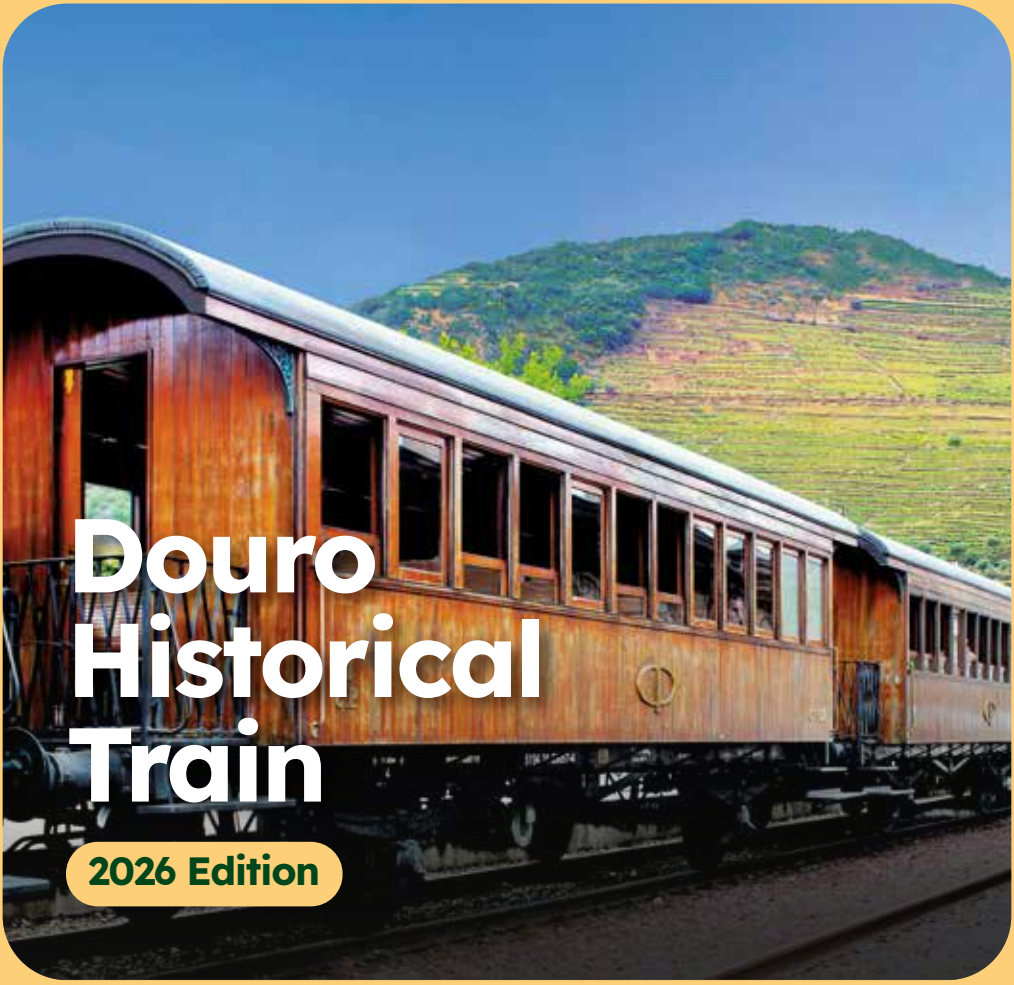


Douro Historical Train

2026 Edition

A journey back through time along of one unique landscape.

COMBOIOS DE PORTUGAL
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FERREIRA
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PORTO



The “Doiro” sublimated. The prodigy of a landscape that ceases to be by forcing itself to be unmeasured. It's not a panorama that the eyes contemplate: it's an excess of nature. [...] A geological poem. Absolute beauty.

Miguel Torga, in “Diário XII”





In the Douro

The journey along the Douro Line, between Régua and Tua, is a unique experience that allows you to appreciate the beautiful landscapes of the Douro Wine Region, a UNESCO World Heritage Site since 2001, which represents the harmonious integration of human work with nature. The journey is internationally recognised by the UIC - International Union of Railways.







The Line

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



The arrival of the train - and with it progress - made it possible to establish regular transport for people and goods, particularly wine, and to break the isolation of regions since, at the time, their only links were deplorable roads or a risky voyage on the Douro

Construction of the Douro Line began in 1875, and four years later, the first train arrived at Régua station. With the arrival of the train at Pinhão in 1880, the great goal of linking Porto to the Douro Wine Region was realised.

The inauguration of the section to Tua came in 1883. The link to Barca d'Alva became operational in 1887, and with it, one of the first international railway connections with a direct link to Salamanca and Madrid, which is now disused. Until 1988, the line was almost 200 kilometres long. Today, the Douro Line connects Porto to Pocinho, along 172 kilometres, calling at 37 stations and halts, most of which sit on the banks of the Douro River.


CP
Carga 4500kg





The trip

For 36 kilometres, at a speed of no more than 50km/h, the Historical Train runs between Régua and Tua, allowing you to enjoy some of the most beautiful picture postcards that characterise the Douro Demarcated Region. It's a journey that's experienced and felt in a special way, transporting passengers back in time and aboard a historical train.

In Régua, a vital railway interface where the Corgo Line train used to leave for Vila Real and Chaves, passengers leave the 21st century to travel through history, letting themselves be enveloped by the details of the wooden carriages, accompanied by a glass of Port, the traditional and famous Régua sweets accompanied by the typical songs of the region.

When the train leaves from a track next to the old covered goods wharf and starts its journey, we see the first works of what would have been the railway link to Lamego and Viseu, over the current Régua road bridge. The Great Depression of 1929 and the rethinking of public works policy meant that this link was never completed, even though the railway channel is clearly seen across the landscape all the way to Lamego.



Leaving Régua an on the way Pinhão

The locomotive's whistle echoes through the valley and marks the start of another journey. The open windows and balconies at the ends of the carriages are the favourite places for passengers to start enjoying the experience...

The train crosses the metal bridge over the Corgo River, one of the tributaries of the Douro. It passes through a first tunnel until it reaches the Bagaúste dam, dating from 1973, where the Douro boats go up and down through the locks to continue their journey. Heading towards the town of Pinhão, the train follows the right bank of the river and enters the wine-producing sub-region of Cima-Corgo. From the carriage windows, you can see the lush green landscape of the vineyards, a masterpiece of man's talent, dotted with the wine-producing estates that

make their presence felt along the route. Before reaching Pinhão, you come to the picturesque Covelinhas station, which serves the village of the same name. It features the typical architecture of Douro stations. It offers a privileged view of the water, where a series of small bays can be seen, corresponding to the confluence of various streams with the Douro. In some cases, there are leisure areas with boat moorings.



Pinhão

The Douro Line was designed to end at Pinhão. However, under pressure from Porto's bourgeoisie and D. Antónia Ferreira, a businesswoman and a leading figure in the Douro who dedicated part of her life to producing Port, it was extended to Barca d'Alva.

The town of Pinhão, which the politician, doctor and writer Jaime Cortesão called "the myocardium of the Douro", developed due to Port and the railway, and several wine warehouses were built. The 24 panels, made up of 3047 tiles commissioned in 1937 from the renowned Aleluia Factory in Aveiro, turn Pinhão station into an open-air art gallery, whose panels depict the entire Douro Demarcated Region and its wine-growing activities, agricultural labour, landscapes and customs.

Pinhão has the most beautiful station on the Douro Line. When the historical train stops in Pinhão, you can visit the Wine House located in the station. Here you can find a wide variety of Douro wines, from Casa Ferreirinha, producer of the famous Barca Velha, to Port from Ferreira, Offley and Sandeman. The space also features a shop where visitors can sample and purchase regional products. Between quality wines and gourmet products, it will be hard to resist.

The journey from Pinhão to Tua

The journey, as always, follows the right bank of the Douro.

This entire landscape is coloured by the farms and villages that can be seen throughout the Douro Wine Region. As you move away from the Bagaúste dam, the river's water level tends to return to its original level. The approach to the confluence with the Tua River brings with it a change in the landscape, which is now rougher and rockier.

At Tua station, once a railway landmark from where regional trains departed on the Tua line towards Mirandela and Bragança, you can see the critical railway heritage that is part of the Douro Valley's industrial legacy.

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

Take the opportunity to record the unmissable moments that will help you remember your trip without rushing back.







One Line, three heritage sites

Considered a tourist symbol of the country, the Douro Line is set in a magnificent landscape and is the only one in the world that connects three World Heritage sites: the Historic Centre of Porto, the Douro Wine Valley and the Rock Engravings of Foz Côa.

Travelling along this line is also one of the best ways to get to know the north of Portugal. The railway crosses the territory of the Romanesque Route, in the Tâmega e Sousa sub-region, and crosses the three sub-regions associated with wine production in the Douro Valley: Baixo Corgo from Barqueiros to Régua, Cima Corgo from Régua to Tua and Douro Superior from Tua to Barca d'Alva.

However, its genuine heirloom is the Historical Train, which takes us travelling back in time and into the charm of the past.





The railwaymen

Railway workers were subject to strict discipline and regulation, inspired by the military institution that provided the organisational model and the first specialized technicians.

Among the various professional specialities, we highlight the Train Driver, the Station Master, the Workshop Worker and the Ticket Inspector, who were always the most popular in the imagination of the world of work until the last quarter of the 20th century. In the steam phase, the train driver was associated with the fireman, his inseparable partner. The Driver moved the gear lever, operated the governor, controlled the speed and watched the signalling on his (left) side. At the same time, the fireman filled the firebox with coal, controlled the steam pressure and water intake to the boiler and watched the signalling on his (right) side. The way of life for this inseparable duo was very different from that of other workers, as they were always travelling and prepared to survive outside the family home, but always on the train. The Ticket Inspector sold and checked the passengers' tickets, ensuring that the conditions for the safety and comfort of both the traffic and passengers were met.

The coaches of the Historical Train



Historic Coach ACDt 484

It has the old number 8129002-0 and was built in Belgium in 1912 by Nicaise & Delcuve.

Historic Coach CTF 5511

It has the old number 2429056-6 and was built in the Oficinas dos Caminhos-de-Ferro do Estado Minho e Douro - Porto Campanhã, in 1930.





Historic Coach CTF 5513

It has the old number 2429057-4 and was built in the Oficinas dos Caminhos-de-Ferro do Estado Minho e Douro - Porto Campanhã, in 1930.

Historic Coach ACDt 481

It has the old number 8129001-2 and was built by the Belgian builder Nicaise & Delc





Historic Coach CFT 2282

It has the old number: 2429055-8. It was built in the General Workshops of Figueira da Foz in 1934.