

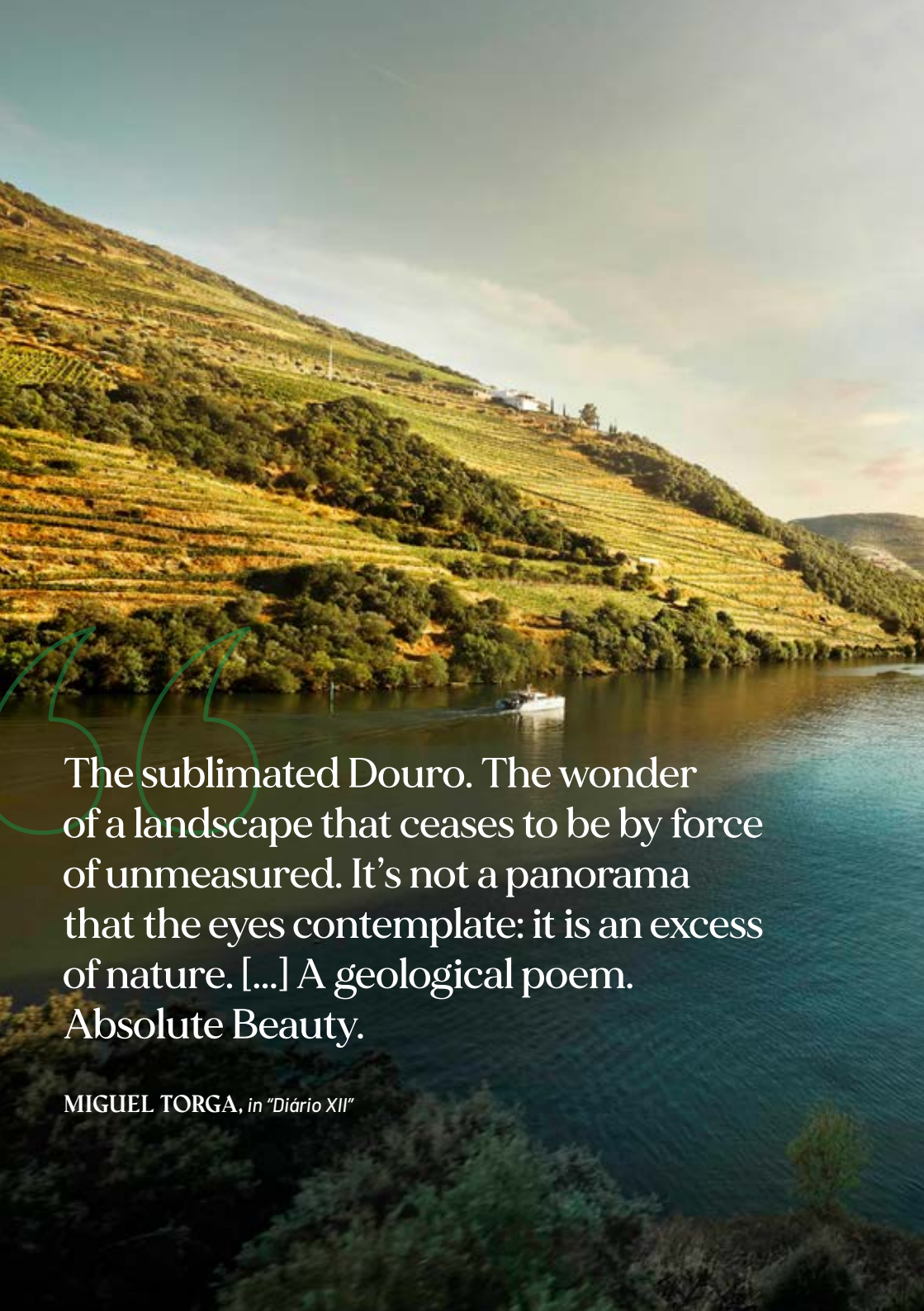
DOURO HISTORICAL TRAIN

A journey back through time
along of one unique landscape.

FERREIRA
ESTD 1761
PORTO



COMBOIOS DE PORTUGAL



The sublimated Douro. The wonder of a landscape that ceases to be by force of unmeasured. It's not a panorama that the eyes contemplate: it is an excess of nature. [...] A geological poem. Absolute Beauty.

MIGUEL TORGA, in "Diário XII"



DOURO HISTORICAL TRAIN

UP THE DOURO



The journey up the Douro Line between Régua and Tua, is a unique experience that allows to appreciate the breathtaking landscapes of the Douro Wine Region, a UNESCO World Heritage Site since 2001, which represents the work of Man integrated with Nature. A journey worldwide recognized by the UIC - International union of railways.



THE RAILWAY

Recognized as one of the masterpieces of Portuguese railway engineering, the Douro Line is a regional line that serves the districts of Porto, Vila Real, Bragança, Viseu and Guarda. It starts in Ermesinde, in Valongo municipality and until 1988, ended in Barca d'Alva at the Figueira de Castelo Rodrigo municipality, close to the Spanish border.



DOURO HISTORICAL TRAIN



The railway brought progress and facilitated the regular transport of people and freight, especially wine. It countered the isolation of the region, improving on the prior poor transport links which consisted of limited road access or a risky navigation of the Douro river.

In 1875 the Douro Line construction began, and four years later the first train arrived at Régua station. With the arrival of railways at Pinhão in 1880, the main goal of connecting Porto to the Douro Wine Region was fulfilled.

1883 marks the inauguration of the section up to Tua. The connection until Barca d'Alva became operational in 1887 and with it, one of the first international rail links, linking Porto with Salamanca and Madrid. The cross-border section is today closed to rail traffic.

Until 1988 the line had almost 200 kilometers extension. Nowadays, the Douro Line connects Porto with Pocinho, a distance of more than 170 kilometers, served by 37 stations and stops, most of which runs alongside the Douro river.

DOURO HISTORICAL TRAIN



THE JOURNEY



For 36 kilometres and at a speed that does not exceed 50km/h, the steam train runs along the section between Régua and Tua, allowing passengers to peacefully enjoy some of the most beautiful picture postcard scenery of the Douro Region.

A journey that is both lived and felt, the steam service recreates a genuine ambiance of olden times, on a train redolent with history.

At Régua, an important railway interface where the narrow gauge train of the Corgo Line left in the past towards Vila Real and Chaves, passengers leave from the 21st century to travel through History, letting themselves be enveloped by the shrill whistle of the steam locomotive and the details of the wooden coaches, followed by a toast with port wine, the traditional and famous Régua sweets animated by typical folk songs of the region.

When train departs from a line near the old freight warehouse and starts its journey, it can be seen the first works of what should be the rail link between Lamego and Viseu, materialized in what is nowadays the road bridge in Régua. The Great Depression of 1929 and the rethinking of public works policy led to had it not been materialized although the railway path has been built up to Lamego.

LEAVING RÉGUA TOWARDS PINHÃO

The steam locomotive whistle echoes through the valley and marks the departure for another journey.

The open windows and balconies at the end of the wooden coaches are the preferred spots for passengers to start enjoying the experience... and few are those who remain seated.



Leaving Régua, the train crosses the metal bridge over the Corgo river, one of the Douro tributaries, passes a first tunnel until reaching the Bagaúste dam dated from 1973, where the boats go up and down through the locks to continue their journey. Towards Pinhão, the train follows the right bank of the Douro and enters in the Cima-Corgo wine production sub-region. Through the windows of the passenger coaches, passengers can survey the green landscape drawn by the wine-growing

terraces, a masterpiece of human endeavour, dotted by the wine producers' farms that mark their presence along the valley.

Before reaching Pinhão, there is the picturesque village and station of Covelinhas. With the typical architecture of the Douro stations and a privileged view of the water below, travelers can admire a series of small inlets where streams flow into the Douro river and jettys have been built for pleasure boats.

PINHÃO



In the beginning, the Douro Line was to end at Pinhão. However, after pressure from both Porto bourgeoisie and D. Antónia Ferreira, a businesswoman and an outstanding figure of the Douro Region who dedicated part of her life to the port wine production, the railway was extended to Barca d'Alva.

The village of Pinhão, to whom the Portuguese politician, doctor and writer Jaime Cortesão called as "*the Douro myocardium*", developed due to the port wine commercialization and the railway, having been built several warehouses and wineries.

The 24 panels formed by 3047 tiles which were ordered in 1937 from the famous Aleluia factory in Aveiro, transform the Pinhão station into an open-air art gallery, whose panels represent the entire Douro Region and its wine industry, the agricultural

activities as well as landscapes and traditions. Pinhão has the most beautiful railway station of the Douro Line.

The stop at Pinhão allows a visit to the Wine House created in the station, where it's possible to find a wide variety of the Douro wines, from Casa Ferreirinha, producer of the famous Barca Velha as well as Porto wines from Ferreira, Offley and Sandeman. Faced with such a selection of good wines and gourmet products, the hardest part is to resist.

LEAVING PINHÃO TOWARDS TUA

**After the steam locomotive takes on water,
the journey restart with the Douro
on the right side.**

This entire landscape is colored by vineyards and villages that can be seen along the imposing Douro Wine Region. Due to the distance from the Bagaúste dam, the Douro level tends to return to its origins. The approach to the Tua river brings with it a change in the landscape, here more rugged and rocky.

Passing over the metal bridge almost arriving at the Tua station represents one of the most unique moments of the journey and the gateway to the Douro Superior sub-region.

At Tua station, once a railway crossroads from which the narrow gauge regional trains of the Tua line departed towards Miranda and Bragança, it is possible to assess and see the important railway heritage that is part of the Douro Valley industrial legacy or to follow the steam locomotive preparations for the return trip to Régua.

At Tua, it's time to take a break and appreciate the Douro river, while waiting for the return, with new views and angles on the region rich landscape, taking advantage of the sunlight changes and the first shadows that cover the valley.

Do not forget to take photos or video to register the unmissable moments that will help you remember this unique rail journey.





ONE RAILWAY, THREE UNESCO WORLD HERITAGE SITES



Being a touristic trademark of Portugal, the Douro Line is part of a magnificent landscape and is the only one in the world that connects three areas classified as World Heritage Site: Porto's Historic Center; the Alto Douro Wine Region; and the Prehistoric Rock Art Sites in the Côa Valley.

Using Douro line trains is also one of the best ways to get know the Portugal's Northern region. The railway crosses not only the Romanesque Route Route in the Tâmega and Sousa sub-region but also the three wine production sub-regions in the Douro Valley: Baixo Corgo from Barqueiros until Régua; Cima Corgo starting at Régua

and finishing at Tua; and Douro Superior from Tua to Barca d'Alva. However, its true treasure is the Historic Train, which takes us back in time and to the allure of the past, remembering the charm of travelling by steam, providing unique moments and an insight into one of Europe's earliest international rail links.

THE RAILWAY MEN



The Railway Men were subject to strict discipline and regulations inspired by the army, which had set up the organisational model and provided the first specialists.

Out of all the different jobs, the train driver, the station master, the workshop machinist and the onboard supervisor were always the most popular and they filled the imagination of the industrial world until the last quarter of the 20th century.

When steam was still being used, the train driver was always accompanied by a stoker. The train driver handled the levers and the regulator, controlled the speed and observed the signalisation on his side (left). The stoker fed the fire with coal, controlled both the steam pressure and the water admission to the boiler and observed the signalisation on his side (right). The lives of this inseparable pair was very different to other workers as they were always travelling and had to be prepared to live on the train far from home. The onboard supervisor would make sure not only that all passengers have proper tickets but also all safety needs are met.

THE HERITAGE TRAIN / ROLLING STOCK

Steam locomotive CP 0186:

Built in Germany by Henschel & Sohn in 1925.

Historical coche ACDt 484:

Former number 8129002-0, built in Belgium by Nicaise&Delcuve in 1912.

Historical coche CTF 551:

Former number 2429056-6, built by Oficinas dos Caminhos-de-Ferro do Estado Minho e Douro - Porto Campanhã in 1930.

Historical coche CTF 5513:

Former number 2429057-4, built by Oficinas dos Caminhos-de-Ferro do Estado Minho e Douro - Porto Campanhã in 1930.

Historical coche ACDt 481:

Former number 8129001-2, built in Belgium by Nicaise&Delcuve in 1908.

Historical coche CTF 2282:

Former number: 2429055-8, built by Oficinas Gerais da Figueira da Foz in 1934.

