















# Personal Timetable

valid from 24.04.2008 to 13.12.2008








## → Genève-Aéroport – Lausanne

| Dep   | Journey                | Arr   | Dur. | Servicedays |
|-------|------------------------|-------|------|-------------|
| 6.27  | <b>IR</b>              | 7.15  | 0.48 | daily       |
| 6.36  | <b>IC</b> BP FA<br>R ✖ | 7.18  | 0.42 | daily       |
| 6.47  | <b>IR</b>              | 7.40  | 0.53 | daily       |
| 7.27  | <b>IR</b>              | 8.15  | 0.48 | daily       |
| 7.36  | <b>IC</b> BP FA R<br>✖ | 8.18  | 0.42 | daily       |
| 7.47  | <b>IR</b>              | 8.40  | 0.53 | daily       |
| 8.01  | <b>IC</b>              | 8.43  | 0.42 | daily       |
| 8.27  | <b>IR</b>              | 9.15  | 0.48 | daily       |
| 8.36  | <b>IC</b> BP FA R<br>✖ | 9.18  | 0.42 | daily       |
| 8.47  | <b>IR</b>              | 9.40  | 0.53 | daily       |
| 9.01  | <b>IC</b>              | 9.43  | 0.42 | daily       |
| 9.27  | <b>IR</b>              | 10.15 | 0.48 | daily       |
| 9.36  | <b>IC</b> BP FA<br>R ✖ | 10.18 | 0.42 | daily       |
| 9.47  | <b>IR</b>              | 10.40 | 0.53 | daily       |
| 10.01 | <b>IC</b>              | 10.43 | 0.42 | daily       |
| 10.27 | <b>IR</b>              | 11.15 | 0.48 | daily       |
| 10.36 | <b>IC</b> BP FA<br>R ✖ | 11.18 | 0.42 | daily       |
| 10.47 | <b>IR</b>              | 11.40 | 0.53 | daily       |
| 11.01 | <b>IC</b>              | 11.43 | 0.42 | daily       |
| 11.27 | <b>IR</b>              | 12.15 | 0.48 | daily       |
| 11.36 | <b>IC</b> BP FA<br>R ✖ | 12.18 | 0.42 | daily       |
| 11.47 | <b>IR</b>              | 12.40 | 0.53 | daily       |
| 12.01 | <b>IC</b>              | 12.43 | 0.42 | daily       |
| 12.27 | <b>IR</b>              | 13.15 | 0.48 | daily       |
| 12.36 | <b>IC</b> BP FA<br>R ✖ | 13.18 | 0.42 | daily       |
| 12.47 | <b>IR</b>              | 13.40 | 0.53 | daily       |
| 13.01 | <b>IC</b>              | 13.43 | 0.42 | daily       |
| 13.27 | <b>IR</b>              | 14.15 | 0.48 | daily       |
| 13.36 | <b>IC</b> BP FA<br>R ✖ | 14.18 | 0.42 | daily       |
| 13.47 | <b>IR</b>              | 14.40 | 0.53 | daily       |
| 14.01 | <b>IC</b>              | 14.43 | 0.42 | daily       |
| 14.27 | <b>IR</b>              | 15.15 | 0.48 | daily       |
| 14.36 | <b>IC</b> BP FA<br>R ✖ | 15.18 | 0.42 | daily       |
| 14.47 | <b>IR</b>              | 15.40 | 0.53 | daily       |

| Dep   | Journey  | Arr   | Dur. | Servicedays |
|-------|--|-------|------|-------------|
| 15.01 | <b>EC</b>  RE<br>          | 15.43 | 0.42 | daily       |
| 15.27 | <b>IR</b>  | 16.15 | 0.48 | daily       |
| 15.36 | <b>IC</b> BP FA <br>R      | 16.18 | 0.42 | daily       |
| 15.47 | <b>IR</b>  | 16.40 | 0.53 | daily       |
| 16.01 | <b>IC</b>  | 16.43 | 0.42 | daily       |
| 16.27 | <b>IR</b>  | 17.15 | 0.48 | daily       |
| 16.36 | <b>IC</b> BP FA <br>R      | 17.18 | 0.42 | daily       |
| 16.47 | <b>IR</b>  | 17.40 | 0.53 | daily       |
| 17.01 | <b>IC</b>  | 17.43 | 0.42 | daily       |
| 17.27 | <b>IR</b>  | 18.15 | 0.48 | daily       |
| 17.36 | <b>IC</b> BP FA <br>R      | 18.18 | 0.42 | daily       |
| 17.47 | <b>IR</b>  | 18.40 | 0.53 | daily       |
| 18.01 | <b>IC</b>  | 18.43 | 0.42 | daily       |
| 18.27 | <b>IR</b>  | 19.15 | 0.48 | daily       |
| 18.36 | <b>IC</b> BP FA <br>R      | 19.18 | 0.42 | daily       |
| 18.47 | <b>IR</b>  | 19.40 | 0.53 | daily       |
| 19.01 | <b>IC</b>  | 19.43 | 0.42 | daily       |
| 19.27 | <b>IR</b>  | 20.15 | 0.48 | daily       |
| 19.36 | <b>IC</b> BP FA <br>R  | 20.18 | 0.42 | daily       |
| 19.47 | <b>IR</b>  | 20.40 | 0.53 | daily       |
| 20.27 | <b>IR</b>  | 21.15 | 0.48 | daily       |
| 20.36 | <b>IC</b> BP FA R<br>(  )   | 21.18 | 0.42 | daily       |
| 20.47 | <b>IR</b>  | 21.40 | 0.53 | daily       |
| 21.36 | <b>IC</b> BP FA R<br>(  )   | 22.18 | 0.42 | daily       |
| 21.47 | <b>IR</b>  | 22.40 | 0.53 | daily       |
| 22.27 | <b>IR</b>  | 23.15 | 0.48 | daily       |
| 22.47 | <b>IR</b>  | 23.40 | 0.53 | daily       |
| 23.12 | <b>IR</b>  | 0.12  | 1.00 | daily       |

## legend

|   |   |   |
|---|---|---|
| BP  | = | Business seats in 1st class: Reservation possible |
| FA  | = | Family carriages with compartment for children    |
|      | = | Railbar   |
| R   | = | Reservation possible                              |
|      | = | Restaurant  |
| GP  | = | Overallprice                                      |
| RE  | = | Reservation recommended                           |
|      | = | Reservation compulsory                            |
|      | = | BICYCLES: No self-service loading by sender       |
| (  ) | = | Bistro  |