The new timetable for Lower Austria

ÖBB’s integrated regular-interval timetable will be further implemented with the timetable change 2010/2011. This regular-interval timetable will bring shorter journey times, optimal connections at new transport hubs with regular-interval timetable as well as an improved synchronisation. In the Traisen valley, for example, there will be a new half-hourly interval; the new scheduling of the evening traffic allowed introducing synchronised services with higher frequencies equal to those during morning peak hours on the route Krems - St. Pölten.

To allow offering optimal connections to ÖBB’s passengers also in future, the suburban services must be synchronised with the main-line services. Also infrastructural measures as well as demand analyses must be taken into account for timetable compilation – which will result in changes being required in the timetable offer.

Improvements and changes on the railway
The timetable offer is slightly adjusted according to demand analyses. Some trains are cancelled or replaced with bus services, when the demand – and thus the cost-effectiveness of the service – was too low. There will, however, also be new offers where according to analyses conducted in cooperation with the federal state and regional government of Lowers Austria higher passenger volumes are to be expected. Almost all withdrawals concern services outside the peak traffic times relevant for commuters!

Naturally, customer requirements are taken into account when the new timetable is planned, but also construction works and the resulting availability of the infrastructure must be considered.

This year, there will also be changes for passengers on routes that will be partially transferred to other owners. These concern the Ybbs Valley Railway, the Wachau Railway, die Waldviertel Narrow-Gauge Railway, the routes Schwarzenau – Zwettl and Schwarzenau Waidhofen a. d. Thaya, the route section Groß Schweinbarth – Sulz/ Nexing as well as the Mariazell Railway. Passenger transport on the Traisental Railway will be limited to the section St. Pölten – Schrambach, on the Erlauftal Railway operation will be discontinued for the section Scheibbs – Kienberg/ Gaming, and a bus concept has already been implemented in the Mostviertel.

Major improvement in Lower Austria’s suburban passenger services:
• On the S 2, the “Laa Eastern line”, four services currently operated with buses – in particular in student transport – will be changed back to train operation. This change is made to the benefit of the concerned regions and school locations.
• For outward and return journeys to/from the Regional Exhibition 2011 in the region Römerland-Carnuntum, a total of five additional trains will be operated from/to Hainburg on weekends.
• A new additional train pair will be operated between Vienna Florisdorf and Hausleiten.
• Since September, trains have also been operated between Tulln and the new stop Tulln Stadt.

Timetable changes in detail:

1. Inner Western railway line: Vienna – St. Pölten
The timetable measures implemented at the last timetable change allowed a significant improvement in the punctuality in suburban transport. In the year 2009, only 79 % of the suburban service trains between Vienna and St. Pölten were on time or had a maximum delay of five minutes; it was possible to improve this value in the first half of 2010 to 88 %.
• Currently, the REX is operated hourly 14 minutes past the hour from Vienna West in the direction of St. Pölten – Amstetten and is overtaken by a main-line service train in Tullnerbach – Pressbaum. When the new timetable comes into effect, there will be a change in the main-line service that will result in the REX departing at 18 minutes past the hour and not being overtaken by other trains. And our passengers will benefit from a journey time reduction of four minutes!
• The changes in the main-line service will result in the regional train departing at xx:29 instead of xx:35 from Vienna West Station when the new timetable comes into effect. Like today, the regional trains will be continuously operated from Vienna West to St. Pölten. In the region of Tullnerbach-Pressbaum, the regional train must be overtaken by the Intercity train for operational reasons. An acceleration up to Tullnerbach-Pressbaum will allow essentially maintaining the same overall journey time as today.
Because of changes in the main-line service, the S 50 that currently departs at xx:58 from Vienna West Station in the direction of Rekawinkel will depart at xx:09 when the new timetable comes into effect.

2. **Western line between Pöchlarn and Amstetten**

Due to construction works for the realisation of the four-track Western line between Ybbs and Amstetten, regional trains between Pöchlarn and Amstetten must be operated with buses as rail replacement service during the day (after the morning peak hours) until 2012. REX trains are not affected by this measure.

3. **Acceleration of the service to the Gesäuse through connection to the IC in Amstetten**

The REX Vienna – Amstetten – Gesäuse – Schladming is operated from / to Amstetten. In Amstetten there is the possibility to change to the IC from/to Vienna, which reduces the journey time from Vienna to the Gesäuse by about 35 minutes.

4. **Rudolfs Railway**

Withdrawal of one train each from Amstetten to Waidhofen and from Waidhofen to Kleinreifling on Saturdays. Partial replacement with REX in new situation.

5. **Central region St. Pölten**

- Thanks to infrastructural measures on the Traisental Railway, it will be once again possible to offer a half-hourly service from St. Pölten during peak traffic hours when the new timetable comes into effect. REX trains will depart hourly at xx:33 from St. Pölten, R trains at xx:03 during peak traffic hours. This measure will bring a considerable improvement to our commuters.
- Outside the peak traffic hours, a total of eight dated trains and trains operated on Saturdays as well as on Sundays and bank holidays will no longer be operated on the routes Krems – St. Pölten, Krems – Horn and St.Pölten – St. Aegyd, as the demand is too low.
- In the Traisen valley, a new timetable concept is being developed in cooperation with the regional government, the municipalities and the VOR that will be implemented after its completion.

6. **Franz-Josef line**

On the Franz-Josef line, three train pairs Gmünd – Schwarzenau and one train pair Schwarzenau – Sigmundsherberg will no longer be offered. Rail replacement services will be operated during the times relevant to commuters. The bus service has the advantage that there are more stops in Gmünd which will reduce the walking distances for passengers.

7. **Northern line**

The new R train Vienna – Bernhardsthal departing from Vienna Floridsdorf at 17:50 that has been introduced shortly after the last timetable change 2010 will be continued to be offered because of increasing demand.

8. **Kamptal Railway**

The operation of four trains will be discontinued because of low passenger demand.

9. **Southern line**

On the Southern line, the penultimate train pair after midnight between Vienna Florisdorf and Vienna Mödling will no longer be offered. On the other hand, the last S-Bahn between Vienna and Vienna Neustadt will be operated daily – until the new timetable will come into effect, however, on weekends only! In the morning traffic to Vienna, the first service from Vienna Neustadt to Vienna will depart 15 minutes later than before.

10. **Gutenstein Railway**

On the Gutenstein Railway, a two-hourly service will be offered on weekends. This corresponds with the offer of comparable regional railways. On the other hand, all trains will once again depart from Gutenstein (some of which are currently departing from Pernitz) on working days.

11. **Eastern line: Vienna South Station (Eastern line) – Bruck a. d. Leitha**

Due to low demand, 14 trains (nine in the direction of Vienna, 5 in the direction of Bruck / Leitha) will be removed from the offer. As replacement for these trains, however, other trains are operated usually within just a few minutes on the same route with sufficient seat capacity and mostly the same journey time.

12. **Marchegg Eastern line**
With the timetable change on 12 December 2010, ÖBB-Personenverkehr AG will complete the change to self-service transport. In 2005, 16 self-service routes were introduced throughout Austria and gradually expanded in the past years. Today, about two thirds of all trains and passengers in local and regional traffic travel on self-service routes. So what used to be an exception has now become the rule.

For this reason, the new system will be valid throughout the country starting from the timetable change. In local and regional traffic – that is to say on REX and R trains as well as on the S-Bahn – it is mandatory to purchase a valid ticket before boarding. Boarding without ticket is only allowed in stations where there are no ticket vending machines or ticket offices. In such a case, passengers have to immediately go to the train crew or ticket vending machine on the train (at one of the train's ends) to purchase a ticket. In main-line service, passengers still have the option to purchase their tickets from the train crew.

This rule will ensure that consistent regulations apply throughout Austria for all trains of ÖBB-Personenverkehr AG and put an end to passengers' uncertainty. They no longer need to be aware whether they are travelling on...
a self-service route or not; they only need to check whether there is a ticket vending machine or ticket office at the station.

And this will definitely be easier to determine. You can get this information not only through the ÖBB CallCenter 05-1717 but also on the Internet. Go to www.oebb.at, click on Scotty, the door-to-door information system of ÖBB-Personenverkehr AG, and select the menu item “Station information”. In addition to the current arrival and departure information you can also get information about ticket offices, opening hours, ticket vending machines and their location. This will ensure that you can obtain all information already before your departure.

**Investments for the future!**
From 2007 to 2010, ÖBB invested a total of € 1.2bn. in new trains – € 800m alone were used for the procurement of new material for suburban transport. In 2009, investments in the modernisation and renewal of the fleet amounted to about € 218m.

2.2bn. EUR were invested in the maintenance and development of the infrastructure. In the Eastern region, the funds were used for example for the development of the Western line, the construction of the Lainzer and Wienerwald Tunnel, for the regional railways as well as for the redevelopment/new construction of routes or park&ride facilities. The railway station initiative is continued as can be seen in the example of St. Pölten. Furthermore, there are investments in the improvement of facilities of existing railway stations and stops. The number of ticket vending machines is constantly being increased and barrier-free access further improved. Also the environmental issue is addressed in many areas.

**Customer information**
Customers are informed in detail about the upcoming timetable change on 12 December 2010. Apart from the free timetables that are distributed at the major stations and on the buses and the arrival and departure timetables that are posted in the railway stations, it is also possible to purchase timetables as well as timetable CDs. Regional timetable booklets are mailed to all households that have subscribed to a district newspaper. In addition, the new timetable 2010 is already available for queries on the Internet at www.oebb.at. Customers can also get information from the ÖBB CallCenter 05-1717 (Austria-wide at local tariff) or from the Postbus customer service at 0810 222 333.