

The Olive Oil Greenway

An endless coverage of olive trees, along with nine metal viaducts impressive nineteenth century, are the main hallmarks of the 55 km route in the province of Jaén.

On this point tapestry, a closed rail has been recovered as a green route to enjoy an area of attractive scenery and a rich legacy of history.



TECHNICAL DATA

- **CONDITIONED GREENWAY**

Metal viaducts on the olive grove.





LOCATION

Between Jaén and Guadajoz river
JAÉN

Length: 55 km

Users: 

Type of surface:

Joint firm: asphalt and compacted soil

Natural landscape:

Betica ranges. Natural Reserve Laguna Honda

Cultural Heritage:

Jaén Monumental set. Alcaudete Medieval Castle. Viboras Medieval Bridge.
Archeologic route of los Torreones

Infrastructure:

2 tunnels. 9 metalic viaducts

How to get there:

Médium distance RENFE services, Madrid-Jaén line

(*) Please ask the conditions of bike admittance in Renfe trains

Connections:

Córdoba: 96 Kms to Alcaudete.

Sevilla:196 Kms to Alcaudete..

Maps:

Military map os spain. 1:50.000 scale

946,947,968 sheets

Official road map of the Ministry of Public Works (Ministerio de Fomento)

This greenway continues through the Córdoba province with the name of Subbética Greenway

More information on the Greenways guide Volume 2

DESCRIPTION

Km. 0 / Km. 11 / Km. 22 / Km. 37 / Km. 42 / Km. 50

Km 0



The Greenway sets out from the city of Jaén. The actual starting point is in the west of the city at the Fuentezuelas sports centre, situated at the end of the Ronda Juez Juan Ruiz.

The first part of the route runs parallel to the active railway line that leads to Espeluy. After some 1,500m we part company with the Renfe railway line and start the climb towards Martos, tracing an arc that skirts the steep foothills of the Sierra de la Grana, crowned by the Jabalcuz mountains.

In the future access to oil Greenway will be even easier and safer. A bike path, developed by the Ministry of Environment of the Junta de Andalucía and the city of Jaén, respectively, will give riders a continuous walk out of Jaén and connect with the Greenway. The bike line, 3.2 km, will run through the streets of Andalucía and Arjona and Bath Street The Fuentezuelas, linking the city center with the sports of The Fuentezuelas and Via Verde.



About two kilometres from the starting point the former railway line has been swallowed up by the Jaen ring motorway, but a nearby underpass and some rural paths take us to the first station, Torredelcampo. But before we reach the station, at km 6.3 we will have the chance to get our strength back at a fountain at the crossroads with the track from Jaén to Torredonjimeno. This track offers an alternative route to our Greenway as it forms part of the Los Torreones archaeological trail. In this area our view to right and left is punctuated by a succession of cortijos, the production centres of the olive groves that dominate the landscape. We continue our gradual climb up to km 8.8 and the ruins of the Moralduro loading platform and sidings which used to serve trains carrying gypsum from the nearby quarry.

Some 500m from Moralduro we see how roads have once again been built over the old railway route. In this case the Motorway A-316 at Torredelcampo is to blame. To skirt around the asphalt the Greenway makes use of the right-hand side of the bypass service road until we arrive at the local road. Then we need to use the overpass to cross to the other side of the bypass, taking care as we will be sharing the road with other road users. In future avoid such a brand new rodeo gateway, allowing users of the Greenway across the highway directly and securely. Once on the other side we take a

right turn that quickly takes us back to the safety of the railway route and then on to the station.

Km 11



Torredelcampo station, 11 km from our starting point, has a water fountain and is the first large station on our route. After the requisite stop at the village, we take our leave of the station via the Caballico tunnel. The 333m long, curved tunnel is illuminated to ensure our safe passage. Soon after the tunnel comes the first metal bridge on the route and where our safe crossing is assured by a new surface made of railway sleepers. Located at km 12, the Piedra del Águila bridge has a span of 104m over the stream that gives it its name. Resting on two stone columns, its rusted iron lattice stands proud over the surrounding sea of olive trees.

About a kilometre further on, after a splendid view over the endless olive groves and after crossing another, less spectacular, iron viaduct, we approach our stopping place: Torredonjimeno.

Before we arrive we need to negotiate another underground passageway. This tunnel (the last on the route) is around 120m long and leads us to the outskirts of Torredonjimeno. After an overpass over the N-321 we arrive at Torredonjimeno station (Km 15.2).

Km 22



From Torredonjimeno our route winds upwards as we gradually gain height on our way to Martos. Shortly after setting out we cross the new access road to Martos from the A-316 via a recently built cycle bridge. A little while later we need to cross the A-316 yet again (for the fourth time) although in this case the Greenway drops down to

a local track and makes use of an underpass. After running parallel to the railway embankment we regain the railway line at a section that takes us due south.

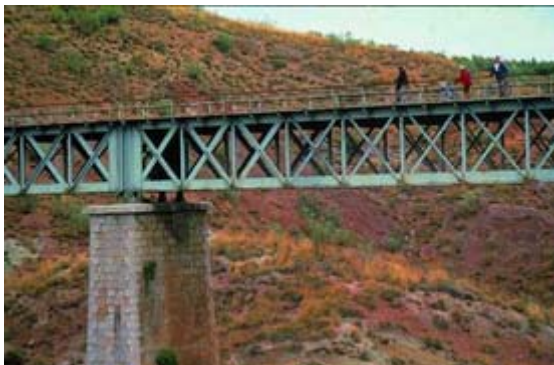
Now we are on our way to the town centre of Martos, commanded by a height called the Peñón which towers some 350m above the city. This is the highest point of our Greenway (650m) and from now on it is practically all downhill until the end of the route at the river Guadajoz. We shall make our halt in Martos in the shade of the station

awning (naturally) which, like all its adjoining buildings, is in a fairly good state of preservation (km 23).

And so as not to break with tradition, we leave Martos via yet another intersection with the A-316, in this case via a tunnel that avoids having to use the main road. The rest of the route is characterized by a succession of tight bends. Only the terracing and irrigation ditches dare break the perfect geometry of the olive grove. The white stain of the old gypsum quarry alongside the railway track at km 26 also breaks up the green carpet of olive trees. Three kilometres further on we come across the A-316 (no surprise here!). Once again a recently built cycle bridge takes us safely over the motorway.

From here we continue our winding descent towards the Salado river, skirting the edge of the Cerro de la Capellania. At the end of this switchback ride we reach the valley carved by the Arroyo Salado. The railway spans this stream by a 208m long metal bridge resting on two masonry columns (km 34), one of the most majestic constructions on the entire route. Little by little the rolling hills give way to escarpments as we approach the foothills of the Subbética mountain range.

Km 37



Soon we come across another spectacular viaduct, spanning the Arroyo Higueral. Beyond this viaduct, slightly shorter than the last (133m), lies a gentler landscape, home to the isolated station of Vado-Jaén (km 37). It is more than 7 km from the nearest township and was built to serve only as a junction station.

Leaving behind Vado station we climb the gentle incline leading up from the Higueral ravine, the first upward stretch since we left Martos. Foto: Edificio de cargas de la Estación de Vado-Jaén de la Vía Verde del Aceite But two kilometres from Vado we start to descend again and it is all downhill now until the end of the route. Perhaps this old station will become a center of activity and formation of the Provincial Federation of Associations of People with Physical and Organic Jaén (Fijidif). Puts on a show of the great virtues of the Green Route: accessibility. And here, will be available three bikes adapted for disabled users.

The crest of this little pass is at the intersection with the old N-321 road. Here everything has been left as it was years ago; the road crosses the railway tracks by a little bridge. After a short while we leave the old road and our route continues along predominantly straight paths with great panoramic views of the nearby Viboras valley on one side of the river and the Ahillos heights on the other.



Km 42



At km 42 we arrive at the point where the railway line crosses the river via another spectacular metal viaduct. The 224m long lattice bridge serves as a perfect viewing point overlooking the valley. At the foot of the viaduct there is a medieval bridge whose single round arch spans the Viboras river and provides access to an almost forgotten old pathway.

We continue downwards, shortly to pass by an abandoned railway ballast quarry, the La Muela quarry. We are still moving through broken terrain and the railway line often has to rise between the olive groves on high embankments.

On the way to the next station, Alcaudete, the Greenway makes use of two old metal railway bridges over the Chaparral and Esponela rivers. These are both 70m long, single span constructions, located at km 45 and km 46 respectively, forming part of a section of straight paths leading to Alcaudete, the last station on the route. The good news is that the station was being Alcaudete-at the end of this edition, retrieved, by the City, as a lodge, restaurant and interpretive center. No doubt an oasis for travelers. The town of Alcaudete is about 4 Km from the station, which is now a private house. On the other side of the station we once again come across the A-316. This time we cannot go either over or under it, and so we need to take care when crossing the road.



Km 50



From Alcaudete station we leave behind the monotony of olive trees and travel through a more natural landscape with a light covering of Mediterranean vegetation. The natural value of the area grows as, just a little further on, we pass by the Laguna Honda Nature Reserve (km 50) on our left. Our Greenway route affords us the best possible point from which to view this protected natural area.

From here we embark on the final stage of our route; three kilometres featuring two pronounced curves around the Loma de Desgarradero hill. At km 52 we cross the Desgarradero ravine by a new 83m long metal bridge, a foretaste of the spectacular viaduct over the river Guadajoz. This incredible Meccano-like structure sits on two iron trestles supporting a 200m long lattice truss. The waters of the Guadajoz river have caused a great area of saltcedar to form upstream of the bridge, home to a thriving colony of birds. The Guadajoz river does not flow downstream of the viaduct since, in times of rain, the level of the Vadomojón reservoir reaches the very trestles of the viaduct. On the other side of the viaduct the route continues in the province of Córdoba to Navas del Selpillar, on a similarly prepared 58 km long greenway through the rural district of the Subbética Cordobesa.

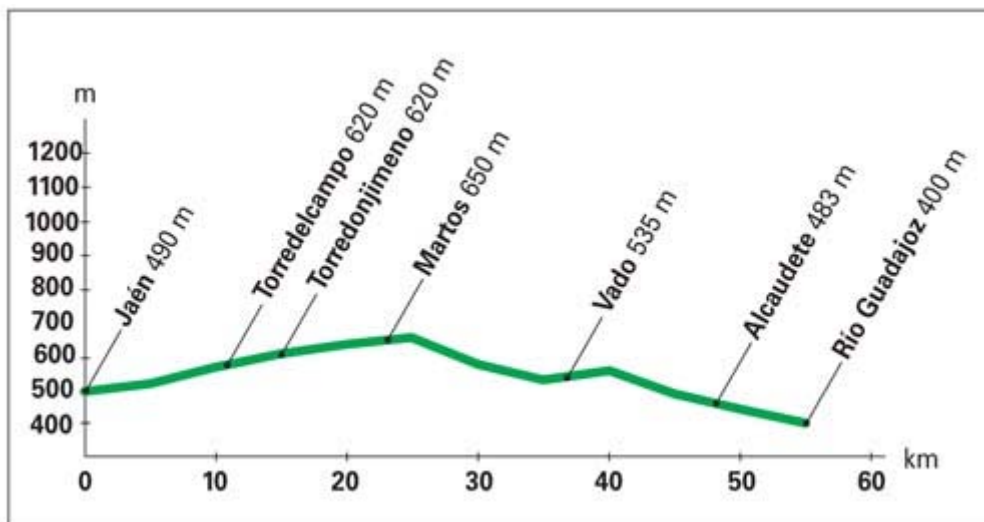
And if this were not enough, we can say that the greenways are in Jaén land a promising future. The Provincial Council and Adif have signed lease agreements of land for the creation of two new greenways. Future Greenway Segura, 27 km, will continue through the municipalities of Arroyo del Ojanco, Segura de la Sierra, Génave Bridge, La Puerta de Segura, and Villarrodrigo Génave. Future Greenway Espeluy-Linares travel the 21 km between the municipalities of Espeluy and Linares, through Jabalquinto and dance.

These new greenways are part of an ambitious project launched by the Diputación de Jaén. The Green Corridor Jaén integrate greenways Oil and Linares, the future of Guadalimar Greenways, Espeluy-Linares and Segura, and three nature trails. The result is a continuous non-motorized route of 270 km, which will cross the width across the province of Jaén, from the eastern to the western border with Albacete Córdoba.

MAPS



PROFILE



RAILWAY HISTORY



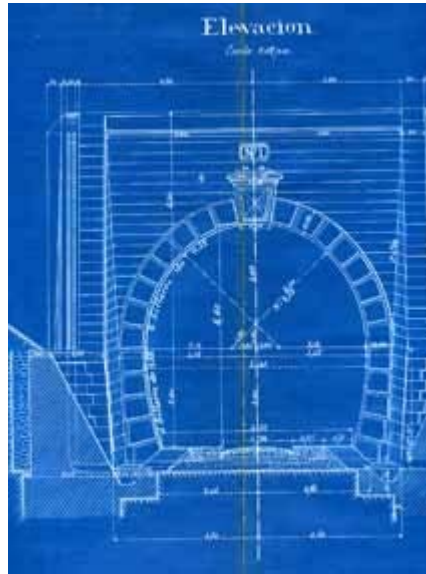
El 12 de julio de 1852 se celebró en el Ayuntamiento de Jaén una reunión de contribuyentes para tratar, por vez primera, la posible consecución para Jaén de una línea ferroviaria. En el 1859 tuvo lugar otra importante reunión para la construcción de un ramal que enlazara Jaén con Espeluy y que se uniría a la línea general de Andalucía. Sin embargo, la idea tardó en hacerse realidad casi dos lustros después de barajarse distintos proyectos. Así se decidió construir una línea ferroviaria que

partiendo de la general de Andalucía, por Jaén, enlazara con Puente Genil pasando por Cabra y Lucena. La Ley que la autorizaba se aprobó en el año 1873.

En 1876 fue aprobado el proyecto presentado por el malagueño Jorge Loring, comenzando las obras en 1879 a cargo de la flamante Compañía de Ferrocarriles Andaluces. En julio de 1881 se completó el tramo entre Espeluy y Jaén hasta que, en 1890, el ingeniero De la Pierre presenta la modificación del trazado original de la vía, en la cual se proyectan ya las estaciones de Martos, Vado Jaén, Alcaudete, así como los grandes viaductos de la línea (Guadajoz, Víboras,...). Las obras se desarrollaron bajo la dirección de Carlos Alexandre, ingeniero de la Compañía de Ferrocarriles Andaluces, encargándose al taller de ingenieros-constructores Dayd y Pille, de Creil (Francia) la construcción de los viaductos metálicos y pontones.

Historia del Ferrocarril de la Vía Verde deEn 1891 se terminó el tramo cordobés comprendido entre Puente Genil y Cabra y, en 1893, se daban por finalizados los trabajos del tramo Cabra -Jaén. Quedaba así expedita una línea ferroviaria que salía de Linares, pasando entre otras estaciones por la de Jaén, Torredelcampo, Torredonjimeno, Martos, Vado-Jaén, Alcaudete, y continuando hasta la estación de Campo Real (Córdoba).

Con la línea ferroviaria completa, la Linares-Puente Genil, se conseguía dar salida hacia el puerto de Málaga a la metalurgia pesada de Linares y de Belmez, y a los productos agroalimentarios de la provincia jiennense y del sur de Córdoba, principalmente aceite de oliva, por lo que se le denominó popularmente como "El Tren del Aceite". Precisamente, el Tren del Aceite fue aclamado así, sobre todo por dar salida a la superproducción de aceite de oliva de 1963.



La historia económica de España no fue muy boyante en la primeras décadas del siglo XX y, en 1936, el ferrocarril fué intervenido por el Estado por sufrir su crítica situación financiera. Durante la Guerra Civil, sin embargo, la Linares-Puente Genil cobró vida sirviendo de alternativa a la bombardeada Espeluy-Sevilla. Al terminar la Guerra la línea se vino abajo, las locomotoras se veían menos por sus vías y a velocidades muy bajas (30 Km/h.).

El 2 de julio de 1969 RENFE hizo público el proyecto relativo al Estudio Particular de la línea Jaén-Campo Real en el que, dada su precaria situación, se planteaban algunas propuestas como el cierre del servicio de viajeros, la supresión del servicio público de mercancías y el desmantelamiento del tramo comprendido entre Torredonjimeno y Campo Real. La línea se mantuvo en activo hasta 1985.

La Diputación Provincial de Jaén puso en marcha, diez años después, un proyecto de recuperación del viejo ferrocarril abandonado como Vía Verde para la práctica segura del cicloturismo y senderismo por turistas y visitantes locales, que concluyó con la finalización de las obras de adecuación en 2001 y su inauguración.

INTERESTING DATA

1. Festivals and holidays
2. Accommodation
3. Eco-tourism
4. Managing Authority
5. Town Councils
6. Emergencies
7. Coaches & buses
8. Railway





Festivals and holidays

Jaén

January 16

San Antón

2nd Sunday in May

Romería del Cristo del Arroz

June 11

Virgen de la Capilla

First Sunday in September

Feria de la Divina Pastora

October 18

San Lucas

November 25

Romería de Santa Catalina

Torredelcampo

First Sunday in May

Romería de Santa Ana

July 26

Santa Ana

Torredonjimeno

Last week of June

San Pedro Apóstol

September 3

San Cosme y San Damián

Last week of september

Romería de Nuestra Señora de la Consolación

Martos

On Easter Tuesday

Santa María de la Villa

May 5

San Amador

Last Sunday in May

Romería de la Virgen de la Victoria



June 24

Velada de San Juan o
Feria de la Plaza

23 to 27 August
San Bartolomé

September 29
Verbena de San Miguel

4 to 8 December
Fiesta de la Aceituna

Alcaudete

April

Traslado de la imagen de la Virgen de la Fuensanta

September 2nd half
Feria y Fiestas

Accommodation

Jaén

Parador de Turismo
Castillo de Santa Catalina.
Telf. 953 23 00 00
www.paradores.es

Hotel Infanta Cristina****

Telf. 953 263 040
www.hotelinfantacristina.com

Hotel Partnet Imora****

Telf. 953 27 41 11 / 20
www.partner-hotels.com

Hotel Triunfo Jaén ****

Telf. 953 28 48 00
www.hocafersan.com

Hotel Condestable Iranzo***

Telf. 953 22 28 00
www.hoteldondestableiranzo.com

Hotel Xauén***

Telf. 953 24 07 89
www.hotelxauenjaen.com



Hotel Husa Europa***

Telf. 953 22 27 04

www.husa.es

Hostal Renfe**

Telf. 953 27 46 14

www.hostalrenfe.cjb.net

Complejo Juleca*

Telf. 953 32 60 06

www.julea.com

Hostal Martín*

Telf. 953 24 36 78

Hostal Cristóbal Colón

Telf. 953 87 26 96

Hostal La Española*

Telf. 953 23 02 54

Casa Rural La Casería de Piedra

Telf. 953 31 51 36 / 661 80 24 82

www.lacaseriadepiedra.com

Torredelcampo

Hotel Torrezaf ***

Telf. 953 56 71 00

Torredonjimeno

Hotel Twist **

Telf. 953 34 42 54

www.amsystem.es/emp/hoteltwist

Hotel Vista Alegre

Telf. 953 57 20 57

Hostal Los Arcos

Telf. 953 57 20 57

Casa Rural La Casería de Piedra

Telf. 953 31 51 36 / 661 802 482

www.lacaseriadepiedra.com

Casa Rural Casería Fuensomera

Telf. 636 64 80 09



Martos

Hotel Fernando IV**
Telf. 953 55 15 75

Alojamiento Rural La Morata
Telf. 953 12 06 92

Hotel Hidalgo ***
Telf. 953 55 15 95
www.hotelhidalgo.es

Alcaudete

Hotel Spa-Rueda**.
Telf. 953 56 10 14

Hostal Hidalgo ***.
Telf. 953 55 15 95

Hostal Nuestra Sra de la Fuensanta
Telf. 953 56 02 69

Cortijo Chircales
Telf. 610 94 34 29

Alojamiento Rural La Rodriga
Telf. 669 856 241

Casa Santa María
Telf. 953 56 14 83 / 659 45 62 64
www.casasantamaria.es

Apartamentos Turístico Rurales Vía Verde del Aceite
Telf. 953120577
www.ruralviaverdeaceite.com (Cuenta con bicicletas adaptadas)

Eco-tourism

Jaén

Patronato Provincial and Tourism Promotion. Tel. 953 29 47 50

Municipal Tourist Office. Tel. 953 24 26 24

Tourism, Local Development and Sustainability. Deputation Provincial de Jaén.
Tel. 953 24 80 00. Ext. 1393. www.dipujaen.com

APIT Provincial Association of Official Tourist Guides
Tel. 953 19 02 86



Martos

Municipal Tourist Office. Tel. 953 70 01 39

Gesme-Acnatu Nature activities, hiking and cycling routes

Tel. 953 085 510. gesme_acnatu@hotmail.com

Alcaudete

Rural Tourist Apartments Via Verde del Aceite

Tel. 953120577

www.ruralviaverdeaceite.com (It has adapted bicycles)

Managing Authority

Diputación de Jaén

Roberto Aybar

Plaza de San Francisco,2. Palacio Provincial

23071 - Jaén

Tel: 953 294 750

e-mail: robertoaybar@promojaen.es

<http://www.promojaen.es>

Town Councils

Jaén

Telf. 900 72 72 73

www.aytojaen.es

Torredelcampo

Telf. 953 56 70 00. Telf. 953 21 91 00

Torredonjimeno

Telf. 953 57 30 00

www.torredonjimeno.es

Martos

Telf. 953 70 40 05. Telf. 953 57 19 50

www.martos.es

Alcaudete

Telf. 953 56 00 00

www.alcaudete.es

Emergencies

GUARDIA CIVIL: Telf. 062 - 953 22 11 00 / 953 25 03 40

PROTECCIÓN CIVIL: 953 29 59 93



Coaches & buses

Empresa Transportes Ureña. Tlfno: 953 220 171

Estación Central de Autobuses de Jaén Telf. 953 250 106 www.linesur.com

Estación de Autobuses de Martos Telf. 953 700 140

Estación de Autobuses de Alcaudete Telf. 953 708 063

Railway

Estación de Jaén RENFE Telf. 953 270 202 - 902 24 02 02

LINKS

www.promojaen.es

Information about accommodation, routes, villages, gastronomy, festivals, and cultural events of the province of Jaén.

www.andalucia.org/spa/atlas/inicio.htm

Tourist atlas of Andalusia. Includes information on transport, accommodation, natural areas, routes, gastronomy, etc

www.aemo.es/viaverde.htm

The Asociación Española de Municipios del Olivo (Spanish Association of Olive Municipalities AEMO) aims to disseminate the olive culture. Founded in Baeza (Jaén) in 1996 it provides extensive information on the olive and its importance to the Mediterranean basin.

MULTIMEDIA

VÍDEO - Serie Vive la Vía

La Vía Verde del Aceite es un itinerario amable de 55 kilómetros que nos hará llegar, caminando o en bicicleta, al corazón de una provincia olivarera, Jaén. Antiguos viaductos del ferrocarril del siglo XIX nos permiten hoy día surcar sin esfuerzo un mar de olivos entre torreones y cortijos andaluces, entre sus gentes siempre hospitalarias.

Parte 1 de 2

http://www.youtube.com/watch?feature=player_embedded&v=YIYi5V33qEA

Parte 2 de 2

http://www.youtube.com/watch?feature=player_embedded&v=1ozlc5Yow9E