During a great period of time, from its implantation, the railway lived its authentic golden age. This mean of transport was one of the most used: firstly, for the transport of merchandise and minerals, that favored the industrial development; and secondly, for the displacement of people between cities. Nevertheless, when the first half of the twentieth century had already entered, the railway began to enter in a period of crisis and decay. Mainly, two reasons fomented this fact: on the one hand, the appearance and later development of the automobile or private vehicle along with the great technological advance that aviation began to enjoy; and on the other hand, old railway lines remained obsolete, they did not improve and not modernize and finally, they became deficit. This implied that the railway was not competitive with these two new means of transport at the time of making important displacements.

This situation that has taken place until ends of the last century is nowadays in change process. From the implantation of the first railway line of High Speed at the beginning of the 90's and the progressive development of the system trained of totally new lines around which it is possible to be circulated at speeds between 250 and 300 Km/h, it’s possible to reduce the times of route considerably and to equip again to the railway with certain competitiveness in front of other means of transport. One thing that explain the train is really competitive in front of the airplane is because takes passengers from center to center of cities and avoid them the long delays to invoice and to gather suitcases, with the loss of time that it supposes.

There are another unit of business that also can be interesting to analyze at the time of watching the competitiveness with the airplane. It's the case of the Nocturnal International Services by Railway. They are services whose passage is made during the nocturnal hours. These trains leave the origin station to average or last hour of afternoon and they arrive at the receiving station to first hour in the morning or mid-morning. The advantage is that they offer to the users the possibility of doing the passage sleeping. The trains that make these passages are equipped so that it is thus, and for that reason they arrange from sleeping cars, to couchette and comfortable armchairs, all it under a range of extraordinary comfort and quality.

As the services offered by the train are quite good, we consider the following question: if the railway could be competitive in front of the services offered by airplane, in some case, nowadays. In that sense, perhaps is possible to comment that the railway arranges in the traveller some advantages in front of aerial means. In the first place, when someone travels in train pays a unique fare; secondly, he will travel from the origin to destination without intermedial transfering with other means of transport, taking advantage of the trip to sleep and to arrive at the following morning to its destination totally rested. However, the traveller who chooses most suitable aerial means as for his transfer, and that is to be in its destiny to first hour in the morning, will have to make the afternoon previous trip being necessary to add to the tariff of his flight an added cost of hotel room to spend that night, which can increase in price the cost of its trip of considerable way.

In this thesis the situation will be analyzed in detail from this point of view. Taking as starting point the schedules and fares of certain relations by nocturnal train and airplane, we will conclude to refuse the initial idea that the airplane always is more competitive that the train. In many cases it will be possible to observe that the train is the most competitive transport. Differents reasons supports this idea: in the first place, it's cheaper and, secondly, it's more comfortable for the traveller because the railway takes this from center to center of city avoiding of that way transfers from the airport to the city and the times of delay for boarding.