

THE USE OF THE TRAIN AS THE TOURIST TRANSPORT

VĂDUVA LOREDANA*¹, PETROMAN CORNELIA¹, MARIN DIANA¹,
CIOLAC RAMONA¹, PETROMAN IOAN¹

¹*Banat's University of Agricultural Sciences and Veterinary Medicine "King Michael I of Romania" from Timisoara, Faculty of Management and Rural Tourism*

*Corresponding author's e-mail: loredana_heber@yahoo.com

Abstract: *Travel for the tourist purpose using the train as the main means of transport can become a reality if it is used the railway corridors, which are connected with the main access routes of a destination or as a means of transit to the nearest place of accommodation or to the theme parks. By using high-speed intercity corridors it can facilitate travel to an itinerary for practicing any form of tourism. The main tourist arrangements involving rail transport are recreational trains and vintage trains used as means of rail transport and leisure vehicles. In order to promote destinations using the train as a means of transport, measures are required to facilitate travel by rail, elaborating travel certificates according to the size of the group, the age of the passengers and the length of stay.*

Key words: *tourist transport, train, tourist arrangements*

INTRODUCTION

The use of trains as a means of transport supposes the establishment of rapid transit systems and adequate infrastructure. For trips in areas with tourist vocations using existing operational lines can be used: [1,7]

- High-speed trains
- Vintage trains: luxury trains towed by electric locomotives and trains towed by steam locomotives.

High-speed trains run at higher speeds than ordinary trains with specific tread systems and on special treads (welded railways).

Unlike ordinary trains that run on average with a speed of 160 km per hour, high-speed trains run at speeds of over 300 km per hour. Of the European countries, France was the first to provide and develop the infrastructure for high-speed trains on the Paris-Lyon, Paris-Le Mans, Paris-Tours routes. In 1994, was given for use TGV, which crosses the tunnel under the English Channel and in 2001 the Paris-Marseille line. [2,3,10]

In Germany, was built the TGV line connecting Hannover to Würzburg, the train running 300 km per hour, but also part of the railway line between Stuttgart and Frankfurt.



TGV high-speed trains

In Italy La Diresissima is the first high-speed line linking Bologna with Florence and in Spain was built the Madrid-Seville high-speed line, abbreviated AVE, was built. Some

authors mention besides the fast rail networks also other lines that run high-speed trains: Inter City and City Express in Germany, Eurostar belonging to Italy as well as the Paris-London section, and London-Brussels, Thalys, the network using the Paris-Cologne, Paris-Rotterdam, Talgo, train hotel on the route Paris-Madrid and Madrid-Barcelona.[5,15,16]



Intercity high-speed train - Romania

Among the most well-known vintage trains on the luxury train market worldwide we can list the following: [8,10,12]

In Europe:

- The best-known luxury train seems to be Orient Express, which started operating from 1883 from Belgium on the Paris-Bucharest line, which inaugurated the Company of Sleeping Wagons and the Great European Express Trains that used sleeping wagons made in US. It was nicknamed the "Train of the Kings" and after the construction of the Simplon Tunnel under the Alps in 1906, Orient Express was extended to Milan and then to Venice. Its glory period was in 1920-1930, World War II has interrupted Orient Express, but it was resumed after 1945, functioning as a semi-luxury train until 1962, when it was replaced by a train with sleeping wagons on the Paris-Istanbul route. Orient Express attracts through the fact that it symbolizes the tradition of long-standing times, through personal services, the attention paid to the smallest details, the route traveled and, above all, the memorable experience of the distinction. The historical routes of the Orient Express are shown in Figure 4.
- Venice Simplon - Orient - Express with luxury wagons, fine food and first-class services, it is one of the most luxurious and famous trains on the Venice-Verona- Innsbruck-Paris-London route. From Venice leave on Thursday and Sunday and vice versa leaves on Wednesday and Saturday.
- Bolshoi Express, crosses Russia linking Saint Petersburg with Moscow, circulating in both directions, has two-person wagons, being inaugurated in 1851;
- Danube Express (Central Europe);
- Royal Scotsman (UK) (currently part of Orient Express);

In America:

- Royal Canadian Pacific (Canada);
 - Grand Lux Express (USA);
- in Africa:
- Blue Train (South Africa);
- in Australia:
- Ghan (Australia);
- Asia:
- Maharajas Express (India), runs from September to April in the world of India's Maharajahs, indulging tourists with its luxury. Start from New Delhi, stop at Jaipur, and follow Jaisalmer, then Udalpur and Agra, the return trip lasting a week after staying at least a day in the stations, to admire the palaces and forts in the area but also one of the wonders of the modern world Taj Mahal. The complete route is from Mumbai to New Delhi.
- Intercontinental: Europe - Asia
- Transsiberian Express, travels 9288 km in 6 days and 6 hours departing from Moscow and passes through Nijni Novgorod, Kirov, Perm, Ecaterinburg, Tiumen, Omsk, Novosibirsk, Krasnoiarisk, Talasheet, Irkutsk, along Baikal Lake to Ulan-Ude, then through Cita, Birobidjan, Habarovsk, Usurisk to Vladivostok, on the shores of the Pacific Ocean. In Talset a gasket is detached to the Baikal-Amur Highway, in Ulan-Ude it joins south the transmongolic line to the Ulan Bator and Beijing.

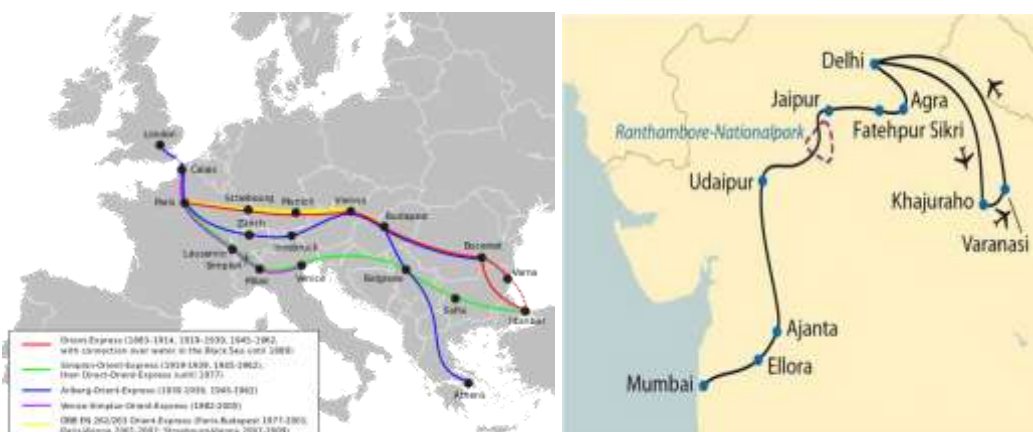


Figure 1. The historical routes of the Orient Express and the Maharajas Express

To perform leisure travelers in areas with special landscapes where salt, coal and forestry operations they can be used the vintage trains towed by steam locomotives on forest railways with narrow gauge. [9,16] The best known are:

- The Austrian railway from Semmering;
- Banat Semmering on the Oravita-Iam-Bazias route;
- Forest path from Vaser Valley;
- Other routes on the old coal, salt or forest routes: from Lima to Oroya in Peru, from Belgravia to the north of Melbourne, on the railway passing through the Nilgiri massif, in southern India, from Douglas to Port Erin on the Man island. [13,14]



Steam locomotives

MATERIAL AND METHOD

In this scientific endeavor, for the performance in good conditions of transport using the high-speed and luxury trains, we have identified some domestic and international tourist arrangements on the railway which are required to be used to reach the destinations in the appropriate conditions and to facilitate the travel, as part of an itinerary or trip, for business or spending leisure time. Because the rail transport at the level of Romania has a downward trend, we consider that measures are required for the elaboration of new tourist products using as means of travel the trains towed by steam locomotives on the old forestry routes or where salt or coal was exploited using the hotel type trains or with restaurant wagons.

RESEARCH RESULTS

Depending on the economic importance and the volume of traffic, the railways used for tourist purposes can be grouped into:

- major railways, which connect the main cities of Romania with the transport systems from the neighboring countries at present there are eight major railways serving eight areas;
- main railways, which connect the capital with the main cities of Romania and are partially included in the main roads;
- secondary railways, which serve certain areas and ensure their connection with the main and major railways;
- industrial railways, forestry railways that serve the technological processes of some enterprises.

From the 11,342 km of railways from Romania, 2,711 km are double lines and 2,700 km are electrified lines, with a density comparable to that of European countries such as England, Switzerland, France or Italy. If the weight of the electrified lines is comparable to the European average (12th place in Europe), the weight of the double lines is below the European average.

The main internal tourist arrangements on the railway are:

- ✓ Balkan Flexipass is aimed at young people and adults with permanent residence in Bulgaria, Macedonia, Greece, Montenegro, Romania, Serbia, Turkey, offering the possibility of unlimited number of trips for 5, 10 or 15 days per month, with any type of train;
- ✓ Inter-Rail is addressed to the holders of the Inter-Rail card under the age of 21, with a 50% reduction on the second-class wagons throughout the railways of the countries that joined this system;
- ✓ Eurail addresses to tourists from non-European countries who can purchase Eurail tickets from representatives of European railway administrations or accredited

travel agencies from North America, South America, Africa, Asia (Japan) and Australia for European destinations;

- ✓ Euro Domino is for travelers under and over the age of 26 years, residing for at least 6 months in a European country or in Algeria, Morocco and Tunisia, with different prices for Bulgaria, Croatia, Macedonia, Montenegro, Poland, Czech Republic, Romania, Serbia, Slovakia, Slovenia, Hungary or for the other countries participating at the offer;
- ✓ Rail Inclusive Tour consists of a tourist package (round trips on a particular route, special circuits in one direction, races combined with the use of the certain routes of the bus; minimum number of hotel nights) for groups organized at a globally price, using the train as a means of transport and at various rates depending on the type of RIT arrangement:
 - RIT-G, practiced at the lowest prices and with promotional purpose and short term use;
 - RIT-GP, used by groups of tourists programmed on sub-time periods, with a reduction of up to 45%, and a minimum traffic;
 - RIT-I, used by individual tourists, with a reduction of almost 20% and a minimum of traffic;
 - RIT-IG, used by groups of tourists or small groups, with a reduction of up to 40% and with a minimum of traffic (depending on the one of the previous year);
 - RIT-Y and RIT-YP, used by young people under 26 years old, with a reduction of up to 50%, with or without scheduling the transport.

The main external tourist arrangements on the railway are made for:

- ❖ for the round trip in the reciprocal traffic with Poland, the Czech Republic, Slovenia, Hungary;
- ❖ for children under 10 years during SNCFR and under 12 years abroad;
- ❖ for groups of more than 6 persons;
- ❖ for small groups (minimum 1 adult and 1 child under 16 years, maximum 4 adults and 1 child under 16) holders of the Zoom card;
- ❖ for the attendants of the blind persons;
- ❖ for persons over 60 years of age holding the Rail Europ Senior card;
- ❖ for young people under 26, holders of Inter Rail 26 card, who can make an unlimited number of trips to Europe.

In order to ensure appropriate tourist services, the following types of international travel certificates will be elaborated according to the age of the tourist, the size of the group and the period of the trip:

- ✓ Group ticket, addressed to groups of 6-60 persons (children, young people, adults) who make organized trips or participate in similar events;
- ✓ Euro Domino, addressed to travelers who have resided at least 6 months in a European country, including Algeria, Russia, Morocco and Tunisia, is a common offer for 27 European networks, which allows free travel for 3-8 days on a up to one month period on other rail networks than the traveler's home network;
- ✓ Inter Rail 26, addressed to young people under and over the age of 26 from the Inter Rail member countries for Europe, Algeria and Tunisia, in the second class, with free movement on continuous or discontinuous routes, except for the internal routes from the country of domicile of traveler;
- ✓ Inter Rail - / + 26, with four offers: a permit for Area 1 (valid for 22 days), a permit for Area 2 (valid for 1 month), a permit for Area 3 (valid for 1 month), a Global permit (valid for 1 month),

- ✓ Rail Europ Senior, addressed to travelers over 60 years, who also benefit from discounts from RES shipping companies;
- ✓ Wasteels 26/BIJ, addressed to young people under 26 traveling abroad, valid for 2 months d on the date of issue, with discounts of 20-40%, with reservations of places for classes I and II, at the berth and sleeping car;
- ✓ Wasteels Ticket/BIGT, addressed to those traveling in a country other than that of residence in the interest of service (scholarship, employment contract, participation in international events, specialization).

CONCLUSIONS

The use of trains as a means of transport implies the achievement of rapid transit systems and an adequate infrastructure using the existing operational lines for high-speed and vintage trains, towed by electric or steam locomotives, these means of transport being considered as true architectural means.

The use of railway services for trips to destinations with a tourist vocation implies the use of recreational trains on the old forest routes, salt and coal or luxury trains for practicing urban cultural tourism and recreational and fun-educational. In order to stimulate the tourist activity of some areas of interest, we propose the use of means of transport that ensure the comfort and the fastest travel to these places.

These trips have a significant increase through the use of luxury wagons where fine food and first-class services are required for admiring the landscape or for tourist interest. In order to ensure appropriate tourist services we recommend the elaboration of internal and external tourist arrangements that will contribute to the stimulation of travel using such means of transport.

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