

What's new this month

WELCOME

Welcome to our delayed Winter 2020/2021 edition of the European Rail Timetable which includes updated timings for most European countries following the mid-December timetable change.

With coronavirus cases once again on the rise across Europe, rail schedules remain subject to considerable alteration with countries imposing varying levels of restrictions in an attempt to curb the spread of the virus. In most countries, social distancing rules continue to apply and the wearing of face coverings on public transport remains compulsory. In addition, many countries are currently discouraging or even prohibiting all but essential travel. Restrictions on international travel varies between different countries so, for the foreseeable future, it is particularly important to consult official government travel advice before planning any essential journeys.

We have done our best to produce an accurate timetable based on information available to us in the lead up to publication. The availability and type of data varies between countries with some showing full schedules (with cancellations or alterations indicated separately) whilst others are only showing trains that are currently running, sometimes for only limited periods of time. Where possible we have tried to show full schedules with known service suspensions indicated by either a note and/or a shaded column. In this news section we will briefly describe what we are currently showing in each country. It is important to note that there are likely to be amendments or cancellations that currently apply which are not shown in our tables and that further short notice changes are possible, especially if local or national lockdown conditions are imposed or revised.

We would like to take this opportunity to thank our readers for their understanding and patience during this difficult time. Following our three month suspension during the first peak of the pandemic we had hoped to return to normal publication from August onwards. However, as a second wave of the pandemic developed and with the imposition of further travel restrictions across Europe, we made the difficult decision to delay publication of the Winter 2020/2021 edition. Our original plan was to then publish digital editions for February and March, but with national lockdowns currently in place across much of Europe, which generally advise against all but essential travel, we have decided to cancel the next two digital editions. After careful consideration, we don't believe we can sufficiently improve the quality of our content until the situation across Europe stabilises. It is proving difficult to compile reliable timetables as railway companies are having to review their schedules on an ad hoc basis to adapt to the rapidly changing environment. However, with hope on the horizon of an eventual return to some sort of normality, we once again plan to return to normal publication by spring 2021. The next edition will therefore be the April 2021 edition (in both printed and digital format) from which time we hope to return to our normal publication schedule. Digital subscription holders should note that they will automatically have their subscription extended to take into account these further alterations.

This expanded Winter edition also includes the latest versions of all eight *Beyond Europe* sections together with our *Rail Extra* feature, which contains useful transport information on a country by country basis including details of many popular tourist railways that do not appear in our regular timetable pages. Although we have encountered many difficulties producing this edition, we hope that readers will enjoy browsing through our tables and start planning journeys for the better times that we all hope will return later this year.

CAR SLEEPERS

The ÖBB Autozug service between Innsbruck and Düsseldorf has been diverted to serve Hamburg instead of Düsseldorf. As a result, *Urlaubs-Express* has withdrawn its Innsbruck – Hamburg service. Austrian Railways has also withdrawn the car-carrying facility on its Wien – Hamburg service.

INTERNATIONAL

Eurostar is continuing to monitor its timetable on a week by week basis and is currently running one to three trains a day in each direction between London and Paris, with one operating between London and Amsterdam via Brussels (Table 10).

The following four *ICE* services on the Brussels – Frankfurt route are now running daily instead of six days a week: Trains **12** and **18** from Frankfurt and trains **11** and **317** from Brussels (Tables 20 and 21).

The planned extension from and to Amsterdam of train **421/420** Düsseldorf – München/Innsbruck and Wien has been temporarily postponed. The introduction of a new Brussels – Wien portion (numbered **50425/50490**) which was due to run three days a week, being attached to/detached from the Amsterdam train during an unadvertised stop at Köln West station, has also been postponed. The Brussels – Innsbruck portion has been withdrawn (Table 53).

In a joint initiative, Austrian and Hungarian Railways have introduced three additional services between Budapest and Wien thereby creating an hourly service between the two cities throughout the day (Table 65).

Train **57/56** *Wawel* Berlin – Wrocław – Katowice – Kraków has been reintroduced, six years after it last ran in December 2014 (Table 77).

The *EuroCity* service between Zürich and Milano has increased to ten trains a day with journey times reduced by about 20 minutes following the opening of the Ceneri Base Tunnel. From Zürich services depart hourly in the morning from 0633 to 1133 and then every two hours until 1933. In the opposite direction services depart Milano every two hours from 0710 to 1310, then hourly from 1510 to 2010 (Table 82). Three of these trains are extended to provide through services to and from Venezia, Bologna and Genova (the latter two serving Milano Rogoredo instead of Milano Centrale).

Electrification work on the line between München and Lindau via Memmingen has been completed and the number of daily services between München and Zürich has now doubled from three to six. Operated by Swiss RABe 503 tilting trains, the journey time has reduced to four hours, partly due to higher speeds on the route, but mainly due to services no longer calling and having to reverse at Lindau Hbf. Services instead now call at a brand new through station called Lindau Reutin. However, none of these services extend to and from Basel (Table 75).

Train **301/300** *Berlin Night Express* Berlin – Malmö was cancelled for the summer 2020 season, but it will return this spring as a Stockholm – Malmö – København – Hamburg – Berlin overnight service, running twice a week from March 31 to October 2 and daily during the high-summer period from June to September. The train will call at Høje Taastrup instead of København H, presumably to avoid the train having to change direction (Table 50).

It was reported that all Marseille – Nice – Milano *Thello* services would cease on December 13, 2020, but two daily Nice – Milano services remain (Table 90). We are still awaiting a resumption date for the temporarily suspended *Thello* service **221/220** Paris – Milano – Venezia (Table 44).

Contrary to our previous reports, train **151/150** *Emona* Wien – Ljubljana will not now be extended to and from Trieste (Table 91).

The *Alpen-Sylt Nachtexpress*, which ran between Westerland and Salzburg twice a week until November 2, 2020, was scheduled to run for seven days over the Christmas and New Year period, but was unfortunately cancelled. Services are planned to recommence by Easter 2021 when it will be extended to serve the resort of Bad Gastein in Austria. Table 78 has been adjusted to accommodate this change.

GREAT BRITAIN

Our British section has proved particularly difficult to compile for this edition with a considerable number of temporary coronavirus related alterations in place which are often only confirmed for limited periods of time. The service level is usually based around the latest regional or national restrictions and, as we went to press, all regions of Great Britain were in full lockdown meaning a reduced service is running on most routes. Services shown in our tables are, on the whole, those advertised as actually running in the weeks leading up to our press date. Depending on the latest conditions, we hope to be able to publish a clearer picture in the April edition.

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Newslines (continued from page 5)

GREAT BRITAIN (continued)

The Isle of Wight railway from Ryde to Shanklin (Table 107) is currently closed until April 1 so that the route can be fully upgraded for the introduction of refurbished former London Underground District Line trains, which themselves are actually over 40 years old. This follows the retirement of the venerable former tube trains, dating from 1938, which have been operating on this route since 1989. A bus replacement service is being provided until the line reopens.

In Cornwall, the Par to Newquay line benefits from two additional journeys in each direction on Mondays to Fridays (Table 112).

Services along the Heart of Wales line, between Swansea and Shrewsbury, continue to be disrupted because of a freight train derailment that occurred last year. The line is expected to reopen by the end of March but, until then, rail replacement bus services will continue to operate along the southern section of the route. Table 146 shows both the current amended schedules, together with the expected regular timetable after the line fully reopens (which is based on last year's schedules).

From March 1, LNER services along the East Coast Main Line (Table 180) will be temporarily recast due to on-going remodelling of the lines in and out of London King's Cross (resulting in a considerable reduction in the number of platforms available at the terminus). During the work, many services to and from London will have extended journey times. In addition, the London to Lincoln and London to York semi-fast services will not be running south of Peterborough and many of the extensions to destinations beyond Leeds will be pruned with Harrogate reduced to just one per day. LNER's through services to Hull and Huddersfield will also be temporarily withdrawn and Lincoln will have no through trains from and to London on Sundays. With all but essential travel currently discouraged, we have made the decision to show the amended service, valid from March 1, in this edition. Hull Trains and Grand Central will also be affected, although both operators have currently suspended services because of the coronavirus restrictions currently in place.

FRANCE

We have attempted to show the full planned service in our French pages. However, long-distance services that were known not to be running as we went to press are shown as being suspended rather than being completely omitted. Many regional services, particularly in the north and east of the country, were only confirmed for a limited period of time in the lead up to our press deadline and so are subject to alteration. We understand that a reduced service will operate in many parts of the country during the first few weeks of the year.

A new *Ouigo* low-cost TGV train pair between Paris Charles de Gaulle and Quimper is due to commence in April (Tables 11 and 285).

The TER service on the Châtelleraut – Poitiers – Angoulême route has been enhanced with a number of additional trains (Table 300).

The scenic cross-border regional route between Besançon and the Swiss town of Le Locle (Table 376a) will be temporarily closed from March 1 to October 31 to allow major route upgrade work to take place.

Regular users of our French section will notice a few table number changes, particularly in eastern and southern areas of the country. Table 360 now exclusively shows services between Marseille and Hyères, whilst Table 361 has been expanded to show all other regional trains along the Marseille – Nice – Ventimiglia corridor. Long-distance TGV services to and from Nice are now only shown in Table 350. In the east of the country former Table 382 (Bar le Duc – Nancy) has been merged in to an expanded Table 381 which now covers the whole of the traditional route between Paris and Nancy. Regional services Strasbourg – St Dié – Épinal (formerly Table 388) and Épinal - Belfort (formerly Table 386a) have been grouped together in a new Table 382.

SWITZERLAND

The full normal timetable is shown in our Swiss pages, although many cross-border services, particularly to and from Italy, were not operating as we went to press. *Glacier Express* services have also been temporarily suspended until at least January 22.

The most noteworthy development in Switzerland is the opening of the Ceneri Base Tunnel between Bellinzona and Lugano, transforming both long-distance and local journeys through the Ticino region. Combined with track improvements between Zug and Arth-Goldau, travel time on the key Zürich to Milano route is reduced by 23 minutes to just 3 hours and 17 minutes with ten daily journeys now available in each direction. A second daily through journey between Basel and Milano has also been added to the schedules. The journey time between Zürich and Lugano is now under two hours. A new link between the Locarno line and the new Ceneri Tunnel route has enabled the introduction of direct services between Locarno and Lugano taking just 30 minutes. In fact, local services in the Ticino region have been completely revamped and now include through cross-border regional trains to and from Milano.

For those wishing to enjoy the sights of the traditional Gotthard route, a much improved semi-fast service, operated by Südostbahn, has been introduced with through trains running every two hours from both Zürich and Basel to Locarno, thus providing an hourly service south of Arth Goldau.

With such a comprehensive change to the service pattern along both the old and new Gotthard routes, we have decided to revamp the relevant tables. Table 550 now shows all fast *IC* and *EC* trains via the two base tunnels, including principal connecting services at Arth Goldau. A new Table 547 shows the semi-fast service to and from Locarno via the traditional route, once again with key connections at Arth Goldau clearly shown. The revamped Ticino regional services are now grouped together in a new Table 548. Table 550a, which previously showed stopping services south of Erstfeld, has been removed. The revised service pattern is actually being introduced in two phases. The first phase, with a slightly reduced service level, is operating until April 4 and will be found in separate versions of our tables on pages 560 and 561. The full service from April 5 is shown in the normal location, on pages 270 and 271.

The half-hourly service frequency between Yverdon and Fribourg has been extended later into the evening and also now applies at weekends (Table 503).

All rail services between Neuchâtel and La Chaux de Fonds will be replaced by bus from March 1 to October 31 to allow route upgrade work to take place. Timings of the replacement bus services have been included in Table 512 together with connecting rail shuttle services that will be provided between La Chaux de Fond and Le Locle. Late evening services will be similarly affected on Mondays to Fridays until February 26 and from November 1, details for which are shown in the main table.

Schedules between Interlaken and Jungfrauoch have been amended following the opening of a brand new gondola service, branded *Eiger Express*, between Grindelwald and Eigergletscher. The fastest way to travel to the Jungfrauoch is now by taking the train from Interlaken to a new station called Grindelwald Terminal, then by gondola to Eigergletscher from where you can transfer back to a train for the journey to the summit. The overall journey will be about 45 minutes shorter by utilising the gondola service. However, it will still be possible to travel along the traditional rail routes via Kleine Scheidegg. We have revamped and simplified Table 564 to show each segment of the journey in separate panels.

For the first time the Montreux Oberland Bernois (MOB) service between Montreux and Zweisimmen will operate to a regular hourly schedule throughout the day (Table 566).

ITALY

Our Italian section has been fully updated with the latest available information. Please note that *Trenitalia* is continually adding and removing services at short notice so there may be additional (or potentially less) trains operating than currently shown in our tables. This is particularly true of Table 600 where the number of high-speed trains operated by *Trenitalia* has been reduced significantly owing to coronavirus related travel restrictions. You should also note that many local and regional trains now require reservation, especially during busy periods (please check locally).

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Newslines (continued from page 563)

SPAIN

Further to our news item in the November edition, we are still awaiting the opening date of Otera de Sanabria AV, a new station serving Puebla de Sanabria located five kilometres east of the town. Passengers currently travelling between Madrid and Puebla de Sanabria are still having to travel to A Gudiña, 52 kilometres further west, from where a bus connection is provided (Table 680).

A landslide that occurred on November 24 on the San Sebastián to Bilbao narrow gauge line resulted in a period of bus replacement between Zumaia and Eibar. However, the line was due to reopen from January 15 (Table 686).

Alvia service **622/626/621/625** Barcelona – Vigo / A Coruña has gained a daily portion to Salamanca. In addition, to compensate for the temporary suspension of **IC283/280** Camino de Santiago Irún / Hendaye – A Coruña, connections for Irún and Bilbao have also been provided (Table 689).

Madrid-Chamartín station has been renamed Madrid-Chamartín-Clara Campoamor after the renowned Spanish politician and feminist. Owing to the length of the new name we have only managed to fit it in full in one of our tables!

SWEDEN

The full service is shown in our Swedish section, although a reduced service level is likely until at least mid-March. International services to neighbouring countries continue to be affected by coronavirus travel restrictions.

The line between Boden and Haparanda, in the far north of the country, is due to reopen to passenger traffic from April 1 after a gap of 29 years. The line has been a freight only route since it closed to passengers in 1992 but has now been upgraded to allow passenger trains to run once again. Three trains a day in each direction are planned, although timings vary depending on the day of the week. The new schedules have been added to Table 768.

NORWAY

There are only minor changes in Norway, although coronavirus restrictions are still affecting cross-border services to and from Sweden. There is also a reduced service currently running on the scenic Myrdal – Flåm line with just two return journeys running until February 28 (Table 781).

FINLAND

Finnish Railways has published timings valid until March 27. The latest timetable indicates that certain services will run on fewer days of the week when coronavirus restrictions are in place and this useful information has been included in our tables.

GERMANY

Our German section shows the full planned service until June 12. It is, therefore, important to check for any service alterations that may have been implemented as a result of coronavirus restrictions. Independent operator *Flixtrain* has cancelled all of its services until at least March.

An ongoing plan to upgrade and renew sections of Germany's high-speed network continues this year with temporary closure of the section of line between Kassel and Göttingen from April 24 to July 16. During this period an amended service will operate with significantly increased journey times as trains use various diversionary routes. We have included special versions of Tables **830**, **900** and **902** on pages 566 to 568 with full details of the amended schedules.

Another key route affected by engineering work is the main line between München and Nürnberg via Ingolstadt. From March 28 to November 21 an amended timetable will be in operation along this route with fewer long-distance services operating. A special version of Table **904** will be found on page 569 showing the altered schedules.

The upgrade and electrification of the route between Buchloe and Lindau via Memmingen is now complete resulting in some changes to schedules along the route (Table **935**). As mentioned in our International news section, a brand new through station for Lindau is also now operational. As well as a new calling point for international *EC* trains (avoiding the time-consuming need to change direction at the traditional station), many regional trains also serve the new station, which is named Lindau Reutin. The older terminus station is still well served by regional trains and has been renamed Lindau Insel.

Further electrification work is taking place this year on the Austrian section of the *Außertfernbahn*, which links the German towns of Garmisch-Partenkirchen and Kempten via the Austrian town of Reutte in Tirol (Table **888**). Electric trains are now able to run between Garmisch and Vils, but the section between Vils and Pfronten Steinach is temporarily closed so that this final section in Austrian territory can be electrified. A replacement bus service operates during the work.

AUSTRIA

The Austrian section has been updated with the full service valid from February 8. There are considerable alterations along the main line from Wien to Salzburg until February 7 so we have taken the decision to concentrate on the regular schedules that will apply for most of the year.

Two new early morning long-distance services, together with one late evening service, have been provided by extending existing services in Table **951**. The 0713 Innsbruck to Wien *RJ* service now starts from Bregenz on Mondays to Fridays, departing at 0437, while the 0745 Innsbruck to Zürich *RJ* service now starts from Salzburg, departing 0556 on a daily basis. In the evening the 1840 Zürich to Innsbruck *RJ* service is extended to Salzburg daily, arriving at 0012.

In Table **960**, the two-hourly Salzburg – Saalfelden – Wörgl regional services now run daily along the whole route (having previously only run on weekdays between Saalfelden and Wörgl).

The local ferry service between Hallstatt Bahnhof and Hallstatt Markt (Table **961**) and sailings on the Wolfgangsee (Table **964**) are temporarily suspended with no indication of when they will resume as we went to press with this edition.

In Table **970** a new early morning *IC* service is provided on Mondays to Saturdays from Klagenfurt (departing 0442) to Salzburg (arriving 0748). In the opposite direction a new late evening *IC* service runs daily except Saturdays from Salzburg (departing 2112) to Klagenfurt (arriving 0013).

The Lienz – Villach – Klagenfurt – Friesach regional service (Table **971**) benefits from an enhanced service at weekends, particularly on the section between Lienz and Spittal-Millstättersee which now has an hourly regional service every day of the week.

As a result of the significant reduction in air travel, the non-stop City Airport Train service between Wien Mitte and Flughafen Wien is currently suspended until at least March 1 (Table **985**).

POLAND

Journey times between Katowice and Kraków (Table **1075**) and between Poznań and Wrocław (Table **1070**) have been reduced.

The twice weekly train **146/143** together with thrice weekly **149/142** between Białystok and Kaunas are currently suspended. However, a new daily service, **142/141** *Balti*, is due to start running on this route from February 1 (Table **1042**).

CZECH REPUBLIC and SLOVAKIA

We have updated the Czech and Slovakian sections with full normal schedules. However, there are currently significant changes to all international trains and many domestic services so, for the foreseeable future, readers are strongly advised to check any travel plans they may have.

Services Liberec – Ústí nad Labem (Table **1115**) and Liberec – Pardubice (Table **1142**) are now operated by Arriva.

Services between České Budějovice and Brno no longer call at Kostelec u Jihlavy (Table **1135**). Kostelec u Jihlavy is now shown in an expanded Table **1149**, which includes the service to Telč (which was previously shown in Table **1169**).

Regiojet has suspended its Praha – Wien – Budapest service until April 11. (Table **1150**).

The Bratislava – Komárno service (Table **1170**), previously provided by *Regiojet*, is now operated by Slovakian Railways (ŽSSK).

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Newslines (continued from page 564)

HUNGARY

The Hungarian section has been fully updated and now shows the timetable without changes caused by current coronavirus restrictions.

IR trains Győr – Balatonszentgyörgy have been extended to Fonyód and Kaposvár. To show this service with more clarity, former tables **1205**, **1232** and **1238** have been combined to form a new Table **1232**.

Additional *EC* and *RJX* trains have been introduced to provide an hourly service between Budapest and Wien (Table **1250**). *Regiojet* will also expand its service on this route from two to three train pairs per day from April 11.

Train *EC 686/687 Szamos* is expected to once again extend to and from Baia Mare, however timings for the Baia Mare stop have not yet been received.

Most trains to and from Budapest in Table **1280** have been reclassified as *IC*. Train *IC 79/78* has been renamed *Muntenia* and extended to and from București. Some other international *IC* trains have swapped paths with domestic *IC* services.

In Table **1295**, an additional pair of trains have been extended from Kelebia to Subotica (together with equivalent return journeys).

A brief summary of the principal changes to the normal service in Hungary, as a result of coronavirus restrictions, is outlined below.

Table **1210**: A single daily train operates each way between Sárobgárd and Székesfehérvár (from Sárobgárd at 0903 and from Székesfehérvár at 1000).

Table **1230**: *IC 246/247 Citadella* conveys only Second class seats.

Table **1250**: A revised timetable is in operation. Budapest to Wien trains depart Budapest Keleti at 0440, 0740, 1040, 1240, 1640 and 1940 with return trains departing Wien Hbf at 0540, 0840, 1240, 1542 and 1842. Additional domestic trains run between Budapest and Hegyeshalom, giving an approximate two-hourly service on this route.

Table **1253**: Trains between Hegyeshalom and Bratislava trains are suspended.

Table **1260**: Budapest to Košice trains are only running between Budapest and Hidasnémeti and to a revised schedule.

Table **1270**: *IC 33/34 Latorca* and *EC 140/149 Hortobágy* do not run between Budapest and Záhony. Local trains on the Záhony – Chop – Mukachevo route are suspended.

Table **1275**: *IC 366* and *EC 143* are suspended. *IC 367* and *EC 146* run between Püspökladány and Biharkeresztes only, as do local trains **364**, **365**, **368** and **369**.

Table **1277**: *EC 686/687 Szamos* is suspended. Local trains in this table operate between Debrecen and Nyírábrány only. An additional local train operates from Nyírábrány to Debrecen in the path of train *EC 687*. Békéscsaba to Salonta trains only operate within Hungary as do services between Mátészalka and Carei (except for the 1738 from Carei which is suspended).

Table **1295**: Trains operate only within Hungary.

Table **1299**: A single daily train operates between Komárom and Székesfehérvár (from Komárom at 1610 and from Székesfehérvár at 1027). A single return journey also operates between Komárom and Esztergom (from Komárom at 1215 and from Esztergom at 1413).

BULGARIA

A number of interesting new services were added to Bulgarian schedules in December. Train pair **2640/2641** provides a through service between Plovdiv and Gorna Oryakovitsa via Sofia (Table **1500**). Train **2655**, which previously provided the first morning service from Plevna to Varna, is extended to start back from Vratsa, departing at 0505. The evening return service, train **2654**, is similarly extended, arriving back in Vratsa at 2300 (Tables **1500** and **1520**). A new faster train pair has also been introduced between Sofia and Blagoevgrad (Table **1560**). Numbered **5682/5683**, these two limited stop services are both scheduled to complete the journey in exactly two hours.

ROMANIA

Train **78/79** Timișoara – Budapest, formerly named *Criș*, is now extended to run from and to București Nord and is renamed *Muntenia*, the former name of Greater Wallachia, the area surrounding București (Tables **1600**, **1625** and **1630**).

The cross-country train pair **1540/1541** between Iași and Brașov via Adjud and Siculeni has been reinstated (Tables **1610**, **1612** and **1650**).

A new limited stop train pair, numbered **1686/1688** and named *Tomis Expres*, has been introduced between Brașov and Constanța (Table **1600**). *Tomis* is the ancient name for Constanța.

Another new train pair, numbered **1750/1755**, has been added to the schedules between Iași/Suceava and București Nord (Table **1650**). This service has been allocated the name *Stefan Cel Mare Expres*, after Stephen the Great who ruled Moldavia from 1457 to 1504.

UKRAINE AND MOLDOVA

Owing to time constraints, we have not been able to update this section.

RUSSIA

Owing to time constraints we have not been able to update this section. Most international services remain suspended and domestic rail schedules continue to be subject to modification.

BEYOND EUROPE

This month's Beyond Europe section has the latest versions of all eight of our worldwide regions. As in Europe, most transport operators around the world are having to adjust schedules because of local coronavirus restrictions. We have done our best to show the latest situation with regards to service amendments and cancellations.

Moroccan Railways introduced revised schedules from December 29 (Tables **4000–4005**). In Algeria, passenger services restarted on January 4 with trains running on most routes, except for overnight services which remain suspended (Tables **4010–4040**). Kenya Railways (Table **4310**) has reintroduced services to Nanyuki, more than 20 years after the last passenger service ran. An overnight *Madaraka Express* between Mombasa and Nairobi has also been added to the schedules. South African operator Shosholozu Mely restarted its services at the end of November (Table **4400**).

Malayan Railways (KTMB) issued new schedules on January 1 for its ETS services shown in our Table **6000**.

It appears that services to Battambang in Cambodia have been suspended (Table **6091**).

In Australia, all *Journey Beyond* services remain suspended, although a restart is possible from January 21. When services do recommence, the *Overland* between Melbourne and Adelaide will run in amended timings (Table **6395**). *VLine* services in Victoria will operate to new schedules from January 31 and full details are included in this edition.

Owing to the continuing coronavirus pandemic there have been some alterations to VIA Rail services in Table **9015**, Amtrak services in Tables **9215** and **9230** and services in California shown on pages 646 and 647.

On January 1 Amtrak opened the Moynihan Train Hall which is located inside the Farley Post Office building, between 31st and 33rd Street, directly across 8th Avenue from New York Penn Station. Moynihan Train Hall provides access to tracks 5 to 16, which are used by Amtrak, but the terminal tracks 1 to 4, which are used primarily by NJ Transit, are only accessible from Penn Station.