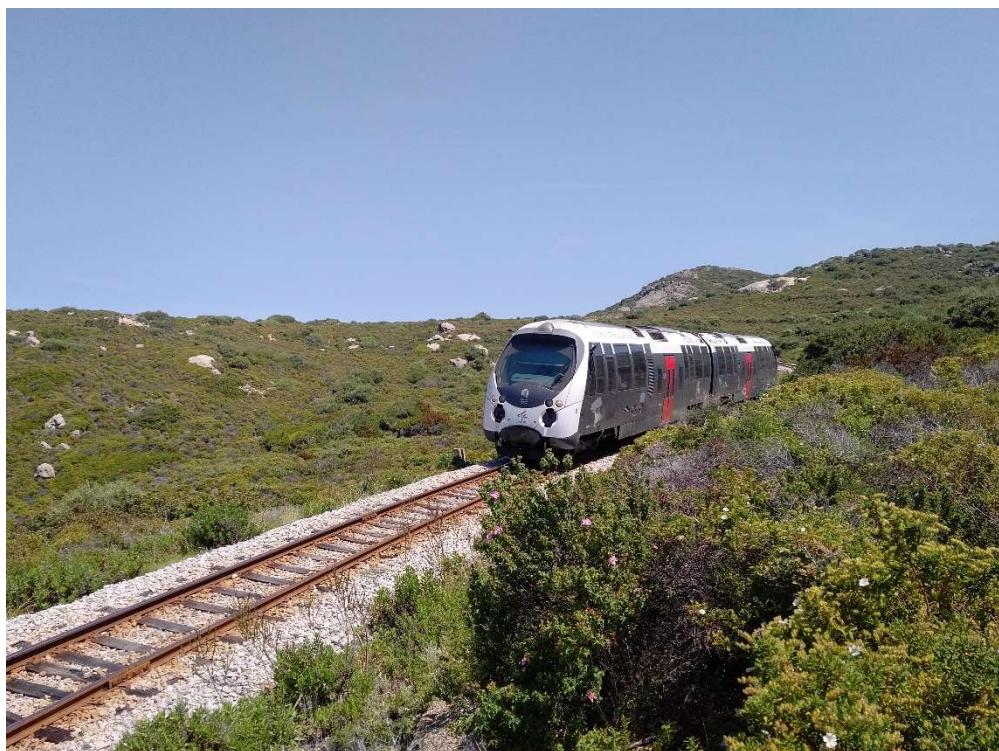


FBS timetables for the Corsican railway network

Creation of graphic timetables and other timetables documents

– an example –



So macht man Fahrpläne!

Institut de planification des
transports
iRFP e.K. • Hochschulstraße
45 • 01069 Dresden

The Corsican railway network

In the year 1855, the creation of a railway network in Corsica is first mentioned, to make the link between France and Algeria easier and shorter, with two lines in Corsica and Sardinia. After several projects and lines proposed, 3 lines are finally validated for the future network:

- The line called « central line », between Bastia and Ajaccio, by the centre of Corsica, Ponte-Leccia and Corte;
- The line called « oriental coast line » between Cazamozza on the central line, and Porto-Vecchio and Bonifacio in the south, by the east coast of Corsica;
- The line called « Balagne line », from Ponte-Leccia on the central line, to Calvi by the town of Ile-Rousse.

Two first sections of the two first lines are opened in February, 1st 1888, and the network is fully operational in September 1935. Nevertheless, at the end of World War Two, the oriental coast line is too damaged, and it will be definitively closed in 1953. Today, only two lines remain and form a « Y » shape, for a total length of 232 kilometres.

Entirely in single-track, metric gauge without electrification, the network has 23 stations and 40 stops points. Unlike the network in France, it belongs directly to Corsica authority, instead of SNCF Réseau. In the same way, the trains were operated by SNCF Voyageurs between 1981 et 2011, but are today operated by a private Corsican company.

With a difficult itinerary, short curves and high slopes, the maximal speed of the trains remains slow: 4h are necessary for the full 158-kilometres journey between Bastia and Ajaccio, for an average speed of 40 kilometres per hour. That is why the Corsicans have named their train “The small train” (« u Trinichellu » in Corsican).

Without any modification since 1953, the network was threatened with closure several times, due to the lack of maintenance, but was always supported by the local inhabitants. It is today equipped with a simplified light signal system, modern AMG800 vehicles and is operated the whole year. A few extensions projects are also proposed or studied (for example a extend in the Ajaccio city centre, or a partial reopen of the oriental coast line to Folelli), without any realisation date today.



Ile Rousse station, with the simplified signal system, a unique signal used for 3 tracks

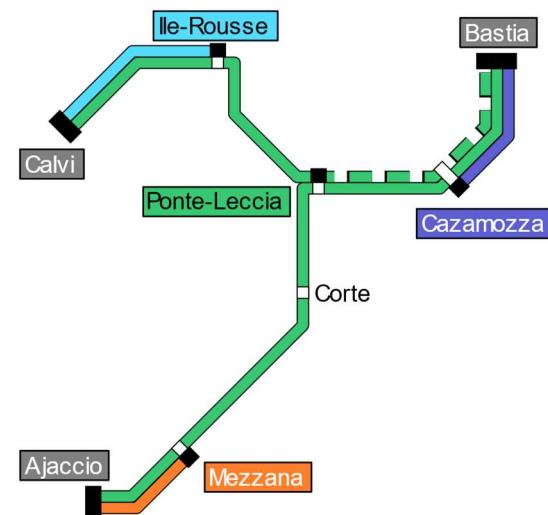


Train AMG800, on the Ponte Novu bridge.

The train operation is organized with several relations, as shown in the following map:

Two « Intercity » relations without changes link Bastia with Ajaccio (with 5 trains per day and direction plus 1 train per day and direction between Bastia and Corte) and Ponte-Leccia with Calvi (with 2 trains per day and direction, with one which starts from Bastia). The timetables are also fully organized to permit journeys between Ajaccio or Bastia and Calvi, with a good connection in Ponte-Leccia.

In addition of that, around the 3 ends of the lines, there are 3 suburban relations, between Ajaccio and Mezzana (8 trains per day and direction), Bastia and Cazamozza (16 trains per day and direction) and Calvi and Ile-Rousse (5 trains per day and direction). This last relation is also named “Balagne Tramway”.



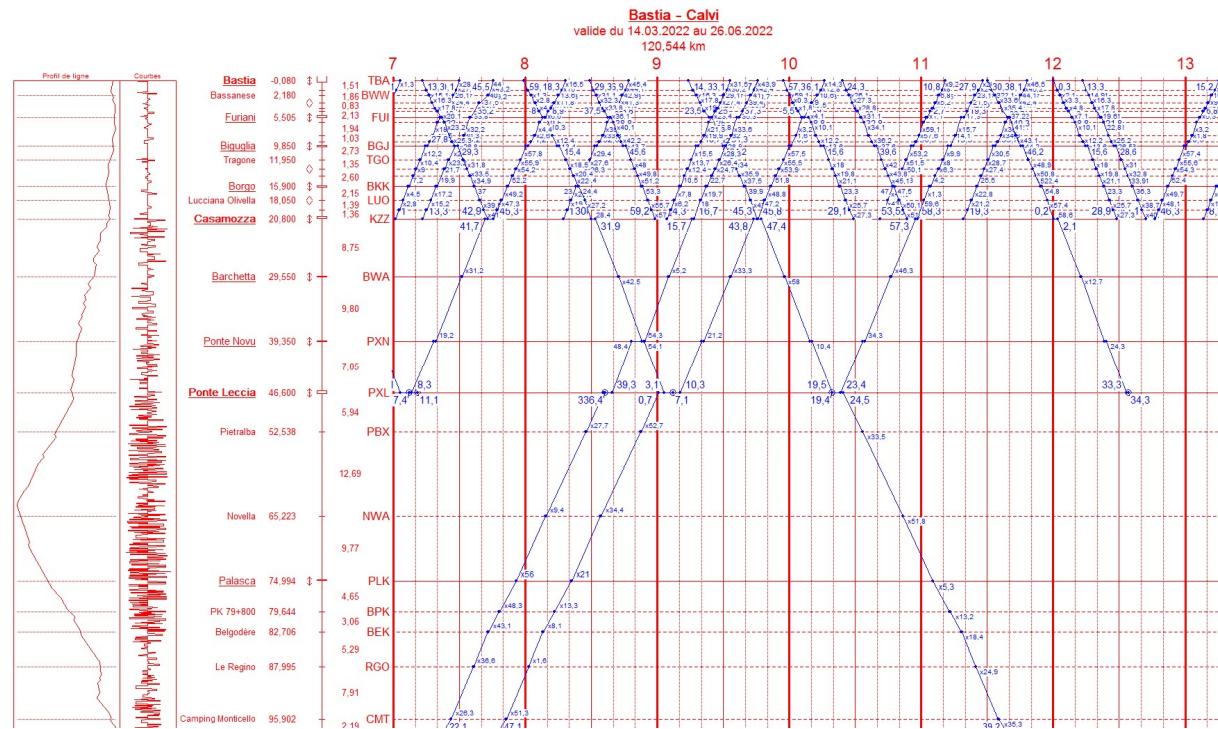
The same way as Thailand network (also available as example in English on the website irfp.de/en) the infrastructure data required in FBS for the run times calculations (slopes, curves, kilometric points) were obtained by geographic data conversion from the website OpenStreetMap.

A lot of stops points (and small stations) are « on demand » stops. That's has 2 consequences: the first on the information for passengers (which must be informed before their trip), the second on the run times calculations (a lot of on demand stops can minimize the global stop time, with the possibility of not stopping at all the stop points). It is naturally possible (and necessary) to declare theses stops as on demand in FBS, along with a regular stopping time shorter as standard (here equal to 0.2 minutes, being 12 seconds).

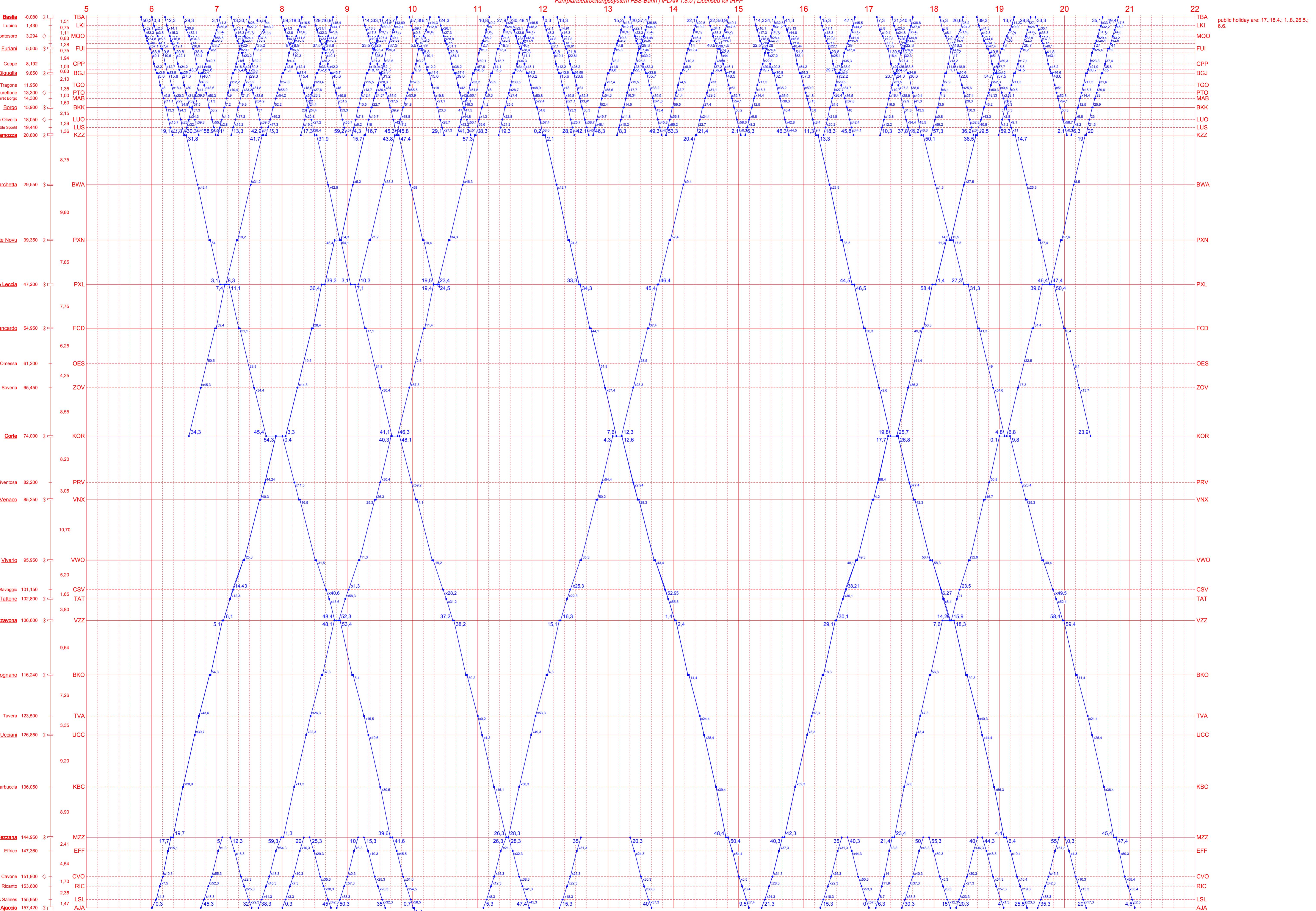


Unique platform of the Giorgio stop point

After the conception of the graphic timetables, (produced from the timetables provided by the Corsican railways), it's possible to create in FBS various timetable documents, either for the company or the passengers.
When the line slopes and curves are displayed, we easily notice the mountainous and sinuous aspect of the Corsican network.



On the next page, there is an example from customer's timetable, where we can notice the names of the stations, either French or Corsican, and the on-demand stops, marked with a little cross direct links from the stop times. It's also easy for the travellers to identify the possible connections, especially in Ponte-Leccia, with little arrows highlighting them.
The different fares zones on the Balagne line are also easily noticeable, with the colours in the timetable.



Calvi - Ajaccio
valid from 14.03.2022 until 26.06.2022
183,484 km

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