The rack railway is one of the main attractions and employers of the area, making it essential to the local economy. [1]
Objectives and challenges	
Works required for reopening/revitalization	-
Estimated reopening or revitalization cost	-

Associated projects	
Local	-
National	-
International	-
Other information	
Historic Summary	The Tren cremallera de Monserrat originated in the late nineteenth century with the need to improve access to the Monserrat Monastery for worshippers and pilgrims. The rack railway was opened in October 1892, connecting Monistrol station to the Monastery in 65 minutes. It was a revolutionary development and became an economic driver of the region. In 1957, the railway closed because of economic issues of the service provider. However, during the 1980s the Government of Catalonia and the FGC carried out studies to reopen the line. In June 2003, the railway was reopened after renovations.
Maps/Photographic Documentation	*Not found*
Bibliography	[1] https://turistren.cat/es/trenes/cremallera-y-funiculares-de-montserrat/ [2] https://vialibre-ffe.com/pdf/11508_pdf_09.pdf [3] https://turistren.cat/es/cremallera-montserrat-20-anos-sostenibilidad/ [4] https://transparencia.fgc.cat/ca/informacio-publica/plans-i-programes/informes-integrals-de-gestio/iig_fgc_2024.pdf [5] https://aeridemontserrat.com/es/horarios-y-tarifas/ [6] https://turistren.cat/es/trenes/cremallera-y-funiculares-de-montserrat/cremallera-de-montserrat/ [7] https://www.boe.es/buscar/act.php?id=BOE-A-2006-8213
Contact person	info@cremalleradem ontserrat.cat
Relevance: How relevant is this line for T&R?	
Could the Line be categorized as “Low Traffic/Rural Line”? (yes/no)	**No.** Despite its location in a mountainous area, the line is not considered to be low traffic. It serves as a major tourist destination and recorded over 720 000 passengers in 2024, making it one of the busiest tourist railways in Catalonia.

How important is the potential for tourism development on this line? (low/medium/high)	**High**. Tourism is central to the line's existence and future. Montserrat is a major pilgrimage and tourist site, and the railway is a key access route. Its development is closely tied to enhancing the visitor experience and increasing sustainable transport options.
Is tourism influencing funding for the line (low/medium/high)	**High.** Tourism is a major driver of funding. One of the motives to reopen the line was because of the increase in tourists visiting the Montserrat Natural Park. The availability of combined tickets, partnerships with cultural institutions, and improvements in facilities are all aimed at attracting and accommodating tourists.
Is tourism a vital activity to keep the line open and active? (low/medium/high)	**High.** The main use of the line is tourism.