



# CAPACITY STRATEGY 2025



## INTRODUCTION - GEOGRAPHICAL AREA

This Capacity Strategy concerns all main railway lines in Hungary below which are used for re-routing purposes in case of major disruptions to train services.

### · GYSEV network:

- 1d Rajka–Hegyeshalom;
- 8 Győr–Sopron;
- 15 Sopron–Szombathely;
- 16 Hegyeshalom–Porpác;
- 17 Szombathely–Zalaszentiván;
- 20 Porpác–Szombathely.

### · MÁV network:

- 1 Budapest–Hegyeshalom;
- 2 Budapest–Esztergom;
- 20 Székesfehérvár–Porpác;
- 25 Boba–Bajánsenye;



- 30 Budapest–Gyékényes;
- 40 Budapest–Pécs;
- 41 Dombóvár–Gyékényes;
- 42 Pusztaszabolcs–Dunaújváros–Rétság;
- 70 Budapest–Szob;
- 80 Budapest–Mezőzombor;
- 90 Felsőzsolca–Hidasnémeti;
- 100 Budapest–Záhony;
- 100c Mezőzombor–Nyíregyháza;
- 101 Püspökladány–Biharkeresztes;
- 120 Budapest–Lókösháza;
- 150 Budapest–Kelebia.

The information contained hereunder includes the data for 2025.

Line number	Importance	Section	TTR design policy	Brief description of the passenger timetable structure	All trains			Categories A+B+C		Category D	
					Maximum per day	Daily average	20% of the daily average	Maximum per day	Daily average	Maximum per day	Daily average
1d	The line is part of the RFC network and is an important international freight route.	Rajka state border-Rajka		The line is used for regional domestic and partly international traffic. Trains run on an ad hoc basis, most of them connecting to the Hegyeshalom half node. The 5 pairs of international trains fit into the basic interval timetable of the Bratislava suburban structure.	44	27,8	5,6	14	7,1	26	14,7
		Rajka-Hegyeshalom			59	39,6	7,9	24	19,1	27	14,9
8	The line is part of the RFC network, a national passenger route and an important international freight route.	Győr-Csorna		The line is used for both regional and long-distance services. Budapest IC trains run every hour between Győr and Csorna, alternating with terminals in Sopron and Szombathely (Graz/Szentgotthárd). IC trains from Sopron will remain on the Csorna-Sopron section of the line at two-hourly intervals. Passenger trains between Győr and Sopron will run at a basic two-hourly interval, but will join the same half-hourly node in Győr, which is backed up by the IC trains from Sopron. The two-hourly basic timetable is supplemented on working days by insert trains which compress to an hourly frequency during the morning and afternoon peak.	96	77,1	15,4	64	59,5	32	15,3
		Csorna-Sopron			76	57,8	11,6	48	42,3	19	11,0
15	The line is part of the RFC network, an important element of the Sopron-Szombathely passenger traffic.	Sopron-Harka		There is regional traffic on the line, with trains stopping everywhere. During the day, a few trains are missing from the hourly basic interval, which connects to the Szombathely whole node. In addition to the basic interval timetable, a pair of extra trains runs on the line during the morning and afternoon peak periods.	125	92,5	18,5	110	85,2	16	5,2
		Harka-Szombathely			57	37,6	7,5	42	31,8	16	3,5
16	The line is part of the RFC network, a national passenger route and an important international freight route.	Hegyeshalom-Csorna		On the section of the line between Csorna--Porpác, the two-hour basic interval Budapest--Szombathely IC trains, some of which serve the direct connection to Budapest to farther destinations with Szentgotthárd, Graz and Ljubljana terminus. In addition to the IC basic interval, passenger trains run on the line on an ad hoc basis between Hegyeshalom--Csorna and Csorna--Szombathely.	36	19,4	3,9	18	10,9	15	5,8
		Csorna-Porpác			65	46,1	9,2	37	32,5	27	11,3
17	The line is part of the RFC network and is an important international freight route.	Szombathely - Zalaszentiván		The line is served by the Szombathely- Pécs two-hourly Pannonia IR trains, which are part of the Szombathely and Zalaszentiváni whole nodes. The non-uniform stopping pattern of the trains is intended to serve regional needs, similar to the few daily Szombathely--Zalaszentiván(--Zalaegerszeg) passenger trains.	52	37,6	7,5	31	25,2	20	9,4
20	The line is part of the RFC network, a national passenger route and an important international freight route.	Porpác - Szombathely		On this section of the line, the Budapest IC trains (via Csorna), which connect to the whole Szombathely node run at two-hourly intervals, and the Bakony IC trains (via Veszprém), which also run at two-hourly intervals. The Bakony IC trains are compressed to roughly hourly intervals (also connecting to the whole Szombathely node) by the Szombathely-Cellőmőlk passenger trains at two-hourly intervals. In addition, there are occasional passenger trains between Csorna and Szombathely, as well as condensing passenger trains between Cellőmőlk and Szombathely.	113	90,5	18,1	88	76,9	25	10,1

TTR Capacity Strategy				Brief description of the passenger timetable structure	All trains			Categories A+B+C			Category D		
Line number	Section	Importance	TTR design policy		Maximum per day 2025	Daily average 2025	20% of daily average in 2025	Maximum per day 2025	Daily average 2025	20% of daily average in 2025	Maximum per day 2025	Daily average 2025	20% of daily average in 2025
1	Bp.-Keleti - Ferencváros	The line is part of the RFC network and is a suburban, national and international passenger route in Budapest and an important international freight route.	No extra capacity allocation per hour and direction between 6:00 - 9:00 and 15:00 - 19:00, between 0:00 and 4:00 +4, between 4:00 and 6:00 +2, 9:00 - Between 15:00 and 19:00 - 22:00 +1, between 22:00 - 23:59 +3 routes are considered realistic.	The line also has a significant suburban and long-distance traffic. There are hourly InterCity trains between Budapest-Keleti and Győr (beyond the line with terminals in Sopron and Szombathely), which form a half node in Győr. Passenger trains from Budapest-South and Hegyeshalom join this node every hour, as well as every two hours from Sopron. During peak working periods there are extra trains in the morning and afternoon in all three directions. Győr also has a whole-hourly node service, with hourly railjet, EC and EN trains between Budapest and Vienna, as well as IR trains every two hours from Győr to Kaposvár and passenger trains every two hours from Győr to Celldömölk. The Vienna hourly frequency is technically given for two or two consecutive paths, one of which is the public service described above, which runs genuinely every hour, and the other is currently only available for private rail trains running at certain hours. In the suburbs of Budapest, the passenger trains between Budapest-Déli and Győr (S10) are condensed into half-hourly intervals within Tatabánya by the passenger trains between Budapest-Déli and Oroszlány (S12).	173	137	27	171	136	27	2	1	0
	Ferencváros - Kelenföld			380	257	51	250	161	32	130	96	19	
	Kelenföld - Tatabánya			242	184	37	151	125	25	91	59	12	
	Tatabánya - Komárom			222	169	34	131	107	21	91	62	12	
	Komárom - Győr			200	158	32	120	102	20	80	56	11	
	Győr - Hegyeshalom			160	116	23	84	65	13	76	51	10	
	Hegyeshalom - Hegyeshalom state border			53	35	7	27	20	4	26	15	3	
2		A busy Budapest suburban line.	Between 5:00 a.m. and 10:00 p.m. we do not allocate extra capacity, between 10:00 p.m. - 11:59 p.m. and 0:00 a.m. - 5:00 a.m. we consider it realistic to allocate +2 train lines per hour and in each direction.	The line serves suburban traffic only, with accelerated passenger trains at half-hourly intervals at the busiest stops between Budapest-Nyugati and Esztergom. The exact stopping time of the trains varies every half hour (Z72 and G72) and on weekdays and weekends. On weekdays, passenger trains (S76) run every half hour on the line between Piliscsaba and Rákos, connecting to the Piliscsaba half and full node.	153	122	24	144	122	24	9	3	1
20		The line is part of the RFC network, a national passenger transport route and an important international freight transport route.	We consider it realistic to allocate +3 routes per hour and direction between 0:00 - 5:00 and 21:00 - 23:59, and +1 between 5:00 - 21:00.	The line is dominated by long-distance traffic. Fast trains run every two hours (and one hour up to Veszprém) between Budapest-Déli and Szombathely and Zalaegerszeg. Between Szombathely and Celldömölk, the only two-hourly express trains are now frequented by passenger trains. Occasional passenger trains run between Veszprém and Celldömölk. During peak periods during the working day, trains are operated in peak direction between Budapest and Veszprém (the basic frequency is nearly half an hour).	100	71	14	80	64	13	20	7	1
25		The line is part of the RFC network, an important international freight route.	We consider it realistic to allocate +3 routes per hour and direction between 0:00 and 4:00, and +1 between 4:00 and 23:59.	The line is served by fast trains between Budapest-Déli and Zalaegerszeg at two-hourly intervals, which connect in Zalaszentiván with IR trains between Szombathely and Pécs in two-hourly nodes. The other two-hourly (not all two-hourly) whole-hourly node in Zalaszentiván is operated by passenger trains. These passenger trains (for this line) run between Zalaegerszeg and Celldömölk. On the section of the line between Zalaegerszeg and Őrnehégy, passenger trains run occasionally, and one pair of Budapest-Zalaegerszeg express trains continues to Ljubljana. During the summer, a couple of international overnight trains also run on the line to the Istria peninsula.	100	64	13	74	53	11	26	11	2

TTR Capacity Strategy				Brief description of the passenger timetable structure	All trains			Categories A+B+C			Category D		
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30	Bp.-Déli - Kelenföld	The line is a secondary element of the RFC network, a suburban and national passenger transport route in Budapest, and an important international freight transport route.	We consider it realistic to assign +2 routes per hour and direction between 0:00 - 4:00 and 22:00 - 23:59, and +1 between 4:00 - 6:00.  <b>On working days, on the Budapest - Székesfehérvár line section</b> between 6:00 - 9:00 and 15:00 - 18:00, we do not consider it realistic to allocate extra capacity, between 9:00 - 15:00 we consider 1 pair of train line capacity realistic.	The line is also heavily used for suburban and (especially in summer) long-distance traffic. The basic long-distance timetable between Budapest-Déli and Balatonszentgyörgy is one hour, from there it is only two hours to Keszthely and Nagykanizsa. In Siófok and Balatonszentgyörgy there are whole-hourly nodes, with the Székesfehérvár-Siófok passenger and Győr-Kaposvár IR trains connecting every two hours. Between Budapest-Déli and Székesfehérvár, the system is condensed to (almost) half an hour by the hourly frequency of the high-speed trains of line 20. Together with these, a quarter to three-quarter node is formed at Székesfehérvár, into which the Budapest-Déli-Székesfehérvár (Z30) suburban zonal trains arrive at hourly intervals. The long-distance and suburban services are repeated every half hour in 3+1 patterns on the suburban section, of which two long-distance services can be structured with Budapest-Déli terminus, the third can be continued towards the Connecting Railway Bridge. Among the paths from Déli station the high-speed trains serving the North-Balaton area all year round have been added every two hours (5 minutes in addition to the 20-minute paths), serving only the larger destinations in the basic timetable and Balatonfüred and the coast beyond in the summer timetable. In the summer timetable they are joined by a system of trains every two hours serving the inner zone. In summer, there are two-hourly trains serving the southern coast, as well as occasional relief trains and trains from the eastern part of the country. On weekdays, the Z30 is also increased by half an hour in the suburbs up to Martonvásár, and on line 40a (upper line of the line to Erd), trains Kőbánya-Kispest-Székesfehérvár (G43) are operated with a shift of almost half an hour compared to the basic Z30. At the Danube Bridge, these are compressed to half an hour, and on line 30a (lower track at Erd) trains (S36) stop everywhere until Tárnok. At peak times, instead of the S36 and Z30, trains between Budapest-Déli and Székesfehérvár will run at hourly intervals with S30 trains stopping everywhere.	381	283	57	381	283	57	0	0	0
	Kelenföld - Székesfehérvár				298	207	41	286	178	36	12	29	6
	Székesfehérvár - Murakeresztúr				160	79	16	128	62	12	32	17	3
	Murakeresztúr - Gyékényes state border				65	45	9	32	26	5	33	19	4
40	Kelenföld - Pustaszabolcs	The line is part of the RFC network, a Budapest suburban and national passenger transport route, and an important international freight transport route.	We consider it realistic to allocate +2 paths per hour and per direction between 0:00 and 5:00 and 22:00 and 23:59, and +1 between 5:00 and 22:00 hrs. (Line 40E was not yet in service at the time of the study.)	The line serves both suburban and long-distance traffic. Suburban passenger trains (S42) run hourly between Budapest-Déli and Dunaújváros, which are engrossed with passenger trains (S40) in every half hour on working days within Százhalombatta. Long-distance IC trains run at two-hourly intervals between Budapest-Keleti and Pécs. These are joined by a whole node of Sárbogárd by IR trains between Székesfehérvár and Baja. The Dombóvár whole train node is also served every two hours by passenger trains leaving the S42. From the same node, passenger trains also run from Dombóvár to Pécs, as well as connecting trains to Kaposvár. There are also occasional direct Budapest-Kaposvár and Budapest-Baja trains.	184	148	30	146	122	24	38	26	5
	Pustaszabolcs - Dombóvár				103	88	18	74	60	12	29	28	6
	Dombóvár - Pécs				94	63	13	83	59	12	11	4	1
41		The line is part of the RFC network, an important international freight route.	We consider it realistic to allocate +2 paths per hour and direction between 0:00 and 4:00 and +1 path between 4:00 and 23:59 hrs.	In Dombóvár, in line with the Pécs IC section between Budapest and Dombóvár, passenger trains run on the line at a basic two-hourly interval, supplemented by occasional trains. There is also an occasional IC service between Budapest and Kaposvár, and on certain days some Győr-Kaposvár IR trains continue on the line to Pécs.	52	37	7	37	31	6	15	6	1

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42		It is an important detour route to Southern Transdanubia, the freight route of Dunaujváros as a heavy industry center.	From 0:00 to 4:00, 9:00 to 10:00, 11:00 to 12:00, 13:00 to 14:00, 19:00 to 20:00, 21:00 to 22:00 and 23:00 to 23:59 hrs +2 paths, between 4:00 and 9:00, 10:00 to 11:00, 12:00 to 13:00, 14:00 to 19:00 and 20:00 to 21:00, we consider a +1 allocation of paths realistic.	The basic hourly suburban service of line 40 continues (with a few daily exceptions) from Pusztaszabolcs to Dunaujváros (S42). There are occasional trains between Dunaujváros and Cece/Simontornya.	66	49	10	42	35	7	24	14	3
70		The line is part of the RFC network, a Budapest suburban and international passenger transport route, and an important international freight transport route.	It is considered realistic to allocate +2 paths per hour and direction between 0:00 - 5:00 and 21:00 - 23:59, 5:00 - 6:00 and 19:00 - 21:00.  On working days on the Budapest-Vác line between 6:00 - 8:00 and 16:00 - 19:00 we do not consider it realistic to allocate extra capacity, between 8:00 - 16:00 we consider it realistic to allocate 1 pair of paths.	The line is dominated by suburban traffic. The daytime basic rhythm is a zonal transport system with a Vác zone boundary. In the inner zone, trains run every half hour with stops everywhere (S70). Beyond the zonal boundary, trains run hourly, with only one stop (Z70) in and out of the zonal boundary (everywhere). At the zone boundary, the Z70 trains run in the half node, with a few minutes' connection to the S70 and the basic interval trains of the connecting lines. Compared to the Z70, EC (and EN) trains crossing the Slovakian border run with a roughly half-hourly shift (basically) every two hours, with fewer stops than the Z70. At off-peak times, all-stop trains run every hour on the whole line. During the weekday peak period, extra trains (G70) run at peak times in the outer zone halving the Z70 (alone), at hourly intervals, serving also the busier stops in the inner zone, in return for a 10 minutes slower access to the outer zone than the Z70. During the weekday morning peak hour, there is also an S70 insert train in the inner zone, running at peak times (61 minutes, 3 in total).	227	198	40	216	194	39	11	4	1
80	Bp.-Keleti - Rákos	The line is part of the RFC network, a Budapest suburban and national passenger transport route, and an important international freight transport route.	It is considered realistic to allocate +2 paths per hour and direction between 0:00 - 4:00 and 21:00 - 23:59, 4:00 - 6:00 and 19:00 - 21:00.  On working days on the Budapest-Hatvan section between 6:00 - 8:00 and 16:00 - 19:00 we do not consider it realistic to allocate extra capacity, between 8:00 - 16:00 we consider it realistic to allocate 1 pair of paths.	The line also has a significant suburban and long-distance traffic. Long-distance train paths pass through the suburban section at a (near) half-hourly interval. There are hourly IC trains from Budapest-Keleti to Miskolc (and beyond to Kassa, Sátoraljajhely and via Nyiregyháza and Debrecen to Budapest) and hourly IR trains to Eger. In the suburbs, IR trains run on a zonal stopping pattern (only between Gödöllő and Hatvan, with stops at all relevant stopping points). In the inner zone, trains run at half-hourly intervals with all stops (S80) between Budapest and Gödöllő. During the weekday peak periods, peak-period zoned (Z80) insert trains run with no stops within Gödöllő, with stops everywhere between Gödöllő and Hatvan. During the morning peak hours, instead of the basic half-hourly service during the day, trains will run on a 20-minute headway, with only suburban stops. During the off-peak hours, trains (S80) stop everywhere between Budapest and Hatvan at hourly intervals. Occasional passenger trains run between Vámosgyörk and Füzesabony, some of which also serve the section between Hatvan and Vámosgyörk. Passenger trains run at hourly intervals between Füzesabony and Miskolc, joining the IR train node, which also joins the IC train node in Miskolc.	288	217	43	273	211	42	15	6	1
	Rákos - Hatvan		177	159	32	157	144	29	20	15	3		
	Hatvan - Miskolc-Tiszai		Kőbánya felső - Rákos lenti track In even directions: 1 between 3-5, 9-10, 14-16 and 21-22 hours; 0-3, 5-9, 10-14, 19-20 and 22-23 hours; 2 between 16-19, 20-21 and 23-0 hours; 3 extra paths are considered realistic.  In the odd-numbered direction: 1 between 6-7, 9-10 and 11-12 hrs; 2 between 8-9 and 22-0 hrs; 3 between 0-1 and 5-6 hrs; 4 between 3-4 and 4-5 hrs, 5 between 1-3 hrs.	135	111	22	90	82	16	45	29	6	

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90		The line is part of the RFC network, an important international freight route.	We consider it realistic to allocate +2 paths per hour and direction between 0:00 - 4:00 and 21:00 - 23:59 and +1 between 4:00 - 21:00.	The line is characterised by national and international regional traffic. One of the components of the Budapest-Miskolc hourly IC schedule is the two-hourly Budapest-Kassa international train, which also carries a direct train to Sátoraljaújhely with a split/connection at Miskolc. The Kassa section of the line serves the busier stops, with the Miskolc-Felsőszolca passenger trains also running at two-hourly frequencies, with a roughly one-hourly interval between each train. Together, the two two-hourly intervals provide access to all of Miskolc's half nodes from the line.	65	44	9	48	35	7	17	9	2
100	Bp.-Nyugati - Köki	The line is part of the RFC network, a Budapest suburban and national passenger transport route, and an important international freight transport route.	We consider it realistic to allocate +3 paths per hour and direction between 0:00 - 4:00, +2 between 22:00 - 23:59, 4:00 - 6:00 and +1 between 20:00 - 22:00. On working days on the Budapest-Cegléd line between 6:00 - 9:00 and 14:00 - 20:00 we do not consider it realistic to allocate extra capacity, between 9:00 - 14:00 we consider it realistic to allocate 1 pair of paths.	The line also carries significant suburban, long-distance and (inter-) regional traffic. In the suburbs there are 2+2 long-distance and suburban paths every half hour. In the suburbs, an hourly zonal system with a Monor zone limit is in operation, condensed to half an hour on weekdays between Budapest and Monor (S50). The zonal trains between Monor and Cegléd (Z50), which also stop at the Budapest-Nyugati terminus, also run at half-hourly intervals in the peak direction during the weekday peak period. Long-distance services are provided by IC trains every half hour, alternating between Szeged and Nyíregyháza, with a corner connection at Cegléd. The zonal trains arrive at the same half-and-three-quarter node in Cegléd, from which the hourly Záhony-Nyíregyháza passenger trains also depart, every second one of which is extended to Budapest as a fast train. The remaining long-distance paths are used on an ad-hoc basis by Balaton diagonal and peak-time extra trains. During peak periods during the working day, there are half-hourly peak-hourly trains inserted between Cegléd and Szolnok. During peak periods, occasional inserted trains also run on the Szolnok-Püskökladány-Debrecen-Nyíregyháza-Záhony section. The IC trains form a half node in Szolnok, a whole node in Debrecen and a half node in Nyíregyháza. Every second IC beyond Nyíregyháza via Miskolc to Budapest runs as a circular IC. Between Nyíregyháza and Záhony there are hourly passenger trains connecting to the Nyíregyháza node, and occasionally IC trains extended between Nyíregyháza and Záhony, one of which carries a direct carriage to Mukachevo. The international train connecting Kiev with	286	240	48	273	236	47	13	4	1
	Köki - Szolnok			306	252	50	235	206	41	71	46	9	
	Szolnok - Szajol			230	193	39	158	140	28	72	53	11	
	Szajol - Nyíregyháza			148	115	23	116	98	20	32	17	3	
	Nyíregyháza - Záhony state border			106	58	12	83	46	9	23	12	2	
100c	Felsőszolca - Nyíregyháza	The line is part of the RFC network, an important international freight route.	Between 4:00 - 21:00, we consider it realistic to allocate +1 path in the even hours, between 21:00 - 23:00 +2 paths, between 23:00 - 4:00 +3 paths.	The line is served by passenger trains connecting the Nyíregyháza and Szerencs nodes with stops everywhere, and by circular IC trains running between Budapest-Miskolc-Debrecen-Budapest every two hours.	130	94	19	109	91	18	21	3	1
101		The line is a secondary element of the RFC network, an international freight route.	We consider it realistic to allocate +2 paths per hour and per direction between 0:00 and 5:00 and 22:00 and 23:59, and +1 path between 5:00 and 22:00.	The line will be served by trains with stops at a frequency of one hour every two hours in the morning and evening. Integrated into these, some trains are extended to Budapest (Püspökladány) and Oradea to serve various destinations in Northern Transylvania.	52	34	7	36	29	6	16	5	1

TTR Capacity Strategy				Brief description of the passenger timetable structure	All trains			Categories A+B+C			Category D		
Line number	Section	Importance	TTR design policy		Maximum per day 2025	Daily average 2025	20% of daily average in 2025	Maximum per day 2025	Daily average 2025	20% of daily average in 2025	Maximum per day 2025	Daily average 2025	20% of daily average in 2025
120	Rákos - Szolnok	The line is part of the RFC network, a Budapest suburban and national passenger transport route, and an important international freight transport route.	We consider it realistic to allocate +3 paths per hour and direction between 0:00 - 4:00, +2 paths between 22:00 - 23:59, 4:00 - 6:00 and +1 path between 20:00 - 22:00.  On working days on the Budapest-Nagykátai section between 6:00 - 8:00 and 16:00 - 20:00 we do not consider it realistic to allocate extra capacity, between 8:00 - 16:00 we consider it realistic to allocate 1 pair of paths.	The line is dominated by suburban traffic, served by a zonal traffic system with an hourly frequency and a zone limit of Sülysáp. Trains serving the inner zone (S60) run every half hour on weekdays. For the zone outside Sülysáp, fast trains (G60) to Nagykáta run in the afternoon peak direction with a nearly half-hourly shift compared to the Budapest-Szolnok (Z60) zonal trains, which stop everywhere in the zone, but with more stops in the inner zone, on working days. During the morning peak hours, Z60 trains run with a different 20-minute headway from the basic timetable, with a different stopping pattern from the basic timetable Z60 and G60 trains, together with the S60 trains from the inner zone which connect to them within Sülysáp. At off-peak times, passenger trains run at hourly intervals between Budapest and Szolnok, with stops at all stations. The line is served by Budapest-Békéscsaba fast trains every hour, with a half-hourly shift on an occasional basis, and after Szajol by international trains on the line 100 between Vienna and Budapest and Northern Transylvania and Ukraine. All two of the Békéscsaba fast trains are extended to Timisoara, with occasional direct carriages to important rail destinations in Romania. Among the international trains crossing the border at Lökösháza, two pairs of overnight trains provide direct connections between Vienna and Bucharest and between Budapest and Bucharest. Passenger trains run occasionally between Szolnok and Mezőtúr, with one or two trains also extending to Békéscsaba, but the stops between Mezőtúr and Békéscsaba are served mainly by fast trains (domestic and international) from Békéscsaba, with a variety of stopping patterns. Part of the line is served by Szolnok-Szentes passenger trains during the day and night at two-hour intervals, and by Békéscsaba-Mezőhegyes trains at two-hour intervals, which join the Békéscsaba-only fast trains at opposite times to those of Timisoara. In Békéscsaba, the fast trains are served by a few-minute connections, basically every hour in the direction of Gyula and Szeged. Two-hourly connections are available in Mezőtúr towards Szarvas and in Gyoma towards Dévaványa.	202	156	31	172	143	29	30	13	3
	Szajol - Békéscsaba			172	103	21	125	103	21	47	33	7	
	Békéscsaba - Lökösháza state border			138	73	15	95	73	15	43	28	6	
150	Ferencváros - Soroksár	The line is part of the RFC network, a Budapest suburban and international freight route.	We consider it realistic to allocate +2 paths per hour and direction between 0:00 - 5:00 and 22:00 - 23:59 and +1 path between 5:00 - 22:00.	The line (before its closure) was dominated by suburban traffic, served by hourly Budapest-Keleti-Kunszentmiklós-Tass (S25) passenger trains. In addition, inter-regional trains ran at two-hourly intervals, zoned for the Kunszentmiklós-Tass-Kelebia route, but stopping at all	110	91	18	55	53	11	55	38	8
	Soroksár - Kunszentmiklós-Tass			75	64	13	57	53	11	18	11	2	
	Kunszentmiklós-Tass - Kelebia state border			48	34	7	24	21	4	24	13	3	