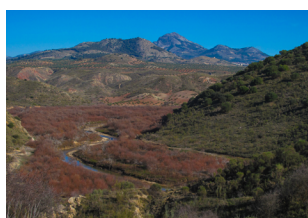


Aceite Greenway Nature Trail





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Guide to the
NATURE TRAILS
of Spain



Aceite Greenway Nature Trail

CONTENTS

Introduction	7
MIDE (Excursion Information Method)	8
Recommendations	11
How to use this guide	12
Natural Trails	14
Aceite Greenway Nature Trail	17
STAGE 1: JAÉN → TORREDELCAMPO STATION	19
STAGE 2: TORREDELCAMPO STATION → MARTOS STATION	23
STAGE 3: MARTOS STATION → VADO-JAÉN STATION	29
STAGE 4: VADO-JAÉN STATION → ALCAUDETE STATION	33
STAGE 5: ALCAUDETE STATION → LUQUE STATION	39
STAGE 6: LUQUE STATION → DOÑA MENCÍA STATION	45
STAGE 7: DOÑA MENCÍA STATION → CABRA STATION	51
STAGE 8: CABRA STATION →	
NAVAS DEL SELPILLAR-LUCENA STATION	57
STAGE 9: NAVAS DEL SELPILLAR-LUCENA STATION →	
CAMPO REAL STATION (PUENTE GENIL)	63
Additional information	68

A former railway line that connected Linares (Jaén) with Puente Genil (Córdoba), a route that runs among olive groves between the provinces of Jaén and Córdoba unveiling the landscape of the andalusian countryside as it passes through.

This railway line, popularly known as the "Olive Oil Train", allowed to trade the typical products of the region, particularly olive oil, which was loaded onto tank cars headed to the Málaga port. As of today, the old railway traffic has been substituted by cyclists and hikers, who have the opportunity to enjoy this nature trail along with the aroma of freshly pressed olives.

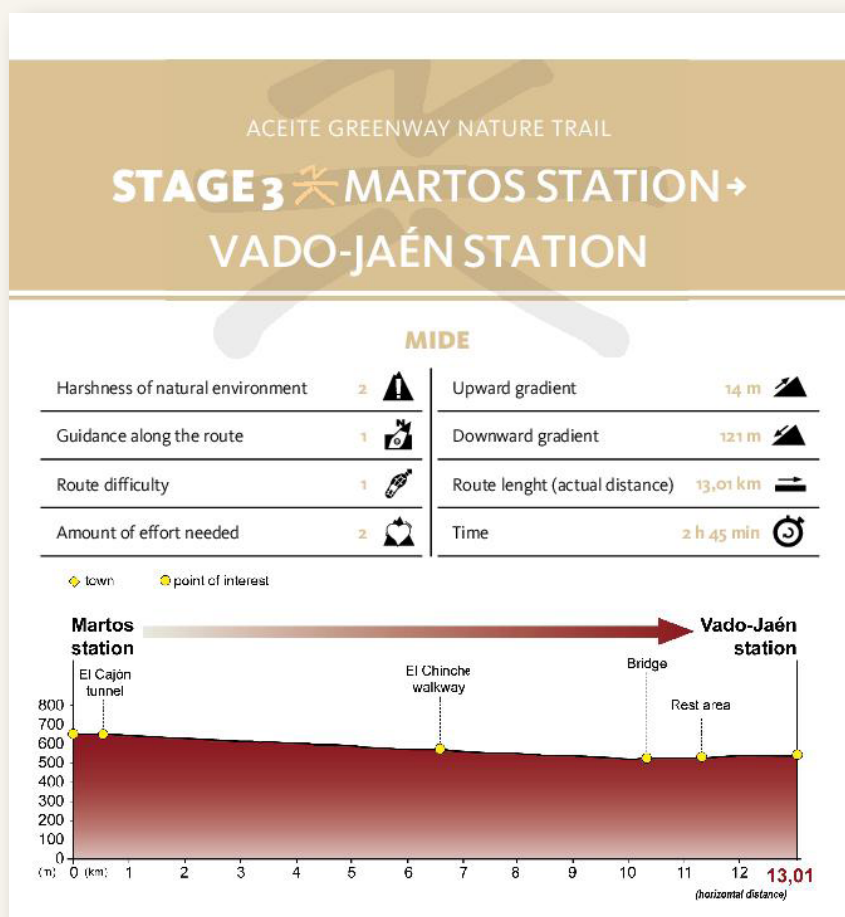
The Aceite Greenway Nature Trail currently has an approximate length of 127 kilometers, from the city of Jaén to the Campo Real station in Puente Genil, divided into nine stages. At approximately kilometer 65 of the route, a branch of the Nature Trail starts in the direction of Baena.

MIDE is an information system that evaluates and quantifies the technical and physical demands of different excursion routes. The aim is to unify the assessment of the difficulties offered by the different routes in order to allow cyclists, walkers and hikers to make the most informed decisions.

The **MIDE** system is composed of two blocks of information:

Assessment of four different aspects of difficulty: severity of the natural environment, orientation on the route, difficulty of the journey and the amount of effort required. These ratings, from 1 to 5 points and from low to high, are based on different concepts which are interpreted in the table on the following page.

Basic information on each route: timetable, cumulative positive difference in altitude, cumulative negative difference in altitude, horizontal distance covered, annual season in which the assessment is carried out and type of route (outward, return, circular and crossing).



Example of MIDE application

Environment Severity of the natural environment



1. The environment is not risk-free
2. There is more than one risk factor
3. Various risk factors
4. Substantial risk factors
5. Many risk factors

Route Orientation on the route



1. Well-marked trails and crossings
2. Pathways or signage indicating continuity
3. Requires the identification of geographic features and cardinal points
4. Requires off-path navigation
5. The route is interrupted by obstacles that must be overcome

Terrain Difficulty of te- rrain



1. Flat surface
2. Bridleways
3. Stepped paths or irregular terrain
4. Necessary to use hands or jump to maintain balance
5. Necessary to use hands to progress

Efforts Degree of effort re- quired



1. Up to 1 hour of total walking
2. Between 2 and 3 hours total walking
3. Between 3 and 6 hours total walking
4. Between 6 and 10 hours total walking
5. Between 6 and 10 hours total walking

Calculated according to the MIDE criteria for an average hiker with a light load

The **MIDE** method is recommended by the Spanish Federation of Mountain Sports and Climbing (FEDME).

More information at www.euromide.info



RECOMMENDATIONS

- Do not bury rubbish or litter in nature. Keep it until it can be deposited at a collection and recycling site.
- Never light fires or throw away lit cigarettes.
- Remember to always close gates, fences and gates behind you to prevent livestock from escaping.
- Never walk on crops. Use the footpaths.
- Respect the marked trails. Shortcuts only lead to serious erosion that can lead to the disappearance of the traditional path.
- Keep your dog on a lead at all times. This way you avoid disturbing domestic animals and mean you can see more wildlife.
- Respect and care for water sources and streams. Water is life.
- Do not camp outside the designated campsites.
- Defend nature and remember that the extinction of a plant or animal species is irreversible.

**HELPING TO CONSERVE THESE NATURE TRAILS
IS TO KEEP OUR CULTURAL HERITAGE ALIVE**

HOW TO USE THIS GUIDE

The stages of the nature trail proposed in this Guide are independent of each other, with the only common link being that they constitute an approach to the habitat they pass

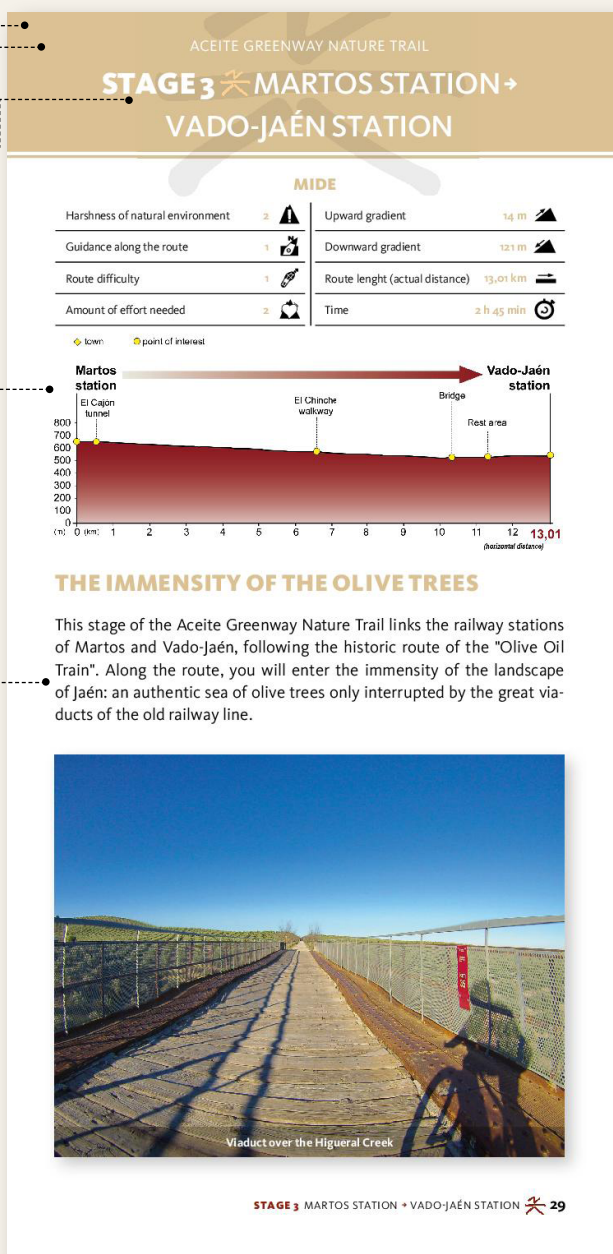
Colour indicative of the Geographical Sector in which it is located

Name of the Nature Trail

Name of the stage of the Nature Trail

MIDE profile of the Nature Trail indicating different degrees of difficulty, slopes of the route, time required to complete the route, highlights of the route and total distance

Introductory text



through and therefore offer an approach to the nature, history, culture and traditions of our country, while at the same time attempting to promote a call for conservation.

ACEITE GREENWAY NATURE TRAIL

MARTOS RAILWAY STATION

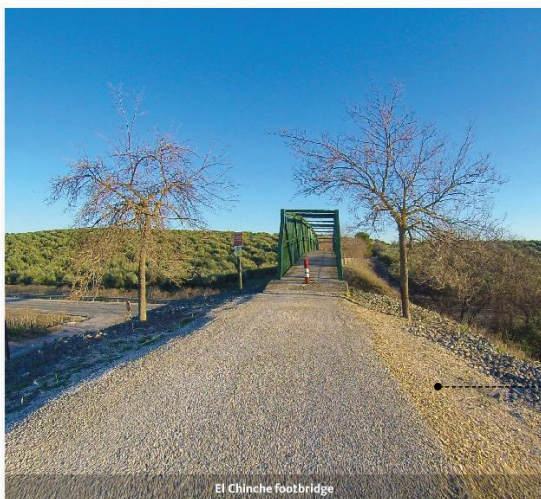
The old Martos station, built at the end of the 19th century by the Andalusian Railway Company (Compañía de los Ferrocarriles Andaluces), was located at kilometre point 96.444 of the railway line. It entered service in 1893 as part of the Linares-Campo Real railway line, popularly known as the "Olive Oil Train".

The two-storey building was notable for its façade with a metal canopy resting on iron columns decorated with beautiful palm tree details on the capitals. The ground floor housed offices and waiting rooms; the upper floor housed the station manager's living quarters. Its walls were painted in cream, with white door and window frames and green woodwork, a very characteristic detail of Andalusian railway architecture.

A small village grew up around the station, with an economy based on the production of olive oil. For this reason, between 1954 and 1955, the National Olive Union built a temporary warehouse and logistic centre next to the station with a capacity of 5,000 tonnes of olive oil.

Although this building is today in disuse, the Martos Town Council is working on an ambitious rehabilitation project to recover the station and repurpose it for tourism uses, taking advantage of the fact that sits right on the Aceite Greenway Nature Trail.

Table with historical or anecdotal information on some aspect of the Nature Trail



El Chinche footbridge

Photograph of the route, layout, monuments or natural highlights, with respective informative caption

I. NORTHWEST PENINSULAR SECTOR

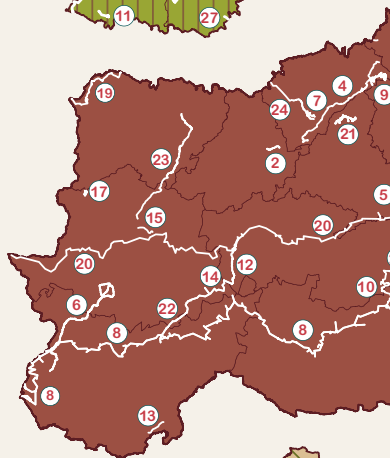
- Cacabelos - Quilós (1)
- Carballada de Avia (2)
- Cantabrian mountains. Inland Asturias (3)
- Dos Arrieiros (4)
- Ebro (5)
- Esla (6)
- Laciana. Villablino to Villaseca section (7)
- Mirada Circular: Ancares Leoneses from Guímara to Balboa (8)
- Muñigo - Covadonga (9)
- Pas (10)
- Sayagués Agricultural Landscape (11)
- La Ribeira Sacra (12)
- River Barbantiño (13)
- River Nalón (Fuso to Tuñón) (14)
- Románico palentino (15)

- Ruta de la Conquista (16)
- Cantabrian Sea Route (17)
- The ecological routes of the Catoira River (18)
- San Rosendo (19)
- Santander - Mediterráneo (20)
- Senda del Duero (21)
- Senda del Oso (22)
- Senda del Pastoreo (23)
- Sendas en Abalo (24)
- Sierra de la Demanda Greenway (25)
- Tren Secundario de Castilla (26)
- Eresma Valley Greenway (27)
- Toranzo Valley (28)
- Vía de la Plata (29)
- Via Nova (30)



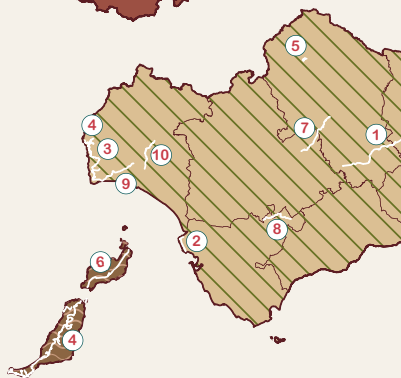
VI. CENTRAL PENINSULAR SECTOR

- Agua Soriano. Antonino Route (1)
- Campo Azálvaro (2)
- M^a Cristina canal and branches (3)
- Cañada Real Soriana Occidental (4)
- Cañada Real Soriana Oriental (5)
- Corredor Cáceres-Badajoz (6)
- Eresma (7)
- Guadiana (8)
- Beech and Oak Forests of Riaza (9)
- Wetlands of La Mancha (10)
- Júcar (11)
- La Jara (12)
- La Jayona (13)
- Las Villuercas (14)
- Monfragüe (15)
- Renacimiento (16)
- Rivera de Acebo (17)
- Santander-Mediterráneo (18)
- Senda del Duero (19)
- Tajo (20)
- Lozoya Valley (21)
- Vegas del Guadiana (22)
- Vía de la Plata (23)
- Eresma Valley Greenway (24)
- Villacañas to Quintanar de la Orden or El Trenillo (25)



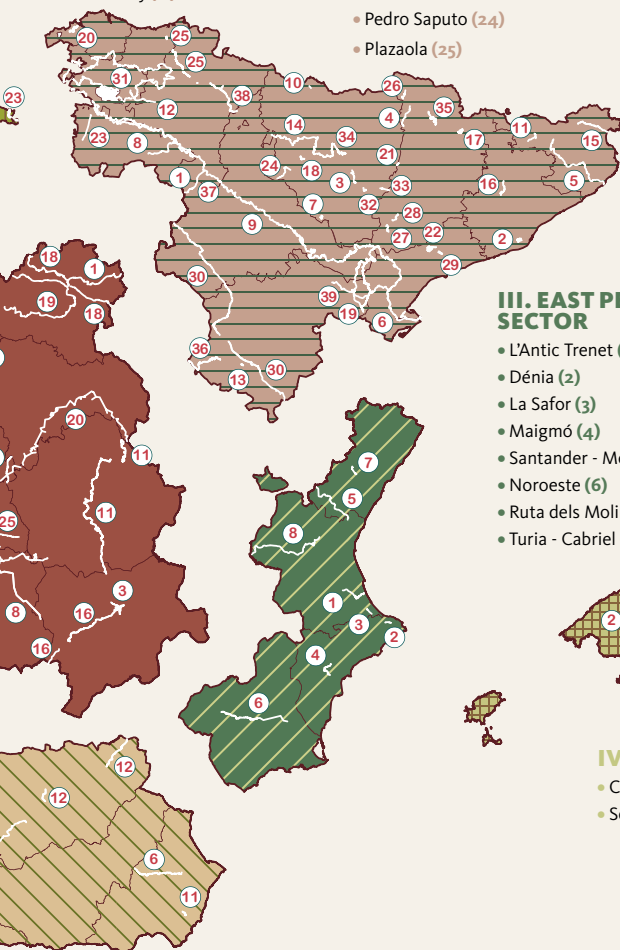
VII. CANARY SECTOR

- Anaga-Chasna (1)
- La Gomera Coasts (2)
- La Gomera Peaks (3)
- Fuerteventura (4)
- La Palma (5)
- Lanzarote (6)
- Traditional Trails of El Hierro (7)



II. NORTHEAST PENINSULAR SECTOR

- Agua Soriano. Antonino Route (1)
- Anell Verd (2)
- Camí de l'Aigua (4)
- Carrilet (5)
- Carrilet de la Cava (6)
- Castejón de Monegros (7)
- Cidacos (8)
- Ebro (9)
- Embalse de Lanuza (10)
- Ferro i el Carbó Greenway (11)
- Basque Navarre Railway Greenway (12)
- Guadalaviar (13)
- Hoya de Huesca (14)
- La Muga (15)
- La Séquia (16)
- Les Mines (17)
- Loreto y el Canfranco (18)
- Matarraña - Algars (19)
- Montes de Hierro Greenway (20)
- Montfalcó al Congost de Mont-rebei (21)
- Muntanyes de Prades (22)
- Oja (23)
- Pedro Saputo (24)
- Plazaola (25)
- Port de Vielha (26)
- River Segre and Utxesa reservoir (27)
- Riu (28)
- Ruta del Glorieta (29)
- Santander - Mediterráneo (30)
- Senda del Pastoreo (31)
- Sierra de San Quílez (32)
- Sifón de Albelda (33)
- Somontano de Barbastro (34)
- Sort i la Vall d'Àssua (35)
- Tajo (36)
- Tarazona Greenway (37)
- Val de Zafán (39)



III. EAST PENINSULAR SECTOR

- L'Antic Trenet (1)
- Dénia (2)
- La Safor (3)
- Maigmo (4)
- Santander - Mediterráneo (5)
- Noroeste (6)
- Ruta dels Molins d'Aigua (7)
- Turia - Cabriel (8)

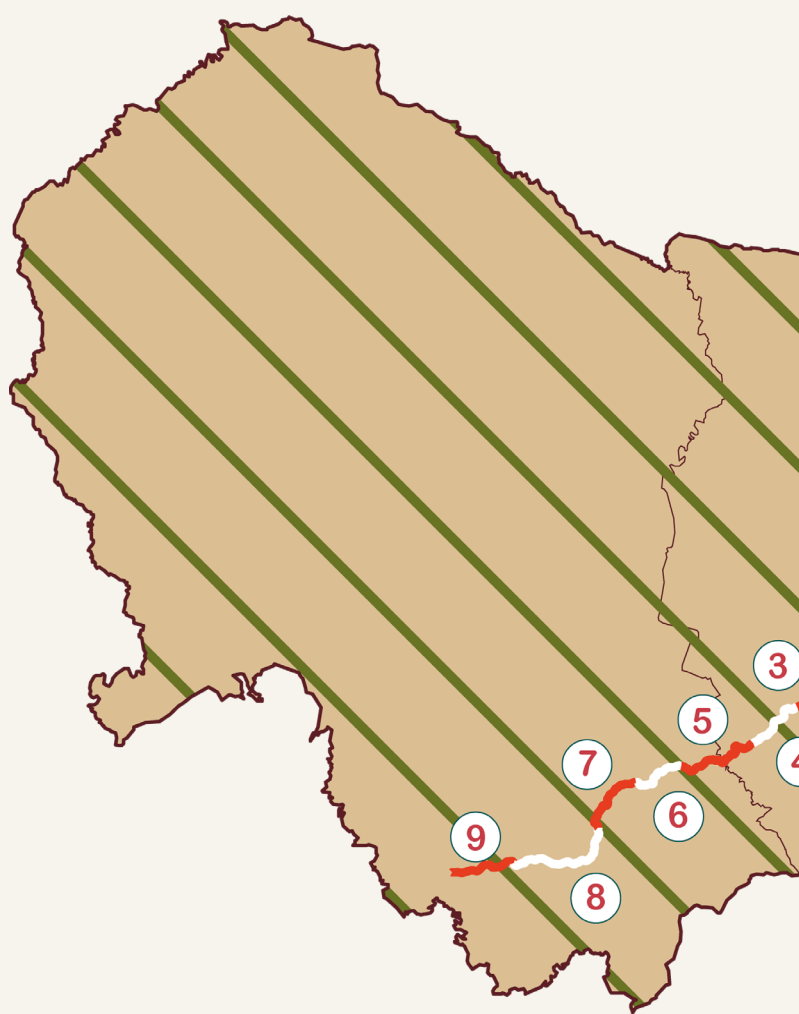


IV. BALEARIC SECTOR

- Camí de Cavalls (1)
- Son Juny (2)

V. SOUTHERN PENINSULAR SECTOR

- Aceite (1)
- Entre Ríos (2)
- Guadiana (Natural Path) (3)
- Guadiana Greenway (4)
- Guadiato (5)
- Guadix-Almendricos (6)
- La Campiña (7)
- La Sierra (8)
- Litoral (9)
- Los Molinos del Agua (10)
- Lucainena de las Torres to Agua Amarga (11)
- Renacimiento (12)



ACEITE GREENWAY NATURE TRAIL

PÁG.

STAGE 1 • JAÉN → TORREDELCAMPO STATION.....	19
STAGE 2 • TORREDELCAMPO STATION → MARTOS STATION ...	23
STAGE 3 • MARTOS STATION → VADO-JAÉN STATION	29
STAGE 4 • VADO-JAÉN STATION → ALCAUDETE STATION	33
STAGE 5 • ALCAUDETE STATION → LUQUE STATION	39
STAGE 6 • LUQUE STATION → DOÑA MENCÍA STATION	45

ACEITE GREENWAY NATURE TRAIL



ACEITE GREENWAY NATURE TRAIL

PÁG.

STAGE 7 • DOÑA MENCÍA STATION → CABRA STATION 51

STAGE 8 • CABRA STATION →

NAVAS DEL SELPILLAR-LUCENA STATION..... 57

STAGE 9 • NAVAS DEL SELPILLAR-LUCENA STATION →

CAMPO REAL STATION (PUENTE GENIL)..... 63



Salado Stream Viaduct

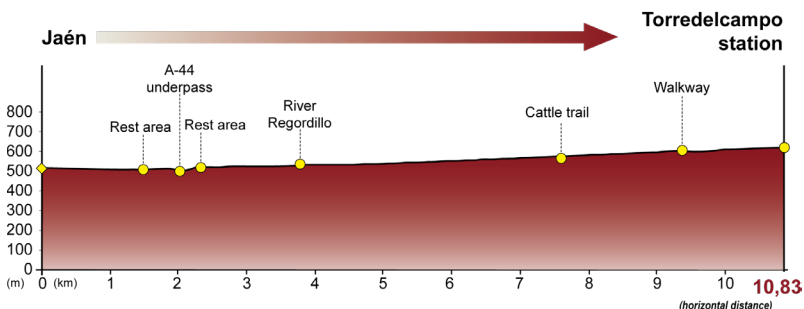
STAGE 1 ✂ JAÉN → TORREDELCAMPO STATION

MIDE

Harshness of natural environment	1 	Upward gradient	119 m 
Guidance along the route	1 	Downward gradient	25 m 
Route difficulty	1 	Route length (actual distance)	10,83 km 
Amount of effort needed	2 	Time	2 h 20 min 

◆ town

● point of interest



A SEA OF OLIVES

This first stage of the Aceite Greenway Nature Trail runs through the province of Jaén, following part of the old railway line that linked these lands with the port of Málaga. This railway line carried the flagship products of Jaén and Córdoba, especially olive oil, which is why this train was popularly known as the "Olive Oil Train".



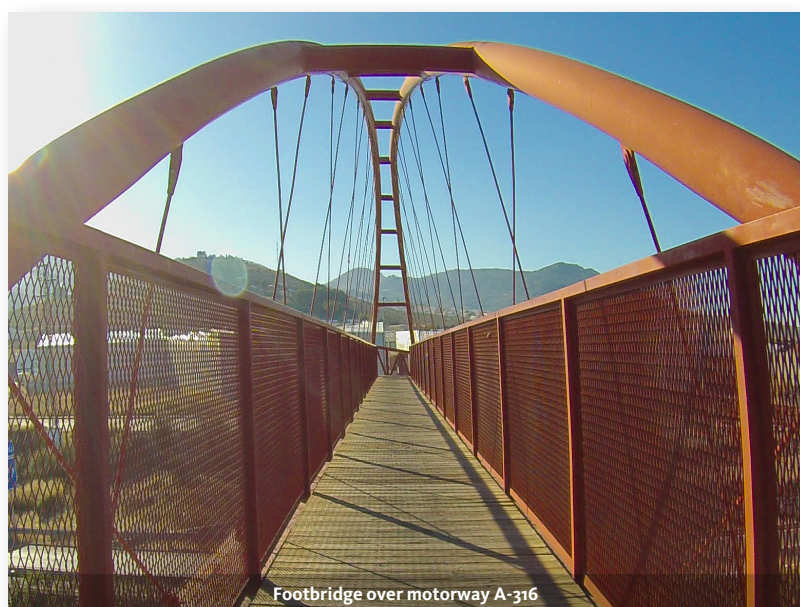
Starting point of Aceite Greenway Nature Trail

This trail starts in Jaén, by the sports centre “Fuentezuela”, which is located at Ronda Juez Juan Ruiz Rico, in the north-eastern part of the city. The starting point is connected to the urban cycle path, making it easy to access from anywhere in the city. From the very first steps, the landscape opens out into a sea of olive trees: Jaén is, in fact, the province with the highest density of olive trees in the world. This trail is not only marked by the abundance of olive trees, but so will the characteristic aroma of almazaras or olive presses.

Shortly after the start lies the access to the Archaeological Route of Los Torreones, a circular route of 32 km that returns to the Nature Trail through the Aldehuela area. This route runs through medieval fortifications, towers, castles and watchtowers that were vantage points in the wars between Christians and Muslims. If you have time, the 800 m detour to the Torre de la Aldehuela is worth the effort, where the remains of a square, two-storey fortification with ribbed vaulted roofs and an ancient hydraulic system used to irrigate the nearby fields are still preserved.

The road continues wanders on until it reaches the A-316 motorway, which the road crosses by means by an underground tunnel a few metres further on. After crossing it, a short, steep ramp is climbed and the route returns to its original direction. From here onwards, it continues along the main path, which is wider, without turning off at the forks and crossroads that appear, until it reaches the pedestrian bridge that allows you to cross the A-316 motorway again.

On the other side sits the Torredelcampo industrial estate, which you drive around until you reach a roundabout. From here the route continues to the right: just cross straight over using the zebra crossing, cross the next street also using the pedestrian crossing and continue along the pavement until returning to the route.





Old Torredelcampo station

The last section runs through a leafy area until it reaches the end point of this first stage of the Aceite Greenway Nature Trail at the old station of Torredelcampo, an infrastructure built in the 1990s, being the seventh station on the route between Linares and Puente Genil. During its heyday it consisted on three small buildings that are still standing: one was used for the reception of travellers with a waiting room and a ticket office and the other two were used as a warehouse or water tank. In addition, the construction included living quarters for the stationmaster on the upper floor and bathrooms in the outermost buildings.

JAÉN

Known as “the world capital of olive oil”, Jaén is a city with a rich historical and cultural heritage surrounded by a sea of olive trees that have shaped its identity and its economy.

A stroll through its narrow streets is an invitation to discover its essence through its gastronomy: traditional dishes such as *ajogarriero* (mashed potatoes with garlic, shredded salted cod and abundant olive oil) or *pipirrana* (mashed tomato, garlic, green pepper and olive oil salad, sometimes served with tuna) are the best evidence of a culture deeply linked to olive oil.

Its monumental heritage includes the imposing Cathedral of Jaén, one of the most important examples of Renaissance architectural in the country, the work of the architect Andrés de Vandelvira. In addition, the castle of Santa Catalina dominates the town from the top of a hill and offers breathtaking panoramic views of the valley and the immense mosaic of olive trees that surrounds it.



Cyclist with a gravel bike on stage 1 of the Aceite Greenway Nature Trail

ON THE BATTLEFIELD

The province of Jaén has been shaped by history, as is it an area in which Carthaginians, Romans, Muslims and Christians have settled. Due to its location - as a gateway to Andalusia via the Guadalquivir River and a natural passage to Castile through the Sierra Morena - it has been the scene of countless clashes between peoples and kingdoms. Some of these battles marked the course of Spanish history, such as the Battle of Navas de Tolosa in 1212, which marked the beginning of the end of Muslim rule on the Iberian Peninsula, or the Battle of Bailén in 1808, the first defeat of the Grande Armée in Europe.

This heritage is reflected in the Route of the Castles and Battles, a cultural itinerary organized around the fortifications, castles and monuments of Jaén, Granada and Ciudad Real, many of which are close to the route of this Nature Trail.

STAGE 2 ✂ TORREDELCAMPO STATION

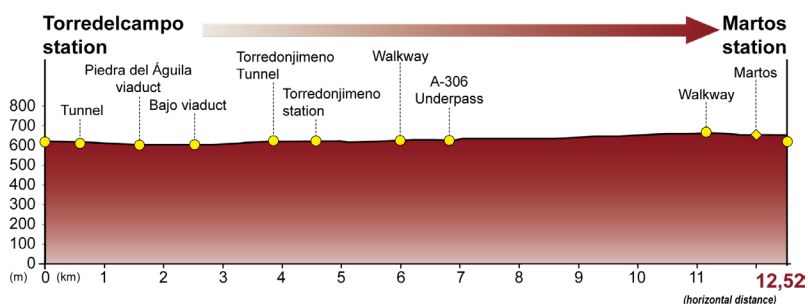
→ MARTOS STATION

MIDE

Harshness of natural environment	2	⚠	Upward gradient	69 m	⬆
Guidance along the route	1	🗺	Downward gradient	35 m	⬆
Route difficulty	1	🚲	Route length (actual distance)	12,52 km	📏
Amount of effort needed	2	🍏	Time	2 h 35 min	🕒

◆ town

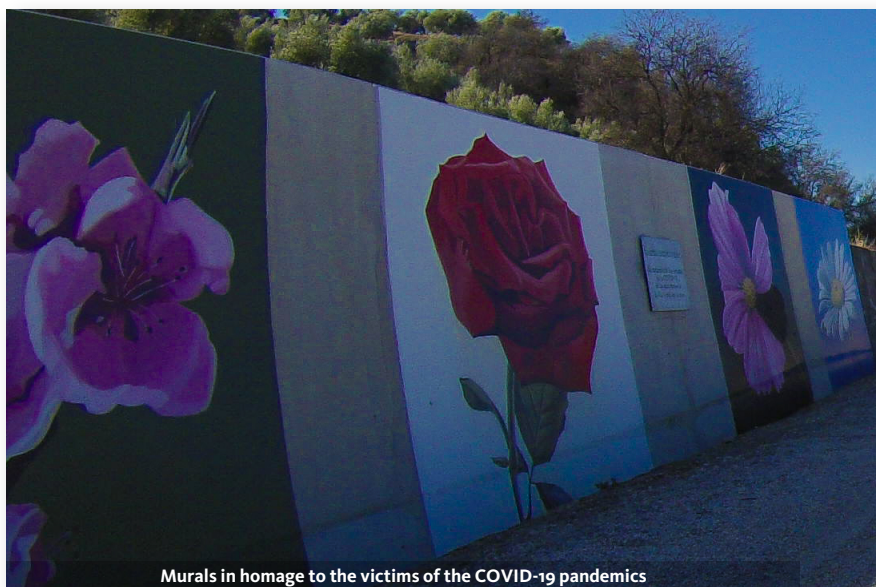
● point of interest



BETWEEN OLIVE TREES AND OLD VIADUCTS

This second stage of the Aceite Greenway Nature Trail follows the old Linares-Puente Genil railway line, between the stations of Torredelcampo and Martos, in the very heart of the province of Jaén. This stage that combines the peace of a landscape dominated by olive groves with the grandeur of the 19th century engineering works, such as the viaducts designed by Eiffel's disciples and the long tunnels carved into the rock.

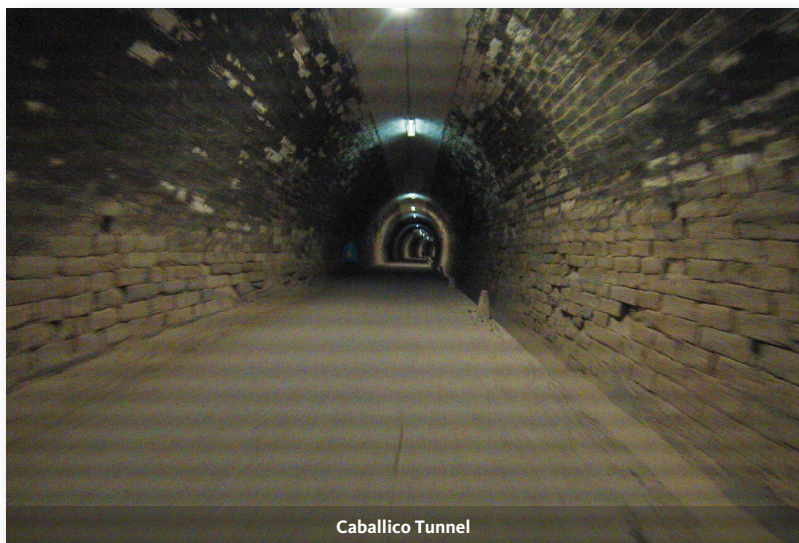




Murals in homage to the victims of the COVID-19 pandemics

The route starts at the old Torredelcampo railway station, on the edge of the town. This infrastructure, built in the 1890s, was the seventh station on the route between Linares and Puente Genil. During its heyday it consisted on three small buildings that are still standing: one was used for the reception of travellers with a waiting room and a ticket office and the other two were used as a warehouse or water tank. In addition, the construction included living quarters for the stationmaster on the upper floor and bathrooms in the outermost buildings.

From here, the road goes straight ahead until it reaches the well-lit tunnel that crosses under the A-316 motorway. The Caballico tunnel, known as the Torredelcampo



Caballico Tunnel



tunnel due to its proximity to the town, is 333 m long, making it the longest of the first stages of the route. Currently, it is perfectly preserved and has a lighting system that facilitates the transit of both cyclists and hikers, and it ends in a small curve. Shortly after, you can enjoy two of the gems in the route: the Piedra del Águila viaduct and the Bajo viaduct, both made of iron and built by Daydé and Pillé, disciples of Eiffel. The Piedra del Águila viaduct is a typical example of French art nouveau of the late 19th century, with a length of 104.50 m and a maximum height of 25 m. It is notable for its high quality limestone ashlar pillars and a metal railing. It is notable for its high-quality limestone ashlar pillars and its metal railing. The Bajo viaduct, designed by Alexandre and Delapierre, is almost 83 m long and 20 m high.

PROUD HARVESTERS OF OLIVES

Few routes reflect the identity of Jaén as well as the Aceite Greenway Nature Trail does. Along the way, the horizon is covered with centuries-old olive trees, both a symbol and the economic drive of the province of Jaén. It is not in vain that olive oil gives its name to the route.

Oil production is deeply linked to the history of the Mediterranean. Olive stones have been found in prehistoric sites on the Iberian Peninsula, and olive oil from Hispania was already held in high esteem in the Roman Empire. The Arabs perfected its cultivation and extraction techniques, and today Jaén is the heart of the world's olive oil production. This "liquid gold" is an essential part of Spanish culture, both in cooking and in traditional medicine.



The route winds on until it reaches a new 165 m long well-lit tunnel, the Torredonjimeno tunnel. On leaving the tunnel, the Torredonjimeno town, after which the tunnel is named, appears, with its old railway halt, nowadays equipped with a rest area, perfect for a refreshing stop. This town in Jaén is well worth a visit to enjoy its extensive cultural heritage, mainly framed by its old town, declared a Site of Cultural Interest in 2005.





The path continues straight on between different crossroads of rural roads, passing over a metal footbridge that crosses the Martos road. Further on, a small stretch of the road is shared with motor vehicles and after a short descent, the A-306 road is crossed by an underpass. Shortly afterwards, road runs again along the old railway line with motor traffic segregated to make the route more pleasant to hikers and cyclists.

At this point, the path opens up into two parallel paths: follow the narrower one, on the left, which is duly signposted. The route maintains a constant course until it crosses the A-316 motorway again over a new, beautifully crafted metal footbridge, from where Martos, the final destination of the stage, can be seen.

At the entrance to the municipality, you will find three zebra crossings and after the third one, continue along the central boulevard of the Greenway avenue, protected from traffic and guarded by a row of trees. After a final zebra crossing along the aforementioned avenue, you reach the old Martos train station, the end point of this second stage of the Aceite Greenway Nature Trail.

From Martos also starts the La Sierra de los Ahillos route, a circular route of almost 31 km that runs through olive groves, areas of Mediterranean scrubland and small villages or farmsteads typical of the area, which leads to the municipality of Alcaudete and returns to the Nature Trail.



Bajo Viaduct

LA BRIZUELA FOREST

On the outskirts of Torredelcampo is the Bosque de la Bañizuela, the most emblematic natural space in the municipality. It is a small but valuable example of Mediterranean woodland with holm oaks and cork oaks, characterised by its age and its soil. A small forest that forms a green and leafy environment that contrasts with the vast olive groves of the area.

Its name comes from the old farmstead of La Bañizuela, which was originally the best garden in the area. Among its forest mass is a unique specimen of myrtle (*Myrtus communis*), the Arrayán de La Bañizuela (La Bañizuela Myrtle) which, due to its exceptional size, is catalogued as a singular tree of Andalusia. This green, leafy and silent corner offers a natural respite to the traveller and a good place to understand the ecological richness of the region.

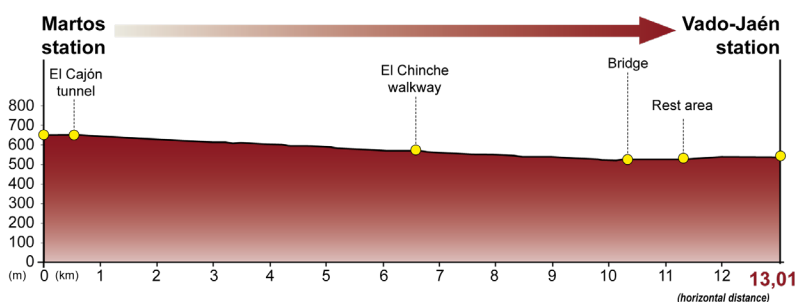
STAGE 3 ✂ MARTOS STATION → VADO-JAÉN STATION

MIDE

Harshness of natural environment	2	⚠	Upward gradient	14 m	⬆
Guidance along the route	1	🗺	Downward gradient	121 m	⬆
Route difficulty	1	🚲	Route lenght (actual distance)	13,01 km	➡
Amount of effort needed	2	🍏	Time	2 h 45 min	🕒

◆ town

● point of interest



THE IMMENSITY OF THE OLIVE TREES

This stage of the Aceite Greenway Nature Trail links the railway stations of Martos and Vado-Jaén, following the historic route of the "Olive Oil Train". Along the route, you will enter the immensity of the landscape of Jaén: an authentic sea of olive trees only interrupted by the great viaducts of the old railway line.





Hikers on stage 3 of the Nature Trail

The third stage of the Aceite Greenway Nature Trail begins at the old train station in Martos, at the end of the Greenway avenue. From there, the route goes straight ahead along the centre of the avenue until it leaves the municipality behind, along the Cajón tunnel, which allows to cross under the A-316 motorway.

The route continues winding around wide bends surrounded by olive groves. Without turning off at any of the crossings, you reach the Pasarela del Chinche footbridge, which crosses the A-316 road again, offering a beautiful panoramic view of the countryside.

The subsequent section is still easy to follow, staying on the wide, asphalted road until you reach two of the most impressive structures on the road: the Arroyo Salado viaduct and the Arroyo del Higueral viaduct.

The first, more than 200 m long and 50 m high, rises above the valley of the Salado stream, which, although it usually has a low flow, can be wild in winter. The second, smaller viaduct is 133 m long and 20 m high, but retains the same industrial charm. Both buildings were designed at the end of the 19th century by the French engineers Daydé and Pillé, disciples of Eiffel. Its structure combines the iron of the railway beams with limestone pillars and has been adapted for pedestrian use by reusing the railway beams for the floor.

The route ends at the old Vado-Jaén railway station, where a rest area invites to take a break. This station, 7 km away from the nearest population centres, was in the past a strategic point in the management of freight train crossings on the Puente Genil-Linares line until it was closed at the end of 1984.

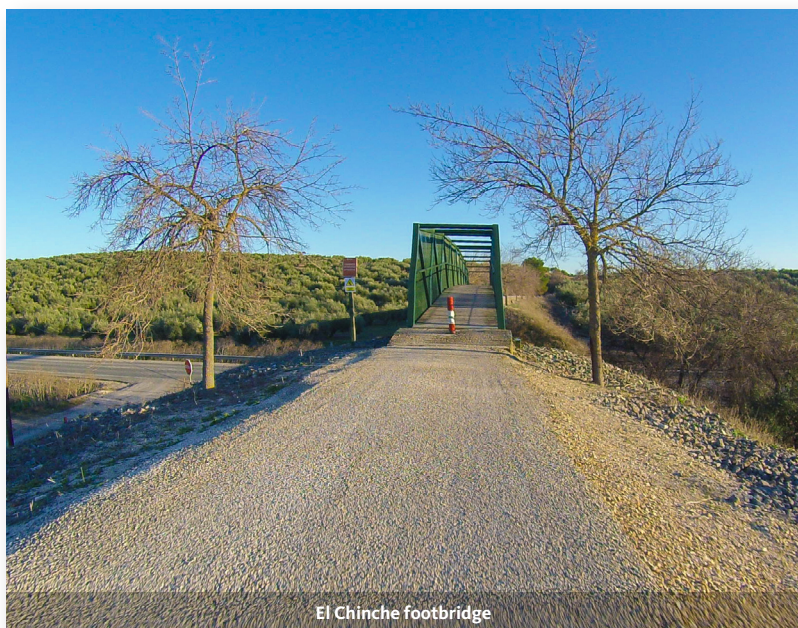
MARTOS RAILWAY STATION

The old Martos station, built at the end of the 19th century by the Andalusian Railway Company (Compañía de los Ferrocarriles Andaluces), was located at kilometre point 96.444 of the railway line. It entered service in 1893 as part of the Linares-Campo Real railway line, popularly known as the "Olive Oil Train".

The two-storey building was notable for its façade with a metal canopy resting on iron columns decorated with beautiful palm tree details on the capitals. The ground floor housed offices and waiting rooms; the upper floor housed the station manager's living quarters. Its walls were painted in cream, with white door and window frames and green woodwork, a very characteristic detail of Andalusian railway architecture.

A small village grew up around the station, with an economy based on the production of olive oil. For this reason, between 1954 and 1955, the National Olive Union built a temporary warehouse and logistic centre next to the station with a capacity of 5,000 tonnes of olive oil.

Although this building is today in disuse, the Martos Town Council is working on an ambitious rehabilitation project to recover the station and repurpose it for tourism uses, taking advantage of the fact that sits right on the Aceite Greenway Nature Trail.



El Chinche footbridge



Former Vado-Jaén railway station in 2008

VADO - JAÉN RAILWAY STATION

Also built by the Andalusian Railway Company, the Vado-Jaén station dates from 1891 and was the tenth stop on the Oil Train. Its design is very similar to that of other stations on the route, such as Torredelcampo, with a passenger building, loading bay and sidings for freight.

Its interesting location, isolated among the olive groves and far from any town, was no coincidence: its main function was to regulate train and freight traffic, a mission it fulfilled until the line was closed in 1984.

It is currently located in an area fitted out as a recreational and rest area and in the surrounding area, in addition to various ornamental trees, you can see the Loma de las Pilas farmstead, the course of the Salado creek and the landscape of large extensions of olive trees that are characteristic of the area.

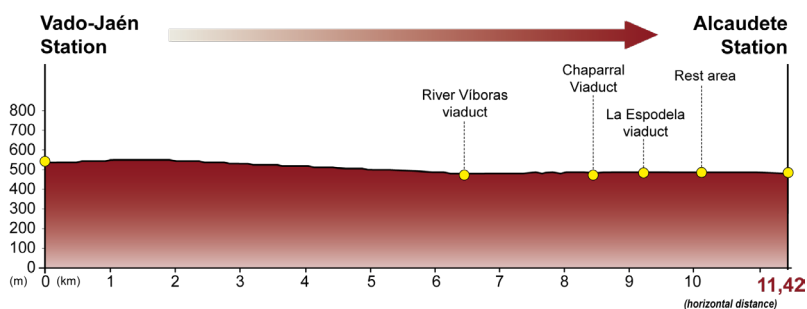
STAGE 4 ✂ VADO-JAÉN STATION → ALCAUDETE STATION

MIDE

Harshness of natural environment	2	⚠	Upward gradient	13 m	⬆
Guidance along the route	1	🗺	Downward gradient	66 m	⬆
Route difficulty	1	🖋	Route lenght (actual distance)	11,42 km	➡
Amount of effort needed	2	🍏	Time	2 h 20 min	🕒

◆ town

● point of interest



IRON AND OLIVE TREES

This fourth stage of the Aceite Greenway Nature Trail links the railway stations of Vado-Jaén and Alcaudete, following the route of the historic Linares-Puente Genil railway. It is 11 km between iron and olive trees, where you will cross trenches dug out in hard rock, metal viaducts from the 19th century and endless landscapes of the sea of olive trees of Jaén.



Old warehouse of the Alcaudete station

The stage begins next to the old Vado-Jaén station, 7 km from the nearest towns. Its unusual location, isolated among the olive groves, was no coincidence: its main function was to regulate train and freight traffic, a mission it fulfilled until the line was closed in 1984. There is a rest area for hikers just next to the station. At this point there is a recreation area with picnic tables under leafy trees, which offer shade and coolness before starting the walk. There is also equipment for working out outdoors, such as calisthenics bars and bio-health equipment.

After 150 m from the start, the route crosses the local road JA-3307; please walk with extreme caution at this point. After the crossroads, the road winds its way through centuries-old olive trees and the characteristic aroma of earth and oil permeates the air.

As the route progresses, the olive groves disappear and give way to artificial trenches that soften the unevenness of the route. On its walls sprout the native vegetation that once covered these lands: yellow broom (*Retama sphaerocarpa*), wild olive trees (*Olea europaea* var. *sylvestris*), mastic trees (*Pistacia lentiscus*) and holm oaks (*Quercus ilex*), among other tree and shrub species. In spring, its flowering colours the path in shades of yellow and green, offering shade and a beautiful landscape full of life.



El Pontón Medieval bridge



At kilometre point 38, the route enters a quiet area, where it is not unusual to see birds of prey or small mammals among the vegetation. Further on, the road crosses a country road and continues southwest, flanked by the outlines of the Sierras de la Grana and Caracoles.

In the next section, the route crosses two farm tracks and passes over the Rosas stream, before reaching kilometre point 42, where an old railway infrastructure can be found. The viaduct over the river Víboras is one of the most spectacular views of the route. This 224 m long and nearly 80 m high metal structure - the work of the French engineers Daydé and Pillé, disciples of Eiffel - rises imposingly over the valley. Next to it is the El Pontón bridge, a medieval stone bridge that bears witness to the area's historical past.

After passing through the old quarry of La Muela, the path continues between gentle slopes, where you will find explanatory panels and a small rest area with picnic tables. The viaducts of Arroyo Chaparral and Esponela are reminders of the route's railway past, before the line was closed in 1985.



Kilometre point 48 at the old Alcaudete railway station

The path descends gently through ravine areas protected by wooden fences until it reaches kilometre marker 47, where it passes under a stone bridge and enters new trenches. On leaving them, the path climbs up to a final elevated area before reaching the final spot of the stage.

Next to a drinking water fountain and an old railway infrastructure, the route crosses a road, where we ask you once again to act with extreme action and, a few metres later, it reaches the old Alcaudete station, at kilometre point 48, the final point of the stage. Here, a rest area with picnic tables, sports equipment and a car park invites you to rest for a while and enjoy the surroundings.

VIADUCT OVER THE VÍBORAS RIVER

The bridge over the Víboras River is a 4.5 m wide metal viaduct, located at kilometre 42 of the Aceite Greenway Nature Trail. It used to be part of the now-dismantled Linares-Campo Real railway line, and it is located in the municipality of Alcaudete.

The viaduct has a length of 224.15m and an estimated depth of 80m. This construction consists of three metal sections with spans of 73.6 m, 76.9 m and 73.6 m respectively. The bridge rests on two truncated pyramid piers built in limestone masonry.

The work, financed by the Andalusian Railway Company, was constantly delayed and did not enter service until January 1893. The project involved Alessandre and Delapierre, and the workshop of French engineers Daydé and Pillé. When the railway line was discontinued, this viaduct was taken out of service in early 1985.

From this building you can enjoy some beautiful views, including El Pontón, a medieval bridge built in stone, 9 m long and approximately 7.5 m high. This infrastructure has a semicircular vault with sandstone ashlar and is made up of two pillars built with limestone ashlar quarried on the site.



Víboras Viaduct

ALCAUDETE

Sitting in the shadow of its 13th century Calatrava castle, Alcaudete preserves a charming old quarter, with cobbled streets, whitewashed façades and churches such as Santa María la Mayor, a jewel of Renaissance architecture in Andalusia, the Franciscan-founded convent of Santa Clara, and several ancestral homes that bear witness to the agricultural and commercial prosperity of past centuries.

Every summer, the town dresses up to celebrate its Royal Fair, which takes place in June, and in July, the municipality celebrates the Calatrava Festival, a recreation of the town's medieval splendour, with markets, parades, music and performances in the castle. Other outstanding celebrations are Easter Week, declared to be of provincial tourist interest, the traditional pilgrimage of the Virgen de la Fuensanta, the town's patron saint, and each neighbourhood has its own lively street festival.

The town's dining offer is another of its great attractions, and it stands out for its dishes made with extra virgin olive oil, the basis of the local cuisine. Among its most typical recipes are *pipirrana* (mashed tomato, garlic, green pepper and olive oil salad, sometimes served with tuna), *ajoblanco* (a gazpacho-like soup made of bread, almonds, garlic and olive oil and served with grapes or diced melon), *migas* (sautéed breadcrumbs flavoured with garlic), *gazpacho*, *andrajos* (shredded flatbread dough stewed in a tomato and pepper sauce, sometimes with rabbit or salt cod) and lamb roast. The local typical sweets are the *roscos de vino* (doughnut-shaped wine biscuits) and *pestiños* (lemon and anise scented fritters dipped in honey or sprinkled with sugar). All of this can be paired with a bottle wine from the nearby Montilla-Moriles designation of origin or a traditional liqueur from the area.



Alcaudete

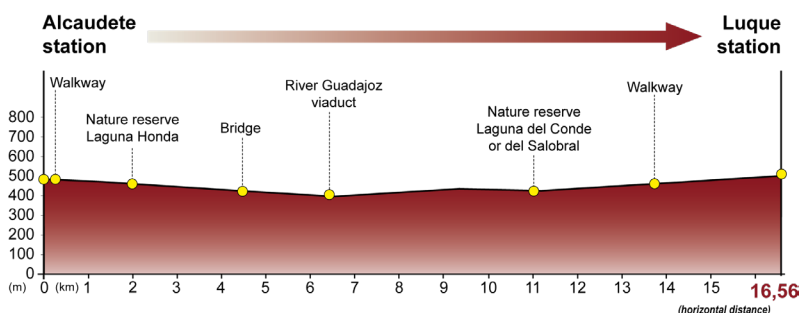
STAGE 5 ✂ ALCAUDETE STATION → LUQUE STATION

MIDE

Harshness of natural environment	2	⚠	Upward gradient	110 m	⬆
Guidance along the route	1	🗺	Downward gradient	93 m	⬆
Route difficulty	1	🚲	Route length (actual distance)	16,56 km	➡
Amount of effort needed	3	🍏	Time	3 h 30 min	🕒

◆ town

● point of interest



DISCOVERING THE SURPRISES OF JAÉN AND CÓRDOBA

Between endless olive groves, unique wetlands and vestiges of the railway past, this stage of the Aceite Greenway Nature Trail will take you from the historic station of Alcaudete to the station of Luque, through a landscape full of contrasts and surprises. The route crosses viaducts, trenches and olive groves, approaching unique lagoons such as La Honda and El Salobral, real treasures for endangered birds and nature lovers.



Cyclist on a day trip next to the old railway building



The stage starts at kilometre point 48, at the old Alcaudete railway station, number 14 on the Linares-Campo Real railway line, built at kilometre point 72.047 of the old railway line in a spot known as Fuente del Orbe. Put into service in 1893, some vestiges of the old railway line can still be seen, such as a water tank, loading bays and an old warehouse, which has now been refurbished. Here you will find a rest area equipped with picnic tables and sports equipment welcomes us before we start walking. Just a few metres further on, the path crosses a metal footbridge over the A-316 road and as it descends, you will come across the remains of an old railway structure in ruins, evoking the times when trains used to run in the area. Shortly afterwards, extreme caution is necessary when crossing the JA-4309 road.

VIADUCT OVER THE GUADAJOZ RIVER

This 199-metre-long viaduct, with a metal lattice structure assembled with rivets and limestone ashlar pillars, was built in 1891 to cross the Guadajoz River, and today stands over the tail end of the Vadomojón reservoir. Its 63.7 m span, supported by mixed stone and metal pillars, gives it an elegance superior to other viaducts on the Nature Trail.

The River Guadajoz has its source at the junction of the River Salado and the River San Juan shortly before the tail end of the reservoir, and flows into the Guadalquivir in the municipality of Córdoba.



The route continues towards the south-east, winding through country roads before approaching two natural gems: the Laguna Honda Nature Reserve and the Laguna del Chinche Nature Reserve, two of the best-preserved wetlands in the province of Jaén. Although the water levels of these two wetlands change depending on the season, they are home to endangered species such as the white-headed duck (*Oxyura leucocephala*) or the Eurasian teal (*Anas crecca*), along with more frequently

LAGUNA HONDA

The Laguna Honda (Spanish for “deep lagoon”), located in the area known as Tumbalagraja, in the municipality of Alcaudete, was declared in 1989 a Nature Reserve with an area of 65 hectares and a protection zone of 220 hectares. The old Linares-Campo Real railway line, today known as the Aceite Greenway Nature Trail, used to run close to this spot, between the Sierra Orbes, El Cambrón and El Desgarradero.

The lagoon has a high saline content, and it has water from autumn to spring thanks to a small stream that flows down from the Sierra de Orbes.

The original vegetation, consisting of bulrushes and reeds, together with rushes and tamarisks, surrounds the lagoon where, if you have a bit of luck, it is possible to observe species such as common moorhens, Eurasian coots or white-headed ducks. Sometimes even small flocks of flamingos can be sighted.



seen but equally attractive birds for ornithology, such as the Northern pintail (*Anas acuta*), the Eurasian coot (*Fulica atra*), the common shelduck (*Tadorna tadorna*) or the Western marsh harrier (*Circus aeruginosus*).

Shortly after, the path skirts the Soto creek and enters a more mountainous area, where it runs between trenches that soften the slopes until it reaches the viaduct over the La Jamputa stream. After crossing a forest track, the route heads back into the trenches until it reaches a rest area with views of the Guadajoz River shortly before kilometre marker 54. Here we find another emblematic viaduct, the viaduct over the Guadajoz River, which marks the boundary between Jaén and Córdoba. Very close by are the remains of an old halt, a silent witness to the route's railway past.

Between olive trees and trenches, the route continues, interrupted only by the occasional well-marked country road. Further on we reach the Laguna del Conde or Salobral Nature Reserve, a shallow, temporary, karstic wetland that forms part of the Southern Córdoba Lagoon System. Due to the growing interest in birdwatching, an observatory has been installed from which birds such as mallards (*Anas platyrhynchos*), northern shovelers (*Anas clypeata*), red-crested pochards (*Netta rufina*), Eurasian coots (*Fulica atra*), great cormorants (*Phalacrocorax carbo*) and even a flock of flamingos (*Phoenicopterus roseus*), can be spotted, as they all are species that thrive in these salty waters. Next to the car park there is an old disused railway warehouse, a reminder that the origins of this route are in an old railway line, and in front of it, a road that should be crossed with caution.

The last stretch of the stage again runs between olive trees and trenches, negotiating the uneven terrain. A new metal footbridge allows you to cross the N-432 road, and further on you cross the streams of Las Pilas and Alamillo. The fifth stage of the Aceite Greenway Nature Trail ends in the neighbourhood of the Luque railway station, that has been restored and converted into a restaurant, a perfect place to rest.

LAGUNA SALOBRAL

The Laguna Salobral (Spanish for “brackish water lagoon”), the largest of the seasonal lagoons in the province of Córdoba with a surface area of 46.6 ha, is a refuge for migratory and nesting birds. The origin of the lagoon is mixed, with contributions from rain, runoff and groundwater. The salt concentration makes its water brackish, hence its name.

Surrounded by an agricultural landscape, typical of the fertile countryside of Córdoba, this lagoon, declared a Nature Reserve in 1989, has typical lagoon vegetation consisting on southern cattail, reed, rush and tamarisk, all of them plants adapted to the harsh conditions of the brackish waters.

The area boast a diverse wildlife: the most significant bird species are the black-winged stilt, northern lapwing, Eurasian stone-curlew, Eurasian teal, white-headed duck, Kentish plover, black tern and Montagu's harrier, among many other species. This diverse wildlife includes many different species of amphibians (Perez's frog, natterjack toad, Iberian ribbed newt and Iberian painted frog), reptiles (viperine snake and Iberian pond turtle) and mammals (common genet, weasel and European polecat).

In the past, several projects were made to drain the lagoon as it was considered a "health hazard", but, fortunately, none of these projects was actually carried out.

The remains of the old Collado de las Arcas halt with its cargo platform, which was linked to hematite mining by the company Grupo Minero Zamoranos, can still be seen on the old railway line that runs along the edge of the wetland.



LUQUE RAILWAY STATION

Inaugurated in 1893 as Luque-Baena railway station, it formed part of the Puente Genil-Linares railway line, designed to transport metal and agricultural products, mainly olive oil, to the ports of Málaga and Algeciras.

The architectural design of the main building is identical to that of Lucena station, and the small village of La Estación grew next to it. The station manager lived on a flat on the first floor, while their offices were on the ground floor together with the waiting room for passengers, the telegraph office, the cloakroom and the railway police station.

Today, the building has been refurbished as a restaurant and hostel, as well as the Olive Oil Interpretation Centre, a meeting point with the history of olive groves and olive groves, that carries out olive oil tastings and has an exhibition of the machinery used on old oil mills and a collection of farming tools.



Viaduct over the river Guadajoz

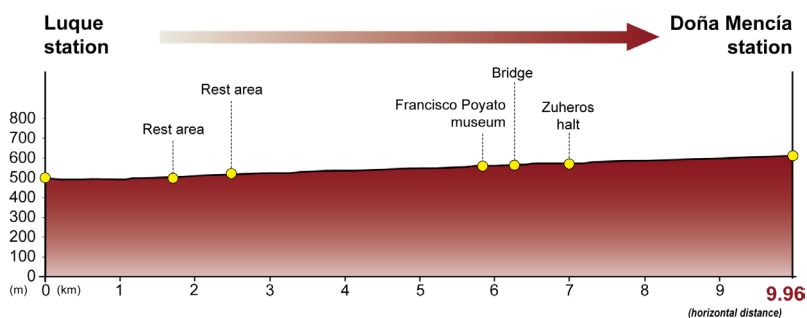
STAGE 6 ✖ LUQUE STATION → DOÑA MENCÍA STATION

MIDE

Harshness of natural environment	1 	Upward gradient	107 m 
Guidance along the route	1 	Downward gradient	2 m 
Route difficulty	1 	Route lenght (actual distance)	9,96 km 
Amount of effort needed	2 	Time	2 h 10 min 

♦ town

● point of interest



A PATH BETWEEN CASTLES, CAVES AND OLIVE GROVES

Between the old stations of Luque and Doña Mencía, this stage runs guarded by olive groves and Mediterranean forests, crossing landscapes that combine the rough landscape with historical remains. You will admire amazing rock formations within the Sierras Subbéticas Natural Park and World Geopark, castles that dominate the horizon and beautiful villages that preserve the genuine Andalusian charm. All the sections of the route so that each section of the route invites to stop, explore and connect with the essence of this Andalusian region.





Parque Natural de las Sierras Subbéticas

The route begins at the old Luque railway station, now restored as a restaurant. In the surrounding area there are car parks, accommodation facilities and a picnic area; this is a peaceful area that makes an ideal starting point. The route follows the old 19th century Linares-Puente Genil railway line, which ensures a steady and comfortable route, without too many slopes or interruptions.

SIERRAS SUBBÉTICAS NATURAL PARK

This protected area offers one of the most unique landscapes in Andalusia, carved over millions of years by the effect of water on limestone rock. Dolines, poljes, caves and escarpments form an ideal environment for bird watching, including the golden eagle (*Aquila chrysaetos*), peregrine falcon (*Falco peregrinus*), red-billed choughs (*Pyrrhocorax pyrrhocorax*), common ravens (*Corvus corax*) and Eurasian griffon vulture (*Gyps fulvus*), which gives its name to the so-called Ruta de Las Buitreras (Spanish for “route of the vulture nests”).

LUQUE

This municipality, with more than 3,000 inhabitants, located on the south-western slopes of the Algarroba hill, is one of the oldest villages in the Subbética county of Córdoba. There are still remains of megalithic monuments and a large number of Neolithic and Chalcolithic cave paintings scattered in different caves in the town.

The Veneer Castle, built in the 9th century by the Nasrid on the base of an ancient Roman fortress on top of a prominent limestone block, is also noteworthy. At its foot stands the Parish Church of Nuestra Señora de la Asunción, a monumental Renaissance work built between 1567 and 1697.

The local economy revolves around the cultivation of olive groves, protected by the Baena Designation of Origin, and popular festivals, such as the San Isidro pilgrimage on 15 May and the San Bartolomé festival, which is held from 23 to 28 August, keep the traditions of the town alive.

A few metres from the start you can take a branch road that after 8 km reaches Baena. This branch starts at a metallic footbridge that crosses the N-432 road, advances through olive groves and approaches the N-432 road again, finally crossing it by an underpass, returning shortly afterwards to the old railway line and, after zigzagging for a while, in a final section that runs parallel to the road until it reaches Baena.

On the way back to the main route, you will have to be extremely cautious when crossing a road, and then you will continue westwards. Approximately one and a half kilometres away there is a rest area with tables, benches and a parking area. Next to it, there is an old fountain and a crossroads with the CO-6203 regional road that leads to Luque.



Old Luque railway station



Zuheros and its castle from the point of view of a hiker

Although the landscape is dominated by olive groves, this stage crosses the Sierras Subbéticas Natural Park and World Geopark, where a place where water has carved limestone into whimsical shapes. These formations become more visible shortly after crossing the CP-150 road, as from this point onwards the path skirts the hills of the sierra, leaving the olive groves to the right.

One kilometre from Zuheros, under the shadow of its Arab castle, you will find, next to the intersection with the CO-6209 road, an old railway building converted into a museum-studio, tourist information centre and resting area. Nearby is the town's public swimming pool, ideal for relaxing and cooling off in the warmer months.

The next stop on the route is the old station of Zuheros, from where you can visit the Cueva de los Murciélagos (Spanish for "the bat cave"), a Natural Monument of great geological and historical value. It is also worth taking a stroll through the streets and squares Zuheros, declared an Site of Cultural Interest and considered one of the most beautiful villages in Spain since 2016.

From Zuheros there are several trails that lead to the Sierras Subbéticas Natural Park, such as the Bailón River Trail, known for its spectacular scenery and rich biodiversity. Returning to the route, the path crosses the river over the Zuheros viaduct of great monumental value and winds through patches of Mediterranean woodland with holm oaks and carob trees, while in the background the rocky crests of the sierra, the only areas not occupied by olive groves, can be seen.

SIERRAS SUBBÉTICAS WORLD GEOPARK

Declared a World Geopark by UNESCO, this territory covers more than 32,000 ha in the south of the province of Córdoba. Along the Aceite Greenway Nature Trail, between the municipalities of Luque, Zuheros, Doña Mencía and Cabra, you can see the ancient seabed of the Tethys Sea, today limestone mountains with an abundance of ammonite fossils that will allow you to imagine how this territory was more than 200 million years ago.

The stage, which is barely 10 kilometres long, ends at the Doña Mencía railway station, which has also been restored and repurposed as a restaurant. It is a one-of-a-kind construction, as it is the only single-floor station along the Aceite Greenway Nature Trail. It is believed that the volume of passengers at this station was low, which is why the metal canopy that characterises of other stations was omitted. Instead, trees were planted along the platform. From here you can easily access the village to visit its famous Montilla-Moriles wine cellars or rent a bicycle at the Subbética Bike Centre for Tourists, located in the old cargo docks of the station. These could be covered or in the open air, depending on the economic value or the nature of the cargo. The area also has a parking area for motorhomes and trails that go deep into the heart of the Natural Park.



Zuheros Viaduct

LA CUEVA DE LOS MURCIÉLAGOS

La Cueva de los Murciélagos, Spanish for “the bat cave”, is located in Zuheros. A must-see for visitors, this cave is one of the geological jewels of the Natural Park. Formed by the collapse of a large rocky block and the erosion of water over the limestone rock, it is home to an important Neolithic site, with human remains, tools such as flint points, remains of vessels and tools carved in bone, along with other objects of personal adornment, remains of food and cave paintings depicting animals such as horses, goats and deer.

Its visitable route, about 450 m long, allows you to discover an impressive collection of stalactites, stalagmites and underground lakes. Today it also serves as a refuge for an important colony of bats and has an eco-museum at its entrance that is also worth a visit.



Bailón River Canyon

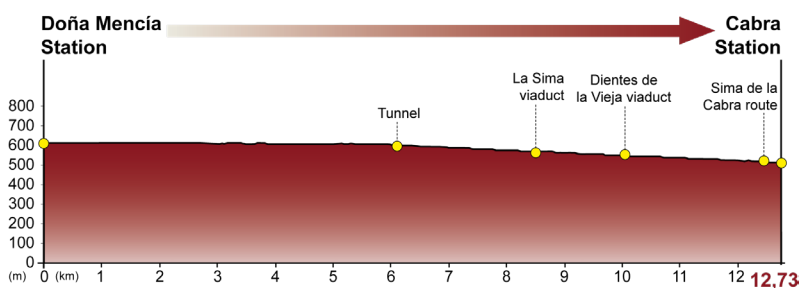
STAGE 7 ✖ DOÑA MENCÍA STATION → CABRA STATION

MIDE

Harshness of natural environment	1 	Upward gradient	1 m 
Guidance along the route	1 	Downward gradient	83 m 
Route difficulty	1 	Route lenght (actual distance)	12,73 km 
Amount of effort needed	2 	Time	2 h 35 min 

♦ town

● point of interest



CYCLING THROUGH THE HEART OF SUBBÉTICA

This stage of the Aceite Greenway Nature Trail begins at the Doña Mencía railway station and invites you to enter the heart of the Sierras Subbéticas Natural Park and World Geopark. The route allows you to enjoy the old iron infrastructures from the 19th century that formed part of the historic Olive Oil Railway, among landscapes of endless olive groves, curious geological formations and corners with valuable expanses of Mediterranean woodland.





La Sima Viaduct

The starting point of this new 12.7 km stage of the Aceite Greenway Nature Trail is at the Doña Mencía station, which, like others on the old railway line, has been repurposed as a restaurant. On the right is the village known for its famous Montilla-Moriles wine cellars. In the old cargo dock of the station is the Subbética Bike Centre for Tourists, where it is possible to rent bicycles directly at the starting point of the Nature Trail. There is also a parking area for motorhomes in the old station facilities and an information point on the route, the nearby municipalities and the Sierras Subbéticas Natural Park, which can be accessed by trails that branch off the Nature Trail itself.



Subbética Bike Centre for Tourists

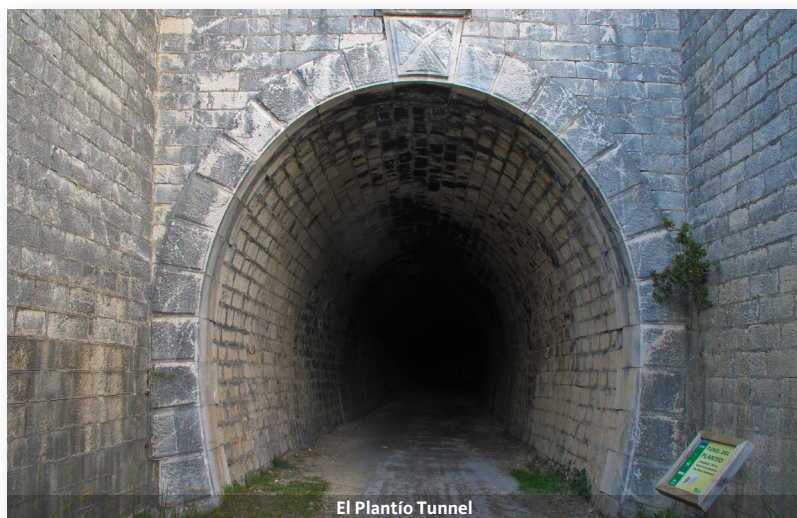


Barely two kilometres after the start of the stage, continuing to the west parallel to the N-432 road, there is another railway installation that has been restored as a cycle-tourist information centre and resting area. It was formerly a railway booth used to house a worker specialised in track maintenance. Following the route along the old railway track, the path crosses several infrastructures built to allow the passing of trains, such as artificial trenches where the olive trees momentarily disappear from view, viaducts over roads and streams, and the Plantío tunnel, the only one on the entire route located behind a wooded area of Mediterranean forest.

DOÑA MENCÍA

This small town, with a population that doesn't reach 5000, is located between the Oreja de Mula hill and the San Cristóbal hill. Its origin is linked to the construction of the Old Church (currently, the church of Nuestra Señora de la Consolación) in the 15th century. Numerous archaeological sites abound in the surrounding area, the findings of which are exhibited in the local historical-archaeological museum.

At the end of April, Doña Mencía celebrates its festival in honour of San Pedro Mártir de Verona, patron saint of the town. On the 29th of April, the streets are decorated for the procession and the festivities continue for the following days. The pilgrimage of San Pedro, which takes place on the previous Sunday, is held in the place known as El Puerto, located next to the old railway station.



El Plantío Tunnel

After passing the Plantío tunnel, the journey continues between gentle slopes and views of the Subbética massif, reaching the Sima Viaduct after a few kilometres, one of the most spectacular examples of 19th century railway engineering. This iron structure, designed by the French engineers Daydé and Pillé in 1890, is 132 m long and is also a popular place for adventure sports. A kilometre and a half further on is the Los Dientes de la Vieja Viaduct, which is 25 metres long and crosses the Ratón Creek and the CO-6211 road. The curious name of Los Dientes de la Vieja (Spanish for “the old woman’s teeth”) comes from the unique geological formations that surround it, reminiscent of the silhouette of sharp teeth.

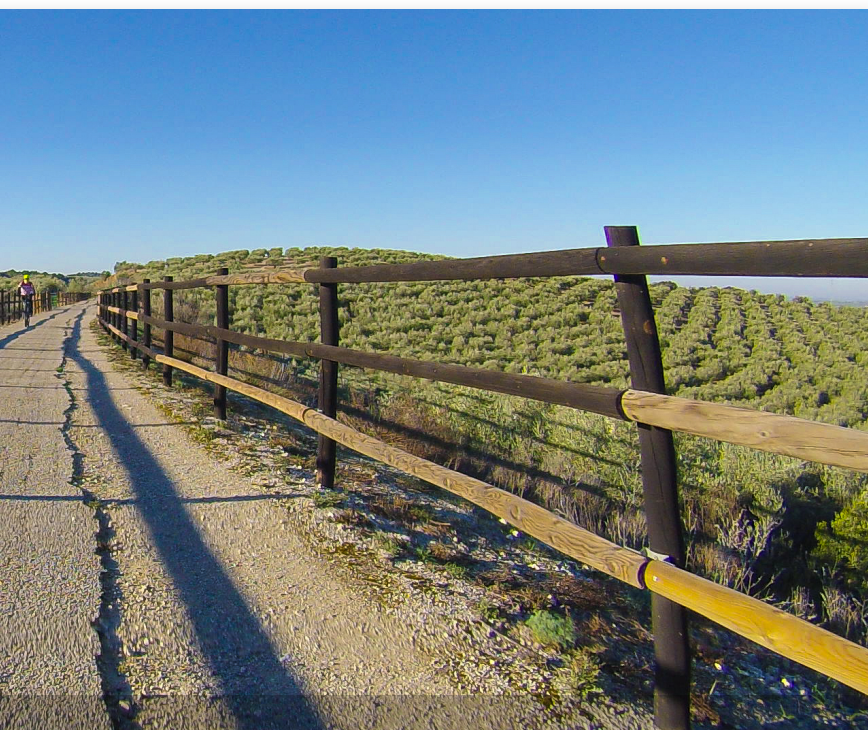


Cyclist on stage 7 of the Nature Trail



Old Cabra railway station

Three kilometres later, between olive groves, clearings and areas of Mediterranean scrubland, and after crossing the CO-6211 road taking extreme precautions, you reach the old Cabra station, the end of the seventh stage of the Aceite Greenway Nature Trail. This second-class station was commissioned in 1891 and, like others on the historic “Olive Oil Railway”, it has a restaurant, a parking area for motorhomes, a children's area and an information point. The Sima de Cabra Route, one of the most emblematic trails in the area, starts very close by.



CABRA

With a history dating back to Roman times - when it was known as *Iga-brum* -Cabra was conquered by the Christian army in 1240 and preserves an interesting monumental heritage, mostly in the Baroque style. Highlights include the Castle of the Counts of Cabra, the Parish Church of Nuestra Señora de la Asunción, the churches of Santo Domingo and San Juan de Dios, and several hermitages and convents dotted around the old town.

With a population of more than 20,000, Cabra lives mainly from olive growing, although rural tourism has become very important due to the fact that part of the municipality lies within the Sierras Subbéticas Natural Park.



Cabra

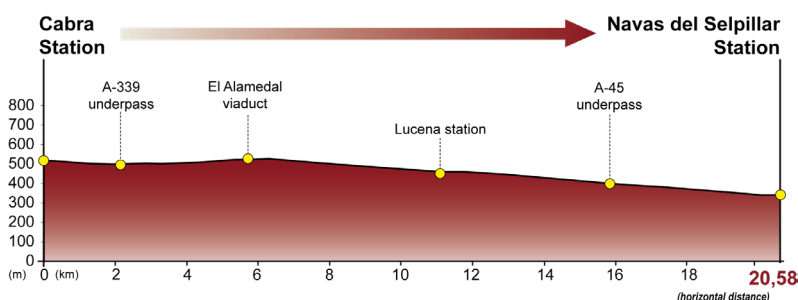
STAGE 8 ✂ CABRA STATION → NAVAS DEL SELPILLAR-LUCENA STATION

MIDE

Harshness of natural environment	1	⚠	Upward gradient	16 m	⬆
Guidance along the route	1	🗺	Downward gradient	194 m	⬆
Route difficulty	1	🏃	Route lenght (actual distance)	20,58 km	➡
Amount of effort needed	3	🍏	Time	4 h 20 min	🕒

◆ town

● point of interest



WHERE OLIVE TREES AND GRAPEVINES GO HAND IN HAND

This stage covers one of the most varied and complete sections of the Aceite Greenway Nature Trail. Along its 20.5 kilometres, the route links the towns of Cabra and Lucena, combining railway heritage with a landscape dominated by olive groves and vineyards, and an interesting sample of the cultural and craft legacy of the region.



Athlete on stage 8 of the Aceite Greenway Nature Trail



Old Lucena railway station

The eighth stage of the Aceite Greenway Nature Trail is the longest of the route and begins at the old railway station in Cabra, now completely restored and equipped with a restaurant, a parking area for motorhomes, a children's area and a resting area, as well as an information point. The starting route of the Sima de Cabra Route, one of the most emblematic and representative trails of the Sierras Subbéticas Natural Park.

As soon as you leave the station, the path crosses the Góngora stream and passes by the Camino Natural calisthenics park and the start of the Puente de Jacas path. The route skirts the town of Cabra, passing next to the hospital, the Municipal Auditorium and the sports facilities, and crosses several roads by means of a bridge and a flyover. During this section, the route runs through olive groves, protected by wooden fences. Shortly after, it crosses an asphalted track next to an old railway construction and crosses the Huerta and Guadalazar Creeks.

Just over six kilometres from the start, the stage reaches the Alamedal viaduct, which allows you to cross the Losilla stream. A few metres further on, the Casilla Cañada del Pastor sits near the town of Lucena. As you approach the town, the landscape dominated by olive groves gives way to the industrial estate, where the route crosses several junctions before reaching the station.

CASILLA DE LA CABAÑA DEL PASTOR

This small house known as the Casilla de la Cañada del Pastor follows the sober and simple lines of the old railway booths. Inside the plot there are warning signs indicating that the house must have belonged to a worker and not to a gatekeeper, although there is a level crossing of a track with a road nearby. This reinforces the idea that the gatekeeper controlled only the junctions with the busiest roads. In all other cases, it was up to the walker or driver to decide when to cross, always at their own discretion and responsibility.



Kilometre point 103 of the Aceite Greenway Nature Trail

Lucena station, a second-class station, had a passenger building with three volumes: the left and right wings were identical, single-floor facilities and the central lounge had two floors, the first floor of which housed the station manager living quarters. It was notable for its V-shaped canopy, which was supported by cast-iron pillars and covered the entire length of the building. A few metres away from the passenger building and on the same side of the track, there were a couple of buildings that were used as cargo docks. In these roofed, open-plan halls there was a small office for the employee in charge of the delivery notes. On one side, cargo wagons were loaded or unloaded, while the other side was used for loading or unloading road vehicles. To protect cargo during loading and unloading operations, these buildings were designed with a gable roof terminating in side overhangs.

Nowadays, the main building has been transformed into the Crafts and Traditions Interpretation Centre, a space that pays homage to the customs and trades that have made the municipality famous: pottery, iron and bronze smithing and woodworking, as well as, of course, the olive oil culture, the fiestas and its popular folklore. On the same site, next to an old warehouse that has now been converted into a restaurant, you can also visit the Vintage Car Museum, which is open to the public at weekends.



El Alamedal Viaduct



In this final stretch, the landscape changes. The gently undulating terrain and the milder climate mark the entry in the vineyard country. Here the olive trees share the limelight with the vineyards where the grapes for the Montilla-Moriles wine, one of the most renowned products of the province of Córdoba, are produced. Thus, the route reaches the last stop of the stage, the Moriles-Horcajo railway station, in the hamlet of Las Navas del Selpillar (Lucena). This former halt, commissioned in 1891, has been converted into a museum, with a rest area, a parking area for motorhomes and a drinking fountain. Of particular note is the still preserved water supply tank for the steam locomotives: a cylindrical, sheet metal structure mounted on top of another masonry or brick structure.

As in the previous stages, this section of the Nature Trail links up with a wide network of routes that allow the traveller to discover the surroundings on foot, by bicycle or motor vehicle. These include those that run through the Sierras Subbéticas Natural Park, as well as interesting cultural proposals such as the Montilla-Moriles Wine Route, which has Lucena as one of its most important starting points.

LUCENA

With some 40,000 inhabitants, Lucena is the second most populated city in the province of Córdoba and an important economic and cultural centre. Known as the Pearl of the Three Cultures, its history reflects the coexistence of Jews, Arabs and Christians. Its name comes from the Hebrew "*Eli hoshanna*", meaning "God save us", proof of the relevance of the Jewish community that settled in this city, where the largest Jewish necropolis on the peninsula has been excavated.

Among its most outstanding monuments are the 11th century Moral Castle, declared a National Historic Monument and famous for having been the prison of Boabdil the last Arab king of Granada, and the 16th century Church of San Mateo, a jewel of Andalusian Baroque style.

Its economy is based on the olive industry, the manufacture of furniture, and tourism, which finds in Lucena a destination full of history and tradition.



Lucena

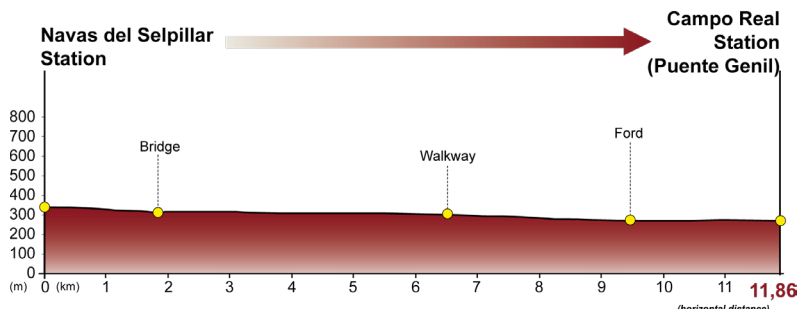
STAGE 9 NAVAS DEL SELPILLAR-LUCENA STATION → CAMPO REAL STATION (PUENTE GENIL)

MIDE

Harshness of natural environment	2	!	Upward gradient	69 m	▲
Guidance along the route	1	📍	Downward gradient	35 m	▼
Route difficulty	1	🚶	Route length (actual distance)	12,52 km	📏
Amount of effort needed	2	🍏	Time	2 h 35 min	🕒

♦ town

● point of interest



TRACING THE ROUTE OF THE OLIVE OIL TRAIN

The last stage of the Aceite Greenway Nature Trail runs between the old railway station of Navas del Selpillar, in Lucena, and the Campo Real railway station in Puente Genil. A route that follows the route of the historical Puente Genil-Linares railway line, which played a key role in the agricultural development and industrialisation of this area. Although the railway was built to provide service to the nearby mines, the main product it transported was olive oil, thus receiving the popular name of “Olive Oil Train”.



Old Campo Real railway station



Fences and olive groves with farmstead in the background

The starting point is at the old Moriles-Horcajo railway station in Navas del Selpillar. Today it has been refurbished as a museum and retains the charm of heritage railways. In the surrounding area there is a parking area for motor-homes, a rest area and a drinking fountain. From here begins an 11.8 km route through extensive olive groves, mainly of the hojiblanca variety, of the Lucena Protected Designation of Origin.

The road winds gently through the Córdoba countryside, where the silvery hues of the olive groves blend with the green of the vineyards that produce the Montilla-Moriles wine. The vines of the Pedro Ximénez variety dominate the landscape, producing the grapes that give rise to this dark and aromatic wine, so characteristic of the area. Along the way, the traveller crosses country roads, passes by centuries-old farmsteads and wineries surrounded by vineyards, while the horizon opens up between rolling hills.

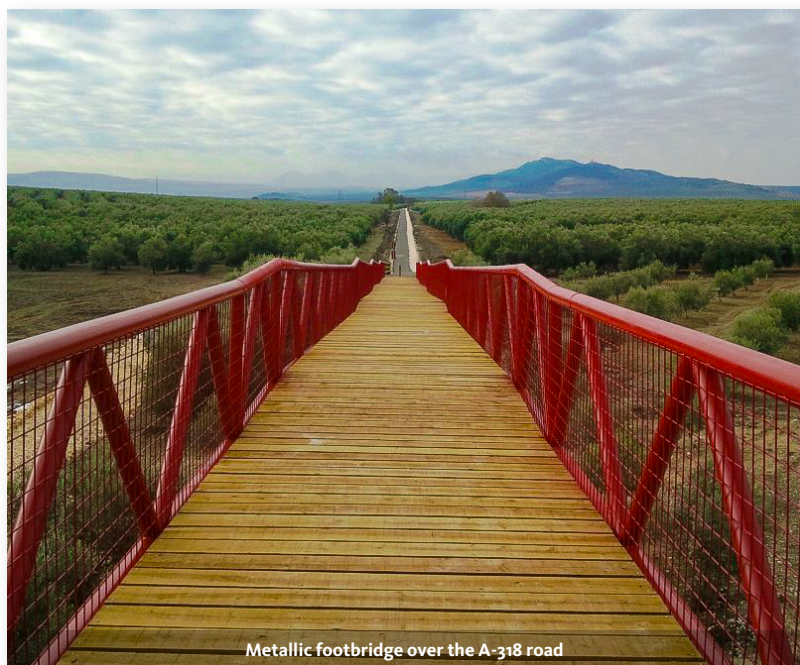
NAVAS DEL SELPILLAR RAILWAY STATION

Also known as Zapateros-Horcajo or Moriles-Horcajo, the Navas del Selpillar railway station was put into service in 1891, when work on the section of the line between Puente Genil and Cabra was completed. It was a fourth category station, with a sober and functional design, very similar to that of Campo Real station (Puente Genil), which was designed as the head of the line.

Nowadays, this space has been restored as a Wine Interpretation Centre, with an open-air exhibition that shows, through panels, the traditional processes of olive and grape harvesting. It also preserves one of the most characteristic elements of the old steam stations: the tanks for supplying water to the locomotives, large metal structures mounted on masonry or brick bases that are a reminder of the importance of the railways in the area.

At one of these crossroads the Camino de San Antonio branches off, where there is a small rest area. This road is also known as La Mojonera and will allow you to visit Moriles, with its famous vineyards and wine presses protected under the Montilla-Moriles Denomination of Origin, the perfect excuse for a stop along the way.

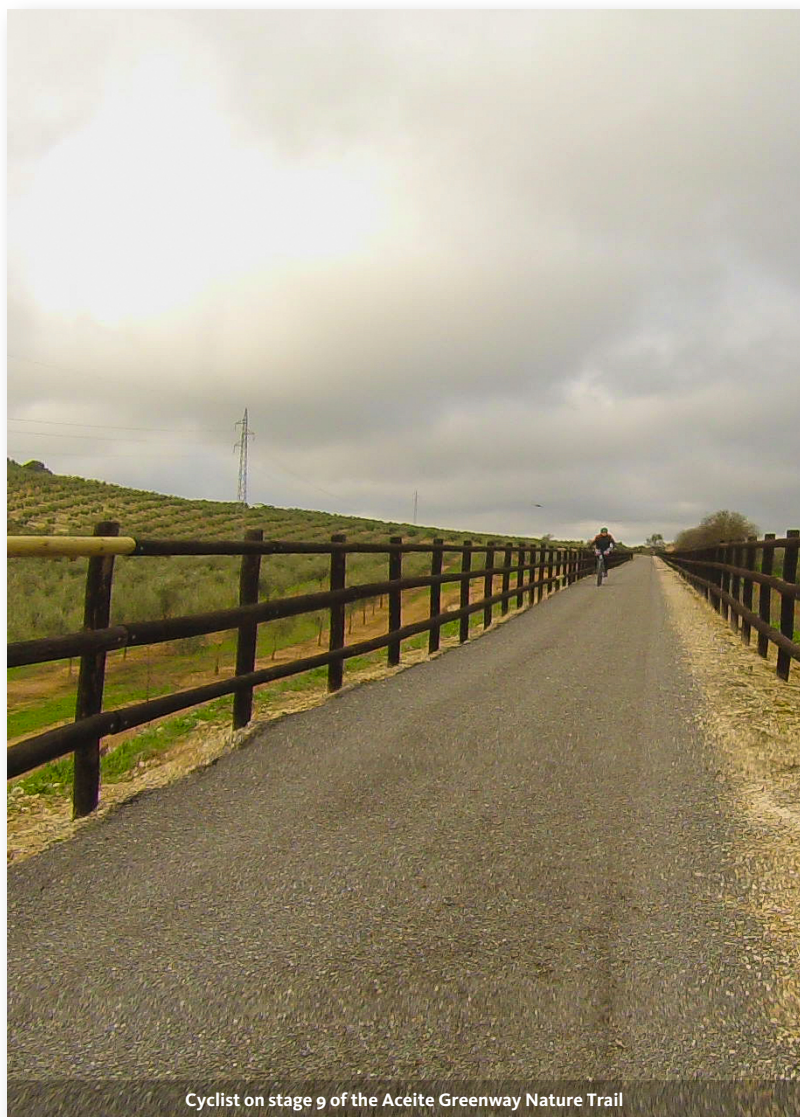
This stage is simple and well signposted. At the crossroads, just go straight ahead, and when you reach the A-318 "Autovía del Olivar" road, a large pedestrian walkway allows you to continue safely. In the distance, the sierras of El



Metallic footbridge over the A-318 road

Castillo, named after the remains of an ancient Arab castle, and El Niño, outline the landscape, providing a backdrop that recalls the natural and cultural richness of this Subbética area of Córdoba.

After crossing the Navaluenga creek, the route approaches the end of this long journey, leaving the Jardines de Santa Elena farmstead to the left, which provides services for tourists on bikes, and soon after reaching the old halt of Campo Real, barely 2 km from the Cañada de la Plata, one of the suburbs of Puente Genil. In its days of railway splendour, the section between Puente Genil and Campo Real was part of the Córdoba - Málaga railway line. With the closure of the line, the station lost its bifurcation and was converted into a simple halt which ceased service in 1984 and which marks the end point of this unforgettable route between olive trees and iron vestiges.



Cyclist on stage 9 of the Aceite Greenway Nature Trail



Holm oaks (*Quercus ilex*) flanking the Aceite Greenway Nature Trail

PUENTE GENIL

The Campo Real railway station, the final destination of this stage of the Aceite Greenway Nature Trail, belongs to the town of Puente Genil, in the province of Córdoba, in the geographical heart of Andalusia, within the Campiña Sur region and very close to the province of Seville. Its privileged location makes it an important communications hub, just a short distance from the main Andalusian cities: Córdoba 69 km, Málaga 110 km, Seville 120 km and Granada 150 km.

The origins of the town go back to the union of two historical villages: Pontón de Don Gonzalo, founded under King D III by the 2nd Lord of the State of Aguilar, Gonzalo Yañez Dovinhal II, and Miragenil, on the opposite bank of the river Genil. This merging of these two villages was formalised in 1834 by means of a Royal Decree during the regency of Queen Maria Christina giving rise to the current name of Puente Genil, in reference to the bridge that joins the two banks.

COUNCILS

(ORDERED ACCORDING TO THE STAGES OF THE NATURE TRAIL)

- **JAÉN COUNCIL**
(<https://www.aytojaen.es/>) 900 72 72 73
- **TORREDELCAMPO COUNCIL**
(<https://www.torredelcampo.es/>) 953 56 70 00
- **TORREDONJIMENO COUNCIL**
(<https://www.tosiria.com/>) 953 57 19 50
- **MARTOS COUNCIL**
(<https://martos.es/>) 953 21 00 00
- **ALCAUDETE COUNCIL**
(<https://www.alcaudete.es/es/>) 953 56 00 00
- **LUQUE COUNCIL**
(<https://luque.es/>) 957 66 73 00
- **ZUHEROS COUNCIL**
(<https://zuheros.es/>) 957 69 45 14
- **DOÑA MENCÍA COUNCIL**
(<https://donamencia.es/>) 957 67 60 20
- **CABRA COUNCIL**
(<https://cabra.eu/>) 957 52 00 50
- **LUCENA COUNCIL**
(<https://lucena.es/>) 957 50 04 10
- **MORILES COUNCIL**
(<https://moriles.es/>) 957 53 70 00
- **AGUILAR DE LA FRONTERA COUNCIL**
(<https://aguilardelafrontera.es/>) 957 66 00 00
- **PUENTE GENIL COUNCIL**
(<https://puentegenil.es/>) 957 60 50 34

PROVINCIAL COUNCILS

(ORDERED ACCORDING TO THE STAGES OF THE NATURE TRAIL)

- **JAÉN PROVINCIAL COUNCIL**

(<https://www.dipujaen.es/>)

953 24 80 00

- **CÓRDOBA PROVINCIAL COUNCIL**

(<https://www.dipucordoba.es/>)

957 21 11 00

OFFICIAL PROVINCIAL AND LOCAL TOURISM LINKS

(ORDERED ACCORDING TO THE STAGES OF THE NATURE TRAIL)

- **JAÉN, INLAND PARADISE**

(<https://www.jaenparaisointerior.es/en/>)

- **CÓRDOBA, IT'S MORE**

(<https://www.turismodecordoba.org/>)

957 47 15 77

- **TOURISM OF THE SUBBÉTICA COMMONWEALTH**

(<https://turismodelasubbetica.es/en/>)

957 70 41 06

OTHER LINKS OF INTEREST

- **ACEITE GREENWAY NATURE TRAIL ASSOCIATION**

(<https://viaverdeaceite.com/en/>)

957 70 41 06

- **GREENWAYS (FOUNDATION OF THE SPANISH RAILWAYS)**

(<https://viasverdes.com/en/itineraries/aceite/>)

911 51 10 81



Since 1993, the Nature Trails Programme of the Ministry of Agriculture, Fisheries and Food has the main objective of re-conditioning old unused infrastructure (railway lines, livestock trail or traditional paths), to give them new life as spaces for citizens to use and enjoy.

This guide offers detailed texts and accompanying maps for the nature trails completed to date, which are one of the best ways of getting close to nature and discovering the culture and traditions of our territory.