



I. V. Z. W.

EUROPEAN FEDERATION OF MUSEUM & TOURIST RAILWAYS

Fédération Européenne des Chemins de Fer Touristiques et Historiques
Europäische Föderation der Museums- und Touristikbahnen

UPDATE NR 23

March 2014

WHAT'S HAPPENING ON THE HERITAGE RAILWAYS AROUND EUROPE

NEWS ♦ VIEWS ♦ ARTICLES ♦ CURRENT EVENTS ♦ OPINIONS

If you would like to receive your copy of Update in French or German, please let Josef Sabor know (contact details on the last page).

Si vous souhaitez recevoir une version française de Update, veuillez le notifier à Josef Sabor (coordonnés en dernière page).

Wenn Sie das Update auf Französisch oder Deutsch erhalten wollen, wenden Sie sich bitte an Josef Sabor (Kontakt siehe letzte Seite).

PRESIDENT'S REPORT

The annual conference in Albi last April was one of the best attended in FEDECRAIL's history. It was also successful in other ways, particularly with regard to a meeting with the European Rail Agency (ERA) which was the direct result of an intervention by Brian Simpson, MEP, the Chairman of the European Parliament's Transport & Tourism Committee, who had attended the conference.

This meeting is reported in the previous edition of Update but the positive outcome was that FEDECRAIL was invited by ERA to apply for registration as a "Representative Body". This has to be approved by the Council of Ministers and to ensure their report, I would urge all members to write to their own country's national representative or Ambassador to the European Commission. I wrote to the UK representative in October, enclosing a copy of my letter to the EU Commissioner for Transport. If any member would like a copy of these two documents, please let me know (morgan@fedecrail.org).

At the beginning of August, I attended the first day of FEDECRAIL Youth Camp, hosted by three member railway organisations of our Austrian member, Verband Österreichischer Museums- und Touristikbahnen (ÖMT). This was superbly well organised and attended by 25 young people from ten different countries. They were given some really hard railway work, from preparing

locomotives for restoration to track replacement and I am very grateful to those three organisations and volunteers for their help, support and hospitality.

As part of our networking activities, FEDECRAIL belongs to EUROPA NOSTRA (EN) which is a pan-European organisation promoting cultural heritage throughout Europe. Indeed, I am a member of its Industrial & Engineering Heritage Committee (IEHC). I attend EN's Annual Meeting and Conference in June in Athens, the cradle of western civilisation. The visit programme included not only the classical icons, such as the Acropolis, but some industrial sites as well, including some old railway trackbeds. Similarly the restorers of railway bridges and the architects who designed London's Kings Cross station were recognised in the Awards Ceremony.

In November the IEHC convened in Holland for one of its bi-annual meetings and afterwards took the opportunity to travel on the Hoorn-Medemblik Stoomtran (whose driver, Marius van Rijn, I first met in 1967 and who, on his retirement, was made a Knight of the Orange Order of Nassau by the Dutch King in August 2013!) and a working windmill used to pump water. The committee does much to raise the profile of industrial heritage, including that of the heritage railway sector. In December, Livius Kooy and I attended a meeting and seminar of EN in Brussels to celebrate its 50th anniversary.

During the last six months, I also led a group on a visit to Mariefred in Sweden and I also attended the gathering of UNECTO in Ales, near Nimes in southern France, as well as visiting the Royal Waiting Room, housed in its own building, adjoining Godollo Station; this served the Royal Family's summer palace some 60km outside Budapest and is now maintained by the Railway Museum.

FEDECRAIL is also a member of WATTRAIN, the World Association of Tourist Trams & Trains. I represented FEDECRAIL at the inaugural meeting of the Asia Pacific Tourist Railway Organisation (APTRO) hosted by the North Borneo Railway in Kota Kinabalu in Sabah with Peter Ovenstone. He and I also attended the Annual Convention of the newly merged Association of Tourist Railroads & Railway Museums (ATTRM) in California as their WATTRAIN guests – at our own cost, I hasten to add.

I believe that the big story of 2013 is the huge support we receive from the European Parliament and in particular its Transport & Tourism Committee which in January published its Report on Industrial Heritage & Rural Tourism and which will form the basis of much of the presentations for Budapest at our AGM in April 2014. Similarly, the All-Party Parliamentary Group on Heritage Rail which published its Report on the Value of Heritage Railways in the UK in July, while UNECTO has published its own report in November with the involvement of the French authorities on the Future of Tourist Railways.

Internally, Heimo Echensperger has taken over the reins as Treasurer from Marie-Therese Beunckens, to whom we are very grateful for her hard work over the last few years.

At the same time, we are in the throes of developing our own Strategic Plan and Protocols for the future. It just seems that there are not enough hours in the day or days in the week to complete all this work.

And that leaves me to wish you all a successful season in 2014.

David Morgan
President
1st January 2014

FEDECRAIL obtains advisory vote in the European Railway Agency

The interests of Museum- and Tourist railways, related to amendments and decisions of new EU railway regulations and directives, have obtained more weight with immediate effect: FEDECRAIL (European Federation of Museum- and Tourist Railways) has been added to the list of the European trade organisations of the railway sector. The Federation obtained the important status of „Representative Body“, which means an advisory vote in ERA (European Railway Agency). The main task of ERA is the strengthening and interoperability of railway traffic in Europe. The recommendation to the admission of FEDECRAIL was given in the course of January 2014 by the European Commission to the Railway Safety and Interoperability Committee in Brussels, which Committee has then decided to the formal admission.

The Status of a „Representative Body“ means that FEDECRAIL must be involved by ERA when changes or new Directives or Regulations are being discussed. Last May FEDECRAIL had made a first contact with ERA in Valenciennes/France and then, after preparation by its „Heritage Operation Group“ submitted the application in September, to be enabled to send a representative in ERA as an advising organisation. Since admission FEDECRAIL is now in the happy position, not to be confronted by new regulations, but being able itself to contribute to the development of new regulations. At present the most pressing problems are, amongst others, the ETCS safety system, train driving licences and the network admission for trips with vintage trains. The interests of the mainly small and volunteer operated museum railways, which operate only in a restricted area and time space, have

up to now submerged in the Europe wide liberalisation of the railways.

However, this may change with the participation of FEDECRAIL.

The new status is a most joyful start of the 20th Anniversary of FEDECRAIL in 2014. Since two decades the Federation supports the railway heritage of the railways in Europa, fosters the cooperation between railway organisations and represents the interests of its members on an international basis, with particular reference to the potential impact of Regulations and Directives of the European Union and any other supra-national bodies on their activities.

(More information may be found on www.fedecrail.org).

BRUSSEL 4-5th December 2013: allied cultural heritage forces.

4th December, Alliance 3.3 day.

2013 was the year of Europa Nostra's 50th Anniversary, December the month of its closing events. On the 4th December I went to Brussels where the second meeting was held of Europa Nostra's "Alliance 3.3" which relates to the new article in the EU Treaty about Culture.

Representatives of renowned institutions: the European Commission, European Parliament, European Investment Bank, ICOM, ICOMOS, European Museum Forum, NEMA etc. attended.

At the first meeting in April 2012 a decision had been taken to adopt a reaction to the EU policies which had been drafted by Prof. Brian Smith. As these policies focused on urban economies and modern media, there was not so much we could do until the next round, therefore the value of historic town centers was mentioned in 2012 as well as other fitting arguments.

However, the agenda of this day had a different theme: a new proposal to let the Raymond Lemaire International Centre for Conservation (Royal Leuven University, Belgium) carry out a survey towards a *European Index for Valuing Cultural Heritage*, named "Cultural Heritage Counts for Europe". Due to time and cost limitations this could not become a deep going and expensive scientific study, only a survey.

Professor Koen Van Balen of the University invited all to send in any existing reports on socio-economic impact of cultural heritage.

As the discussion went to the *economic* benefits of cultural heritage, I mentioned the EP report on the value of Rural and Industrial Heritage Tourism, including rail heritage. I felt that there are items without any appeal to the public

which will never generate income: they need our strong solidarity if we want to preserve them. This ought to be made clear in the project: not all can achieve clear economic benefit. The reply was that a matrix with the various values of Cultural Heritage was to be made, and economic advantage was just one factor. I also suggested that the survival possibilities of most smaller projects would be better if regulations could be written specifically for small businesses such as historic houses and parks, museums and museum railways. A new rule often means an investment of which the earning back time is much higher for smaller businesses as compared with bigger companies.

As the EU Commission, Directorate-General Industry, sector Tourism discovered the week before: 99% of the tourism businesses is of a small or even a very small scale. Not a surprise to me! The same sector had also discussed the burden of regulations two days before (in the presence of Jacques Daffis and Jean-Michel Gasc), so this was a moment when we should grab the chance to address the problem.

These words were accepted by many participants with great appreciation. They led to an invitation next day by Rodolphe Comte de Looz-Corswarem, Chairman of the European Historic Houses Association, to have a lunch with him and talk a few matters through.

The evening saw us at an award presentation in the former Wiels brewery where the old steam machinery had been saved in the last minute. Industrial heritage becomes a very serious theme in Europa Nostra, thanks to the efforts of David Morgan and the Europa Nostra Committee in which he participates.

5th December, Conference day.

On the 5th December we gathered in the Bibliothèque Solvay, built privately for King Léopold, which was our “Cultural Heritage Counts for Europe” Conference location. Speeches were held and there were panels of experts who gave their best views and reacted on questions. The main theme was that heritage as a stakeholder in society gives our societies their heart, their inspiration. All in all an interesting day.

At lunchtime I found the Chairperson of the European Museum Forum Mrs. Goranka Horjan (Croatia) prepared to speak during our 2014 Conference at Budapest. EMF resides currently in the ICOM office at Paris, and Goranka and her colleague Dr. Wim de Vos (B) had just been elected to the ICOM Board.

David Morgan and Peter Ovenstone attended this day as well, they had meetings with Prof. Brian Smith and with Brian Simpson MEP.

At the end of the afternoon all went to the Berlaymont building where the European Commission resides. Commissioner Mrs. Vassiliou gave reception with a speech at the opening of an exhibition of photographs depicting Europa Nostra’s top projects. It was clear that she wanted full cooperation with Europa

Nostra in the preparation of EU Cultural policies.

The following speakers were our host EC President Mr. Barroso who said Europe should be proud to have such a rich and diverse cultural heritage. Europa Nostra President, the famous tenor Maestro Placido Domingo inspired all with his dream of Integration in Europe through cultural heritage.

Finally most of us took the metro to Bozar the Centre of Beaux Arts -Beautiful Arts where a day of the Citizen's Dialogue had been arranged by the European Union. We received earphones and a wireless voting machine. It was interesting to see how the EU arranged this participation, which concluded a long but interesting day.

Livius J. Kooy, Fedecrail Sekretaris.

GLOBAL HERITAGE FORUM

On 19th September this year I walked through the lovely UNESCO World Heritage town of Dubrovnik to the Marin Drzic Theatre, where a new initiative



The terrace in front of the Marin Drzic Theatre during the event “The Best in Heritage” and the Global Heritage Forum.

Europa Nostra of which Fedecrail is a member, and the INTO or International National Trusts Organisation had called a number of key representatives in the cultural world together to develop an international forum. This was not going to become a formal organisation, but there was an opportunity as some would already attend the “Best in Heritage” event on the following two days. That laureate event is free for all who wish to book- you may- and was held every year since 15 years.

See www.thebestinheritage.com for information.

In this initial meeting we had INTO and Europa Nostra participants, but also the Director of the Executive Board of UNECTO Mrs. Alessandra Cummins was there, the Director Mrs. Hannah Pennock of ICOM the International Council of Museums, Mrs. Goranka Horjan who held the Chair of the European Museum Forum and Dr. Wim de Vos of EMF’s judging panel, Dr. Bernd Paulowitz of ICOMOS (monuments and sites), and representatives of the Serbian Parliament and the Council of Europe. Small in number, the weight was enough to call the meeting a success.

We had an introduction round. The UNESCO representative noted that the Hangzhou Declaration on the value of Cultural Heritage had been adopted recently by UNESCO, a feat which had not been easy to achieve, because there were urgent world crises which drew more attention.

The discussion led to a few simple conclusions. Firstly, we didn’t want to create yet another Statement of whatever sort, as there were already many. Secondly, we should return to our members and ask them what items they would want to be discussed on a global level. Thirdly, we would meet again at least once per year (Dubrovnik) and only increase the frequency if there was a demand.

Both in the forum, and in the presentation next day I gave as one of my concerns that museum and tourist railways have to deal with increasing regulation which is not good for small businesses and volunteer operated museums as we represent. Fedecrail would lobby in the European Union in order to be in a good position to influence the developments. What we would hope to achieve was a sensible level of regulation which does keep the motivation of our many volunteers intact.

In the two days after the forum was the “Best in Heritage” event where 24 presentations were given by the best museum and restoration projects in the whole world. You may find it all on the event’s website which gives a wealth of information.

Did I learn from this? Well, the old style museum is rapidly disappearing and (what museum railways do by nature) the modern museum tries to submerge

the visitor into its themes and messages by putting the collection central. This may be done by letting them read, see, but also hear, smell and touch. Do you see the likeliness with a train trip? We have this aspect well arranged by using the collection for running trains and trams. Our guests smell smoke, oil, feel heat, hear bells and whistles.

When hearing this I realised that the gap between old fashioned “dusty, don’t touch” museums with our work is closing bit by bit. From our end we may want to apply the Riga Charter where we can, but also read (if you have never done this...) the ICOM definition of what a museum is, and check whether we do follow this up in the best possible way.

Education is perhaps an aspect that has always received much attention in the traditional museums and that distinguishes good museum railways from the purely tourist attractions.

My gratitude to the friendly and capable organisers was great, they had done an excellent job and by going there I was able to make contact with the top of the Cultural Heritage world. Riga Charters went to ICOM and UNESCO.

Now I want to ask you which themes should be put to the attention of the Global Heritage Forum, thus we can work on this together and then bring them to the attention of this influential group of people. Please do concentrate and let me know when you have a suggestion.

Livius J. Kooy.



Historisch Railvervoer Nederland

Invitation for the FEDECRAIL Youth Exchange 2014 in The Netherlands

FEDECRAIL – The European Federation of Museum & Tourist Railways and HRN (Historisch Railvervoer Nederland – Dutch Museum & Tourist Railways Association) are pleased to invite you for the 8th Fedecrail Youth Exchange, in The Netherlands, from the 1st August until the 10th August. Hosts will be three members of Historisch Railvervoer Nederland (HRN): Museumstoomtram Hoorn-Medemblik, Stichting Stadskanaal Rail (STAR) and the Zuid-Limburgse Stoomtrein Maatschappij (ZLSM). You can expect a varied programme consisting of working at heritage railways, cultural and regional highlights and

most important the intercultural exchange of experience.

General information

The Youth Exchange will start with a visit to the Museumstoomtram Hoorn-Medemblik-line, some 40 kilometres north of Amsterdam. This will be followed by a bus- and train trip to Stads kanaal, in the North Eastern part of The Netherlands. The last days will be spent at the ZLSM heritage railway in Simpelveld (15 kilometers from Aachen and 30 kilometers from Maastricht).

Are you between 16 and 26 years old and working at a heritage railway? Are you interested in the Youth Exchange? Then get further information at youthcamp@fedecrail.org !

Sten Erson-Wester

FEDECRAIL : “BUDAPEST 2014” CONFERENCE Thursday 3 April - Wednesday 9 April 2014 (Note revised programme 8+9)

***Organised in collaboration with
MAV NOSZTALGIA Kft***

(1) PROGRAMME OVERVIEW

Special Anniversary - Our 2014 conference will mark the 20th Anniversary of Fedecrail. The main base will be in Budapest followed it is hoped by a post-conference tour to neighbouring countries. Our principal hosts will be the local Fedecrail member MAV Nosztalgia Kft, the heritage offshoot of Hungarian state railways.

Business Themes - Business sessions will be held at the Danubius Helia Health Spa Hotel. The main theme will be Tourism, especially the ground breaking *Industrial Heritage and Rural Tourism in Europe* report issued recently by the European Parliament and the way forward to take advantage of the report's proposals and - arguably even more important - enhanced recognition which it gives for the first time of the value of these tourism sectors. An ancillary theme will be a co-presentation by two young volunteers (from the Keighley and Worth Valley Railway in the UK and the local Children's Railway in the Buda hills) on the now well-established annual Fedecrail youth camp and

how we can expand effectively the involvement of young people in railway heritage throughout Europe.

Visit Programme - Such is the abundance of Hungarian railway heritage that the programme for the period Sun 6.04 - Wed 9.04 will focus entirely on new locations from our previous Hungarian conference. Repeat visits will also be made to our host's Railway Heritage Park and the Budapest Children's Railway to see their recent developments.

(2) DAY BY DAY SUMMARY - Key features of the programme each day:-

Thu 3.04 - Daytime meetings of Working Groups (members of Working Groups will receive detailed notification) and Council. The Opening Reception will be held at the Ujpest Városkapu, a renovated former tram depot to the north of the city close to the 'Blue Line' of the Metro. Free evening thereafter.

Fri 4.04 - Main Business Sessions Day at Danubius Helia Hotel. The Partners Programme will be a tour including a visit to the renowned Herend Porcelain Factory and other places of interest. The main Conference Dinner will be at the MAV Nosztalgia Railway Heritage Park.

Sat 5.04 - Morning Business Session will be devoted to the General Assembly including reports from working groups. Short morning excursion for the Partners Programme. Afternoon visit programme to the railway heritage collection and store and heritage tram restoration at Istvantelek. Late afternoon and evening there will be an opportunity to re-visit the Budapest Children's Railway with special trains and dinner. Also alternative evening option of an opera performance at the Opera House (envisaged limited number of tickets available, early request to Peter Ovenstone essential).

Sun 6.04 - Day excursion with MAV Nosztalgia steam-hauled special vintage train to the Gyöngös and Matrafüred narrow gauge lines in the hills to the north-east of Budapest. Evening Danube cruise and dinner.

Mon 7.04 - Day excursion with MAV Nosztalgia special train, hauled by a vintage electric loco to western Hungary to the long-established railway museum at Nagycenk with a special steam train. Travelling on to the GySEV railway workshops, depot and museum at Sopron. Returning by a different route to Budapest.

Tue 8.04 – Travel by MAV Nosztalgia special diesel train to south-eastern city of Debrecen for rail and tramway visits. Return during the evening to Budapest with dinner on train.

Wed 9.04 - An MAV Nosztalgia special train with vintage Nohab diesel haulage to the city of Miskolc. Travel on both modern (2013) and heritage trams to visit the scenic Lillafüred narrow gauge lines. Special train on the narrow gauge. Group will split late afternoon:- (a) Post-Conference Tour participants continue on MAV Nosztalgia train to cross border into Slovakia; (b) Other participants

return on scheduled IC train to Budapest arriving mid-evening (Hotel recommended).

(3) HOTELS

Danubius Helia Health Spa Hotel **** Kárpát útca 62-64, H-1133 Budapest

This large modern hotel will again be the main conference centre. Located on the Pest bank of the Danube, the hotel has extensive spa facilities fed by its own thermal spring! Standard Rooms look across the city and Superior Rooms west to the Danube. Limited number of suites are available for those who wish higher quality accommodation. Rates per night for bed and breakfast including VAT and 4% City Tax:-

Standard Single € 75; Standard Double/Twin € 85; Superior Danube Single € 85;

Superior Danube Double/Twin € 95; Suites € 145 (single or double occupancy)**Ibis Heroes Square Hotel **/**** Dózsa György útca 106, H-1068 Budapest

Standard Accor “Red Ibis” rooms and facilities. Located in Pest on the edge of the Heroes Square and Varosliget Park; Direct link by trolley bus - less than 10 minutes - to the Danubius Helia Hotel (this is not the same Ibis hotel which we used for the 2010 conference). Rates per night for bed and breakfast including VAT and 4% City Tax:-

Standard Single € 55; Standard Double/Twin € 66.

Early booking strongly recommended to ensure preferred accommodation. If unsure of final travel arrangements, we recommend book maximum number of nights you may need. Standard practice in Budapest is to quote prices in Euros, but bills are presented and payable in Hungarian forints at rate applicable on the date of the end of your stay. As a guide, as at 18.01.14, approximate exchange rates for Forints are; € 1 = HUF 300 £ 1 = HUF 365

(4) TRAVEL INFORMATION

Budapest is easily reached by air, rail and road. Budapest Airport website www.bud.hu gives information about airlines and routes. Several budget airlines serve the airport. For the full programme, we recommend outward travel on Thurs 3.04 (arrival by late afternoon) and return on Thu 10.04 if participating in full Wed 9.04 programme in Debrecen. It will be possible during some of the days to leave the programme to start return journeys. Please consult one of the Conference Team for detailed advice.

(6) CONFERENCE FEES + BOOKING CONDITIONS + USEFUL ADVICE

Main Programme - Our most popular option in recent years has been the Business Sessions + Study Visits Programme for the week (Thu 3.04 - Wed 9.04 this year). A Partners Programme option will be provided for the business

session periods on Fri 4.04 (daytime) and Sat 5.04 (morning). Please returned completed booking forms **as soon as possible** to John and Liz Fuller by Email / Fax / First Class Post / Air Mail Post. Please note that closing dates for **Hotel Bookings are as soon as possible** and **Conference Bookings are Tuesday 11.03.14**. Later bookings may be accepted if space is available.

Packages Large & Small - Mindful of heavy demands on both diaries and wallets, quotations will also be given willingly for various shorter periods in addition to the full Main Programme.

Insurance - As always, you are advised to take out appropriate travel insurance to cover your travel and accommodation and your participation in both the conference and related activities. EU citizens should also bring their EHIC health card. You should be aware that in 2010 a reimbursement claim was refused to a participant by an insurer as the insurance company maintained that the conference constituted a “Business Activity” rather than a “Holiday” that would have been covered by their holiday travel insurance

(7) ENQUIRIES / FURTHER INFORMATION - Please contact the Conference Team:-

John and Liz Fuller
261. Lower Higham Road
Chalk, Gravesend, Kent
DA12 2NP

Peter Ovenstone
33. Palmerston Place
Edinburgh
EH12 5AU

Email: conference@fedecrail.org

Email: ovenstone@fedecrail.org

Tel: + 44 (0)1474 352400

Tel: + 44 (0) 131 225 1486

Fax: + 44 (0)1474 362208 *

Fax: + 44 (0) 131 220 5886

Mobile: + 44 (0) 7785 250571

Mobile: + 44 (0) 7740 289702

* No faxes after 22 00 hrs UK Time

**FEDECRAIL : “BUDAPEST 2014” CONFERENCE
ADD-ON TOUR – SLOVAKIA BY NOHAB
Wednesday evening 9 April – Saturday evening 12 April
2014**

*Organised in collaboration with
MAV NOSZTALGIA Kft*

(1) ADD-ON TOUR PROGRAMME CHANGE

20th Anniversary Tour – For this special Fedecrail Anniversary we had hoped to take a special train to Romania and Ukraine. However, the very high charges demanded by Romania for track access together with the political unrest in Ukraine have made it necessary to change the programme.

We will now take our special train to the railways in the beautiful Tatra Mountains of Slovakia. Our train of 1st class and saloon carriages is scheduled to be hauled by MAV Nostalgie's historic Nohab diesel locomotive M61-001 throughout. The iconic Nohab diesel locomotives were known in many European countries.

(2) STUDY TOUR PROGRAMME CHANGE

Because of the different direction for the add-on tour our advertised visits for **Tuesday 8 and Wednesday 9 April** will be changed round. On Tuesday 8 April we will visit Debrecen and on Wednesday 9 April Miskolc. Delegates not joining the add-on tour will return from Miskolc to Budapest by scheduled InterCity train on Wednesday evening (Overnight hotel needed in Budapest – please book extra night on main hotel form).

(3) DAY BY DAY SUMMARY - Key features of the programme each day:-

Wed 9.04 – Early evening departure with our special train from Miskolc to Kosice. Overnight at hotel in Kosice.

Thu 10.04 – Special train departs from Kosice following the very attractive secondary route to Hronec which has a limited service and is rarely visited by locomotive hauled trains. We transfer to the narrow gauge **Čiernohronská forest railway** where our special vintage diesel railcar takes us to Čierny Balog for a depot visit and lunch after which we return to Hronec by steam train with photo stops. Our Nohab train continues to Banská Bystrica for our hotel.

Fri 11.04 – Our special train continues to Vrútky for a visit to the National Railway Museum Depot before we turn east through the High Tatra mountains to Liptovský Hrádok for a visit to the new Forestry Railway collection at Pryblina Museum Village. We rejoin our special train which takes us on to Poprad Tatry for our hotel.

Sat 12.04 – We start with a special visit to Poprad Depot where there are some historic locomotives and a Tatra Tram. A vintage tram then takes us up into the mountains to Strbské Pleso for lunch. We descend by the rack railway to Strba and return by service train to Poprad Tatry. Our special Nohab train takes us back to Budapest to arrive in the evening (Hotel required – please book extra night on main hotel form).

(4) TOUR FEES

Add-on Programme – For the 3-day tour from Miskolc finishing in Budapest the cost is 700 Euros per person. The hotel costs (room and breakfast) are – Kosice Single 75 Euros; Double/Twin 95 Euros ; Banská Bystrica Single 45 Euros; Double/Twin 55 Euros ; Poprad Tatry Single 40 Euros; Double/Twin 45

Euros. A booking form is included with this information sheet or can be requested (see below). We need 35 bookings to run this tour.

(7) ENQUIRIES / FURTHER INFORMATION - Please contact the Conference Team:-

John and Liz Fuller
261. Lower Higham Road
Chalk, Gravesend, Kent
DA12 2NP

Peter Ovenstone
33. Palmerston Place
Edinburgh
EH12 5AU

Email: conference@fedecrail.org

Email: ovenstone@fedecrail.org

Tel: + 44 (0)1474 352400

Tel: + 44 (0) 131 225 1486

Fax: + 44 (0)1472 362208 *

Fax: + 44 (0) 131 220 5886

Mobile: + 44 (0) 7785 250571

Mobile: + 44 (0) 7740 289702

* No faxes after 22 00 hrs UK Time

**Josef Sabor
UPDATE Editor**

E-mail: sabor@fedecrail.org

**UPDATE No23
01032014**