Nature Trails

Renacimiento Greenway Nature Trail









Unión Europea
Fondo Europeo Agrícola de Desarrollo Rural
Europa invierte en las zonas rurales

GOBIERNO DE ESPAÑA
MINISTERIO DE AGRICULTURA, PESCA Y ALIMENTACIÓN

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SUBSECRETARÍA
SECRETARÍA GENERAL TÉCNICA
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Guide to the
NATURE TRAILS
of Spain

Nature Trails

Renacimiento Greenway Nature Trail

GOBIERNO DE ESPAÑA
MINISTERIO DE AGRICULTURA, PESCA Y ALIMENTACIÓN

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INTRODUCTION

The unfinished railway project that intended to link the towns of Utiel (Valencia) and Baeza (Jaén) is being gradually recovered for non-motorized recreational use through three previous Nature Trails. Sierra de Alcaraz starts at the city of Albacete and reaches the provincial border with the province of Jaén. Already in the Andalusian province, Segura takes over, continuing until reaching, for now, Arroyo del Ojanco. Finally, also in Jaén, the section of the Guadalimar takes its name from this river along which it runs for almost half of its route.

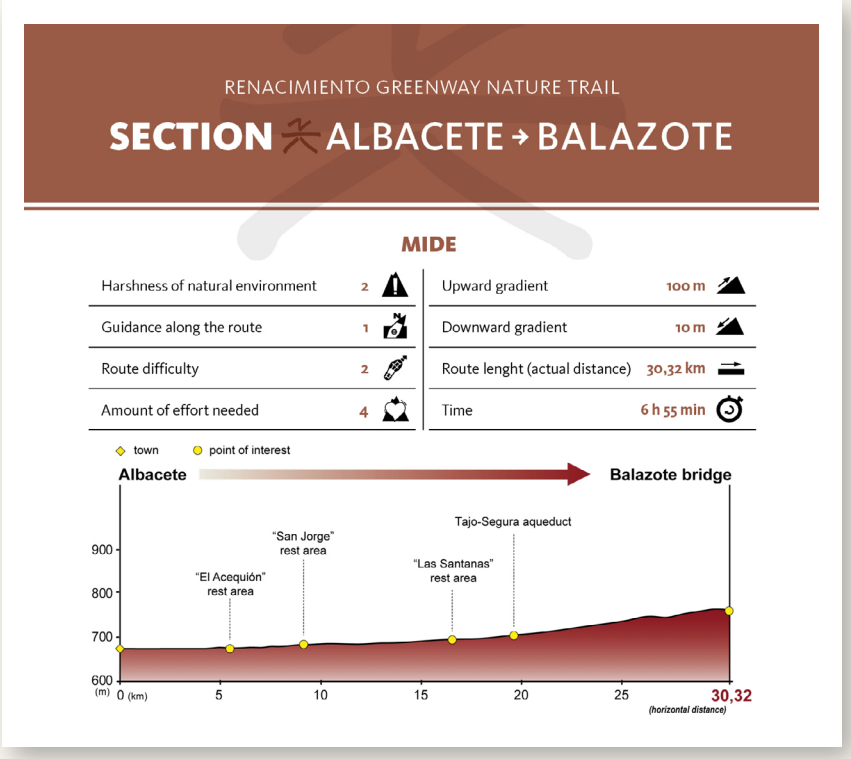
The Sierra de Alcaraz section of Renacimiento Greenway Nature Trail starts at the city of Albacete and crosses the agricultural regions of La Mancha among canals, poplar patches, old tunnels, lagoons and wild berry trees. After crossing a shrub area near Balazote, the trail comes near the lagoons of Arquillo and Ojos de Villaverde and reaches Alcaraz, a town with a monumental historic centre. The Nature Trail continues from Reolid, until it reaches the Albacete provincial boundary. There it connects with Segura Nature Trail in Jaén, which also uses the old Baeza-Utiel railway. Thus, the plains of La Mancha, covered by both wastelands and agricultural fields, Mediterranean scrub areas and hills, form the beautiful landscape across which runs this section of Renacimiento Greenway Nature Trail, which not only passes by natural monuments such as the Arquillo lagoon, but also by historical and artistic monuments such as the archaeological site near Balazote, where one of the most important Iberian statues, the Best of Balazote, was found; since 1910, this sculpture may be admired in the Museo Arqueológico Nacional, where it is exhibited together with the Lady of Baza and the Lady of Elche. The route continues from Reolid until it reaches the provincial border, where it joins the Segura section, which also runs along the Baeza–Utiel railway line – a line on which trains never actually ran – now in the province of Jaén.

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 terrain



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 required



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**

MIDE

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

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

Descriptive text for the stage

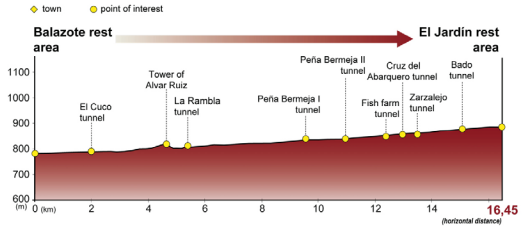
Photograph of the route, layout, monuments or natural highlights, with respective informative caption

RENACIMIENTO GREENWAY NATURE TRAIL

SECTION BALAZOTE → EL JARDÍN

MIDE

Harshness of natural environment	2	Upward gradient	76 m
Guidance along the route	1	Downward gradient	6 m
Route difficulty	2	Route lenght (actual distance)	16,46 km
Amount of effort needed	3	Time	4 h 15 min



WE BID FAREWELL TO THE PLAINS OF LA MANCHA AS WE ENTER THE SIERRA DE ALCARAZ

The second stage of the Renacimiento Greenway Nature Trail connects the Balazote Bridge over the Mirón River (currently the Balazote Rest Area) and the El Jardín Rest Area, marking the transition from the plains of La Mancha to the reliefs of the Sierra de Alcaraz. A little over 16 km, it packs in plenty of railway history, Mediterranean nature and eight tunnels that evoke the old dream of the never-to-be-completed Utiel-Baeza railway.



Panorámica del bosque de ribera del río Jardín desde el Camino Natural

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.

THE BAEZA-UTIEL RAILWAY

This railway track's project was included in the *Urgent Railway Construction Preferential Plan (Guadalhorce Plan)* of 1926, which, among others, foresaw the construction of a strategic line whose aim was to link Algeciras to the French border.

To this end, a railway was projected from Baeza station (currently called Linares-Baeza) to Saint-Girons (the Algeciras to Baeza route used lines that already existed) passing through Albacete, Utiel, Teruel, Alcañiz and Lérida. This line was divided into several sections: Lérida - Saint-Girons (175 km), Baeza - Utiel (366 km), Utiel - Teruel (100 km) and Teruel - Lérida (273 km). Whereas in some sections (Utiel-Teruel) the works were never begun, in others, they were even inaugurated (Lérida-La Pobla, which is still in operation).

The Baeza to Utiel section totalled 366 km, which was divided into four sections. In January 1932, the time when the "Guadalhorce Plan" was repealed, 60% of the first three sections, which totalled 246 km and joined Baeza to Albacete, had been executed, whereas the section between Albacete and Utiel (30%) was delayed.

After the Civil War, the works were only resumed in the first three sections. Nevertheless, when the track (including ballast, sleepers and rails) had already been laid in the 116 km of the third section (province of Albacete) and the bid for the assembly of the track in the first two sections was about to be announced (province of Jaén), a report by the *International Reconstruction and Development Bank* (belonging to the World Bank) in 1962 made the Ministry of Public Works provisionally stop the construction of this line in January 1963. The only part of this line that was brought into service was the new station in Albacete, which was replaced in 2010 by the current Albacete-Los Llanos line. The works were finally abandoned in 1985 and the track assembled in the section in the province of Albacete was dismantled in 1991.



Trasvase Tajo-Segura junto al Camino Natural

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

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

NATURE TRAILS

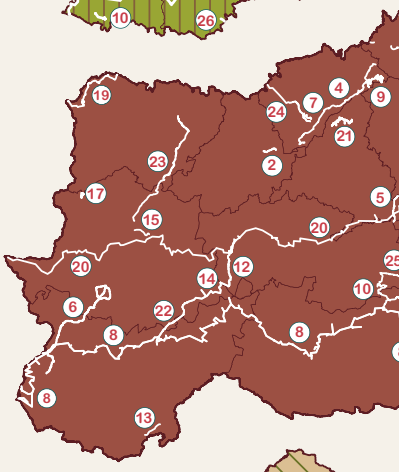
I. NORTHWEST PENINSULAR SECTOR

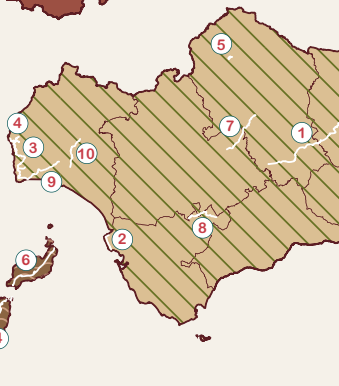
- Cacabelos - Quilós (1)
- Carballeda de Avia (2)
- Dos Arrieiros (3)
- Ebro (4)
- Esla (5)
- Laciana. Villablino to Villaseca section (6)
- Mirada Circular: Ancares Leoneses from Guímara to Balboa (7)
- Muñigo - Covadonga (8)
- Pas (9)
- Sayagués Agricultural Landscape (10)
- La Ribeira Sacra (11)
- River Barbantiño (12)
- River Nalón (Fuso to Tuñón) (13)
- Románico palentino (14)
- Ruta de la Conquista (15)
- Cantabrian Sea Route (16)
- The ecological routes of the Catoira River (17)
- San Rosendo (18)
- Santander - Mediterráneo (19)
- Senda del Duero (20)
- Senda del Oso (21)
- Senda del Pastoreo (22)
- Sendas en Abalo (23)
- Sierra de la Demanda Greenway (24)
- Tren Secundario de Castilla (25)
- Eresma Valley Greenway (26)
- Toranzo Valley (27)
- Vía de la Plata (28)
- Via Nova (29)



VI. CENTRAL PENINSULAR SECTOR

- Agua Soriano. Antonino Route (1)
- Campo Azálvaro (2)
- Mª 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)





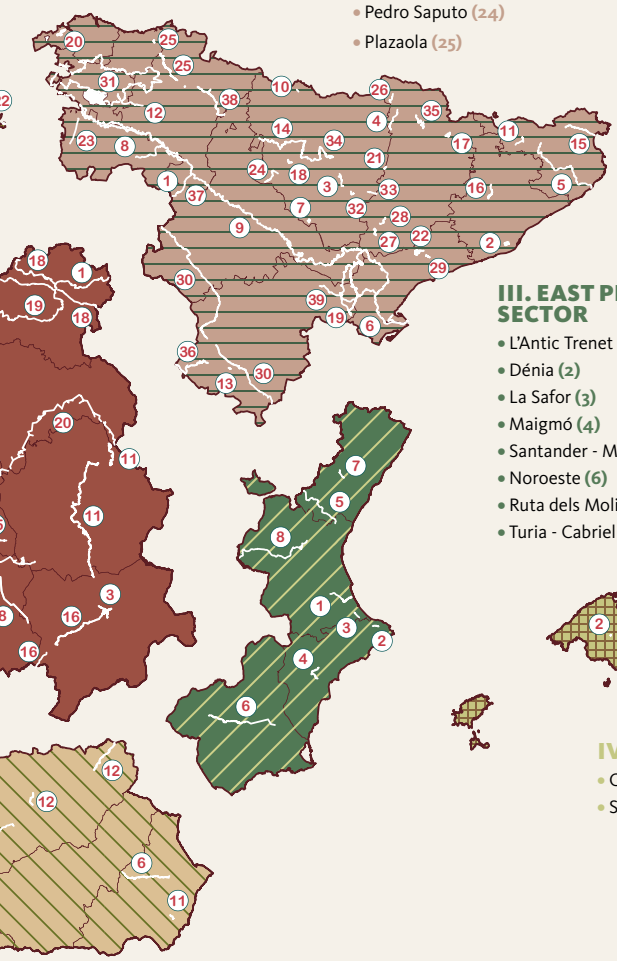


VII. CANARY SECTOR

- 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 Canfranero (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)
- Tarazonica Greenway (37)
- Val de Zafán (39)



III. EAST PENINSULAR SECTOR

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



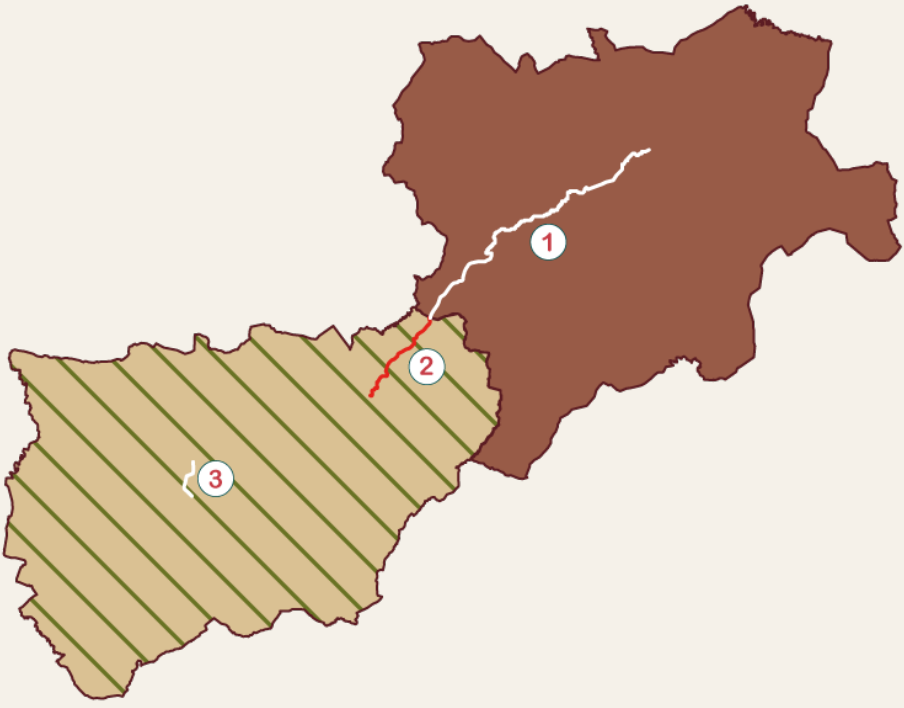
IV. BALEARIC SECTOR

- 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)

RENACIMIENTO GREENWAY NATURE TRAIL



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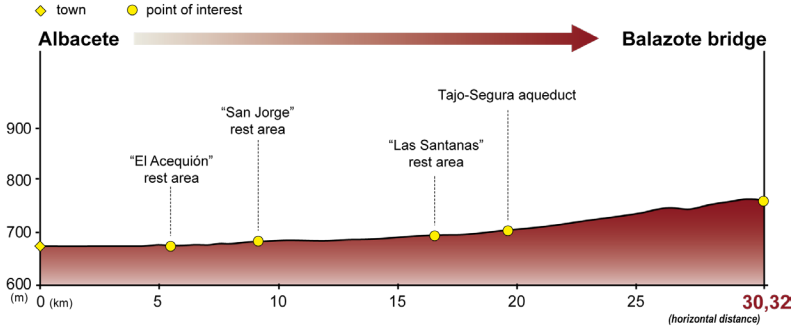


María Cristina Canal

SECTION ALBACETE → BALAZOTE

MIDE

Harshness of natural environment	2	Upward gradient	100 m
Guidance along the route	1	Downward gradient	10 m
Route difficulty	2	Route lenght (actual distance)	30,32 km
Amount of effort needed	4	Time	6 h 55 min



THROUGH THE ALBACETE PLAIN

Leaving from the capital city of Albacete and taking advantage for most of its route of the unfinished Baeza-Utiel railway platform, the trail crosses La Mancha plain among bare areas, dry lands sown with cereals, irrigation crops and scrubland areas, until it reaches the bridge over the River Mirón, close to Balazote. During your trek, you can see the still well-preserved brick works built for the railway, as well as the buildings for the planned stations of San Jorge and Las Santanas, which never provided a service as the works were halted in 1963.


Albacete Municipal Cutlery Museum



A user on the Nature Trail beside the Acequión Canal

This section of the Renacimiento Greenway Nature Trail begins in the city centre of Albacete, next to the Fiesta del Árbol park, where an informative panel, surrounded by a wooden railing, marks the beginning of the route. This Nature Trail shares its first 5.9 km, in the city's peri-urban area, with different sections of the María Cristina Canal Nature Trail and its branches, given the fact that, in these initial kilometres, recovery of the railway platform was impossible.

For the first few metres, the path runs along the right bank of the María Cristina Canal until it crosses the N-430 road via an underpass; after about 200 metres, it crosses a bridge over the canal and continues along the left bank.

After walking some 2 km, you reach a spot known as "El Palo", where you can rest and freshen up, as it has a drinking water fountain. You then cross the bridge again, to continue along the right-hand-side bank of the canal until you reach its first fork (KP 3.7 of the route). At this point, and following the instructions on the signs, the trail continues along El Acequión canal branch, leaving on the left that of La Estacadilla canal.

LA BICHA DE BALAZOTE

Together with La Dama de Elche and La Dama de Baza, La Bicha de Balazote is one of the most emblematic examples of Iberian sculpture. It is thought to have been sculpted in the late 6th century BC, using two limestone blocks. It represents an androcephalous bull and was probably adjoined to the corner ashlar of a burial monument similar to that of El Pozo Moro (Chinchilla, Albacete). Although the original sculpture, found at the foot of the hill where Balazote stands, has been stored in the National Archaeological Museum (Madrid) since 1910, you can see a reproduction at the entrance to Balazote town hall.

Continue along the right-hand-side bank of the canal, until you reach a floodable underpass (at approximately KP 4), which you use to cross the A-32 highway.

You should take into account that the María Cristina canals were built to drain the wetlands surrounding Albacete and may be carrying water depending on the groundwater level. If this occurs, this underpass is closed. As an alternative route, you can use the aforementioned branch of La Estacadilla canal, which you can take by returning to the fork at KP 3.7. After walking some 7.5 km, this branch joins up at KP 11.5 with the Renacimiento Greenway Nature Trail..



A close-up of the replica of 'La Bicha de Balazote' located next to the town hall

If the pass under the A-32 is water free, after crossing it, you can continue along the branch of the Acequión canal. On reaching the next fork (KP 4.5), you should not leave it but turn rightwards, passing on your left Los Ojos de San Jorge canal branch.

A little further on, you come to the spot known as the "Huerta del Rey", or the King's Kitchen Garden, where you will find a recreational area containing drinking water. Continue along the left-hand-side bank of the canal until you arrive at El Acequión rest area (KP 5.9). Here, after turning to the left and crossing the bridge, the trail finally leaves the branches of the María Cristina canal to rest almost in its entirety, for the next 24.8 km, on the old Baeza-Utiel railway platform.

At KP 6.6, you will find your first railway relic, a walkway built over the railway platform to avoid the level crossing. This point marks the beginning of a long straight stretch (4.9 km). Some metres before KP 9, the trail is no longer asphalted and is made of compact artificial gravel, which is perfectly fitted out for practising cyclo-tourism or trekking. In this first section, the trail once again intersects the branch of Los Ojos de San Jorge canal (KP 7.9), until it reaches the old station of San Jorge and the eponymous rest area (KP 9). After leaving behind a second deserted railway crossing, you reach, at the end of a slight bend to the left, the intersection with the end of the Estacadilla canal branch (KP 11.5).

After a short straight section, the trail then crosses the N-322 highway and turns rightwards. It then continues in a straight line for another 4 km as far as "Las Santanas" rest area (KP 17). The landscape you can see on both sides of the trail



Balazote Bridge

for these first kilometres of the route is that typical of the plain of La Mancha, characterised by extensive, bare agricultural fields, which are fallow or mainly sown with cereals and irrigation crops (corn and alfalfa).

After turning to the right once again, you continue along another straight section for 9.3 km as far as the outskirts of Balazote. In this final part of the trail, and once you have passed the Tajo-Segura aqueduct (approximately KP 20), the landscape changes and the trail enters areas where there is a predominance of Mediterranean scrubland, strewn with Holm-oaks (*Quercus ilex*) and Aleppo pine (*Pinus halepensis*) stands.At this point of the route, if you pay attention to your environment and you are lucky, you might be able to see the characteristic fauna of the area represented by the common rabbit (*Oryctolagus cuniculus*), the hare (*Lepus granatensis*), the fox (*Vulpes vulpes*) and birds, such as the European snake eagle (*Circaetus gallicus*), the common buzzard (*Buteo buteo*) and the wood pigeon (*Columba palumbus*).

At approximately KP 26.3, the trail turns sharply to the right. This occurs because, from this point as far as KP 28.9, the old railway platform, after the works were abandoned, was reversed and is closed. After covering 2.6 km of paths that are open to motorised traffic, the route returns to the original railway line until it reaches the bridge over the River Mirón, 1.6 km from Balazote. This is the last of the remains of the railway you can see, as it was built to withstand the passing of the trains, although once the railway works were abandoned, its access embankments were dismantled. The Renacimiento Greenway Nature Trail ends at this point.



THE BAEZA-UTIEL RAILWAY

This railway track's project was included in the *Urgent Railway Construction Preferential Plan (Guadalhorce Plan)* of 1926, which, among others, foresaw the construction of a strategic line whose aim was to link Algeciras to the French border.

To this end, a railway was projected from Baeza station (currently called Linares-Baeza) to Saint-Girons (the Algeciras to Baeza route used lines that already existed) passing through Albacete, Utiel, Teruel, Alcañiz and Lérida. This line was divided into several sections: Lérida - Saint-Girons (175 km), Baeza - Utiel (366 km), Utiel - Teruel (100 km) and Teruel - Lérida (273 km). Whereas in some sections (Utiel-Teruel) the works were never begun, in others, they were even inaugurated (Lérida-La Pobla, which is still in operation).

The Baeza to Utiel section totalled 366 km, which was divided into four sections. In January 1932, the time when the "Guadalhorce Plan" was repealed, 60% of the first three sections, which totalled 246 km and joined Baeza to Albacete, had been executed, whereas the section between Albacete and Utiel (30%) was delayed.

After the Civil War, the works were only resumed in the first three sections. Nevertheless, when the track (including ballast, sleepers and rails) had already been laid in the 116 km of the third section (province of Albacete) and the bid for the assembly of the track in the first two sections was about to be announced (province of Jaén), a report by the *International Reconstruction and Development Bank* (belonging to the World Bank) in 1962 made the Ministry of Public Works provisionally stop the construction of this line in January 1963. The only part of this line that was brought into service was the new station in Albacete, which was replaced in 2010 by the current Albacete-Los Llanos line. The works were finally abandoned in 1985 and the track assembled in the section in the province of Albacete was dismantled in 1991.

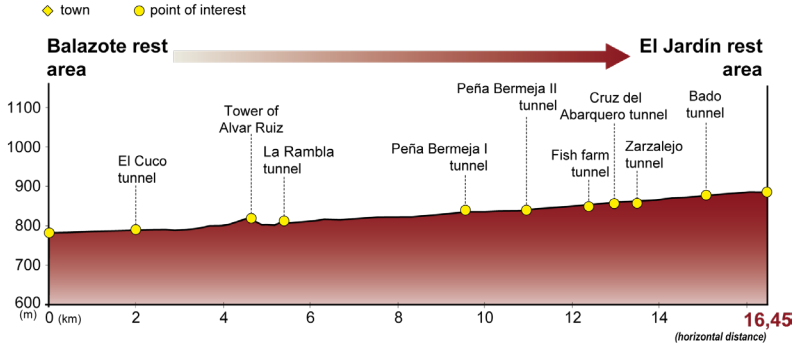


The Tajo-Segura water transfer alongside the Nature Trail

SECTION BALAZOTE → EL JARDÍN

MIDE

Harshness of natural environment	2	Upward gradient	76 m
Guidance along the route	1	Downward gradient	6 m
Route difficulty	2	Route lenght (actual distance)	16,46 km
Amount of effort needed	3	Time	4 h 15 min



WE BID FAREWELL TO THE PLAINS OF LA MANCHA AS WE ENTER THE SIERRA DE ALCARAZ

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Panoramic view of the riverside woodland along the River Jardín from the Nature Trail



Tunnel 1: El Cuco

The usual starting point of this second stage of the Renacimiento Greenway Nature Trail is the Puente de Balazote bridge over the Mirón River, although due to the current works on the A-32 motorway, the starting points is provisionally located at the Balazote Rest Area., located just over 2 km from the town. This is a modern and accessible space, thanks to its paved areas and it also has benches, tables, bike racks and a bike repair station that might just come in handy for travellers who make the itinerary on two wheels.

Shortly after setting off, we reach the marker for kilometre 34, where the identifying stamp of this Renacimiento Greenway Nature Trail appears in the upper right-hand corner, which can be collected in the Nature Trails and Greenways Passport, which can be obtained from any of the participating organisations, creating a beautiful souvenir that will take you back to places visited along the Nature Trails Network travelled in the past.

The old route of the unfinished railway between Utiel (Valencia) and Baeza (Jaén) runs through the typical vegetation of Mediterranean scrubland, mostly located to the left of the route, and native riverside woodland together with plantations of poplar trees for timber production located on our right, on the banks of omnipresent El Jardín River.

The route faithfully follows the old railway line, turning south-west, at which point a junction of dirt tracks marks the beginning of a 773 metre-long section shared with vehicle traffic. A few metres further on, we cross Tunnel 1 El Cuco, the first railway tunnel of this Renacimiento Greenway Nature Trail. The tunnel is 150 metres long and has no interior lighting, so it's advisable to carry a torch. Shortly after exiting the tunnel a new dirt road junction marks the end of the section shared with motor vehicles.

BALAZOTE

Balazote is a town located in the heart of the province of Albacete. Archaeological excavations confirm that it has been inhabited for thousands of years, with important Iberian-Roman remains. Among them is the famous Bicha de Balazote, a sculpture dating back to the 6th century BC and considered one of the most representative works of Iberian art, together with the Dama de Elche. This figure was believed to be able to deflect evil influences from the municipality. It is currently in the National Archaeological Museum, although a reproduction can be seen in the Archaeological Museum of Albacete. The remains of a Roman palace, complete with baths and mosaics have also been found in the vicinity of Balazote. The name of the town comes from the Latin word *palatium*, which the Arabs transformed into *balat*.

Balazote has always been closely linked historically with the municipality of Alcaraz. It was administratively dependent on the Alfoz of Alcaraz until the early 14th century when it was donated to the Order of Santiago, tasked with the conquest and subsequent Christian repopulation of the area. After this, it came under the jurisdiction of Villanueva de la Fuente, today a municipality in the neighbouring province of Ciudad Real. Its location, between the plain and the first mountains of the Sierra de Alcaraz, makes it a natural transition between the Spain's eastern Mediterranean, known as the Levante, and Andalusia. Its economy is based on irrigated agriculture, with crops such as potatoes, maize, alfalfa and garlic, which is also one of the essential components of its traditional gastronomy.

Monuments here include the church of Nuestra Señora del Rosario, which dates from the 16th century and in which it is possible to find elements from the neighbouring Franciscan convent of Alcaraz, such as the Baroque altarpieces. The Shrine of Santa Monica, located on a hill in the vicinity of the town, is also worth a visit. Of the traditional civil architecture of the area, the old washing place is still preserved, located in the lower part of the municipality, and which for many years became a meeting point mainly for the women of the locality.

Among its festivities, the celebration in honour of San Blas, in February, and the traditional pilgrimage of Santa Monica, during which the residents of Balazote travel to the hill where the hermitage in honour of their patron saint is located and where the events of this celebration take place, stand out.

After the kilometre 36 marker, the route temporarily leaves the old railway line veering to the right, reaching the El Jardín River between the cornfields, before crossing the river by a wooden footbridge with views of the river. After a left turn, the route continues to run parallel to the N-322 road. After another kilometre, you reach the sign indicating that you are about to face the toughest section of the stage, with 1,800 metres of steep uphill and downhill slopes.

After the first downhill and uphill ramp, dotted with beautiful specimens of holm oak (*Quercus ilex*), you reach a barn and the 38 kilometre marker before reaching the medieval Tower of Alvar Ruiz, today a private property, so a sight we can only admire from outside the fenced-off property.

A rapid descent culminates in a curve to the left, at which point we stop walking parallel to the N-322 road, looking once again for the El Jardín River, which we cross again over a wooden footbridge, and then immediately face the ascending ramp that culminates at the entrance to Tunnel 3 La Rambla, which is 105 metres long and also unlit. The second tunnel of the old railway line, located on a private property, is not accessible, so the route diverts from the railway line here.

Returning to the railway line and after passing through Tunnel 3, on the left we can see the remains of the Casas de Lázaro Castle on the crest of a hill. Further on, we leave the Venta de La Rambla area to the right and then cross the CM-313 road over an elegantly designed metal footbridge.



Footbridge over the River Jardín



Metal footbridge spanning the CM-313 road

Passing kilometre marker 41, we reach an abandoned building that resembles guesthouse. Although this project was never finished, it's something of an important landmark as it stands where the old La Rambla station once did.

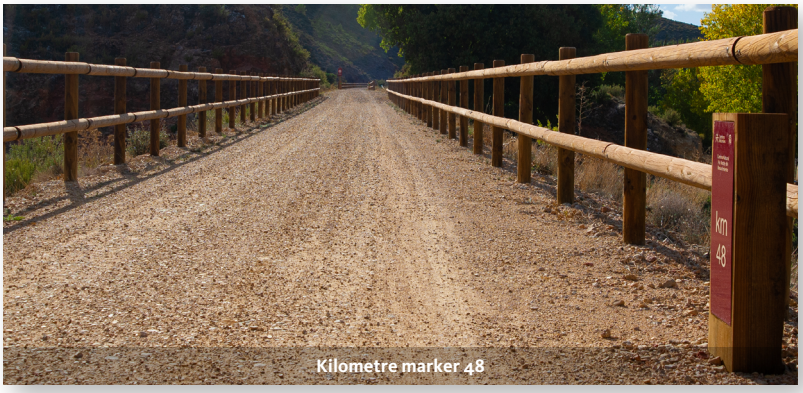
Two kilometres further along the route, we reach Tunnel 4 Peña Bermeja I, 100 metres long, and then shortly after kilometre marker 44, the entrance to Tunnel 5 Peña Bermeja II, 310 metres long. Neither of these tunnels are equipped with interior lighting. The second of the two tunnels covers a left curve so it is completely dark in the middle so access without some class of torch is prohibited.

The N-322, never far away, with its numerous curves, contrasts with the old railway route, much more comfortable, which managed to circumvent the orography of these first foothills of the Sierra de Alcaraz thanks to the numerous tunnels, facilitating the rail transport of the time. Today, it's a delight for hikers and cycling tourists, making the passage through these tunnels a fully-fledged immersive experience.

The trail crosses the Mitras stream over a small railway bridge and enters the 330 metre-long Tunnel 6 Piscifactoría, also on curve. Its name refers to the fish farm located just at the exit. It is followed by Tunnel 7 Cruz del Abarquero, the longest tunnel on this stage at 540 metres long, and Tunnel 8 Zarzalejo, 265 metres long. It is important to remember that none of these tunnels is equipped with lighting within.

A new section shared with motor vehicles precedes leads us last tunnel of this second stage. After the 112 metre-long Tunnel 9 Bado, similarly devoid of interior lighting, the route opens up to the final section, flanked by the El Jardín River, the N-322 road and the mountains of the Sierra de Alcaraz.

The information panel located next to the entrance to the next tunnel, just past the kilometre 50 marker and the El Jardín rest area, fully equipped like the one in Balazote, marks the end of this second stage of the Renacimiento Greenway Nature Trail.



Kilometre marker 48

EL JARDÍN

El Jardín is a hamlet of the Albacete municipality of Alcaraz, located some 30km from this historic town, in the region of the Sierra de Alcaraz and Campos de Montiel.

El Jardín, terraced on a hillside and located next to the N-322 (Valencia-Córdoba), has developed along a linear layout, with numerous commercial and hotel establishments built. It is surrounded by a fertile plain irrigated by the El Jardín River, where poplar groves, orchards and cereal crops thrive, as well as small livestock farms.

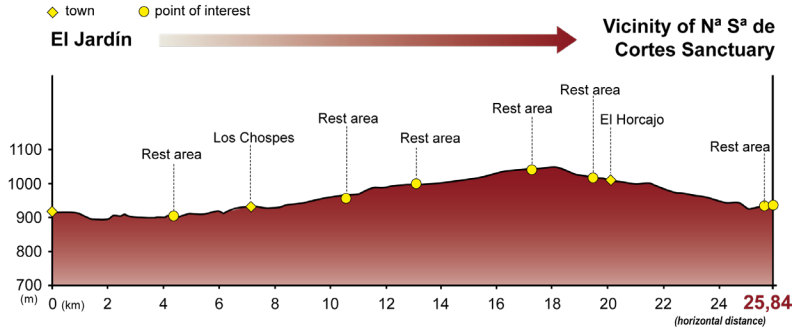
Its most outstanding building is the parish church of Santa Lucía, located in the upper part of the town centre. It is a modest building belonging to the diocese of Albacete and the archpriesthood of La Roda.

The main festivities are in honour of St. James the Apostle, on 25 July. Santa Lucia, the local patron saint, is also celebrated on 13 December.

SECTION EL JARDÍN → SANTUARIO DE CORTES

MIDE

Harshness of natural environment	2	Upward gradient	191 m
Guidance along the route	1	Downward gradient	169 m
Route difficulty	1	Route lenght (actual distance)	25,99 km
Amount of effort needed	4	Time	6 h 25 min



LAGOONS AND WILD BERRIES

The Renacimiento Greenway Nature Trail, on the section between El Jardín and the Sanctuary of Cortes, is situated fifty kilometres from Albacete. It begins in the hamlet of El Jardín and ends 25 kilometres later near Alcaraz, one of the most beautiful historic and artistic sites in the province. The Trail runs along the Baeza-Utiel railway line, which was part of a railway network that sought to link Andalusia and France through the Spanish Levante. Construction of this great railway project began in 1927, but was abandoned thirty years later, without any train having travelled on it. Today, part of the old route has been developed into a nature trail for walkers and cyclists.



Panoramic view of El Jardín



Close-up of almond blossoms (*Prunus dulcis*)

To reach the starting point of the Trail from El Jardín, after crossing the namesake river there is a path next to a supermarket that leads that must be followe until a rest area near a tunnel.

At the end of the tunnel, to the right, is a large poplar grove and a power cubicle, similar to others strewn along the route, which supplies solar electricity to the tunnel. Further on, the route passes through another tunnel, and continues through another poplar grove enclosed by wooden fences on both sides of the trail. There are thorny shrubs with edible fruits in this area, including common hawthorn (*Crataegus monogyna*) and wild rose bushes or rose hip (*Rosa* sp.). and wild rose bushes or rose hip (*Quercus ilex*).

The Nature Trail ventures into an area with mesh-protected embankments and a KM 50 sign, then it comes across a bridge with metal railing and, in the distance, a tunnel. It may even be possible to hear the raucous squawking of a Eurasian jay (*Garrulus glandarius*) and, perhaps, even see it. Before reaching the tunnel, a sign indicates an intersection that must be crossed. The route abounds with similar intersections and signs that must be heeded at all times.

The KM 51 sign appears immediately after the tunnel, and to the right, is a dense poplar grove (*Populus* sp.). Soon after, the route forks into two branches. The left path leads to an abandoned station, while the route continues on the right path. In any case, both paths meet behind the station, so there is no possibility of getting lost. This area is dotted with a few dense blackberry bushes (*Rubus ulmifolius*). If the route is traversed in late September, one can even enjoy the fresh berries.

Further on to the right, is a small rest area under a juniper (Juniperus thurifera), a species with excellent wood. Further along the trail, to the right, is a plain covered with crops and, to the left, an oak grove. A derelict house appears next. The Villaverde farm estate extends to both sides of the road. Soon after, the route passes through another tunnel, after which the wooden fences appear again.

There is a walled-in bend after the KM 54 sign. The right wall measures half the height of the left wall, which is quite high.

Shortly before the next tunnel, there is a right bend that leads to Los Chospes. This village, which is visible to the right, slightly before the tunnel, is a good place from where to visit Arquillo karst lagoon, designated a Natural Monument. It is also possible to visit the Ojos de Villaverde lagoon, where waterfowl abound.

Yet another tunnel appears only a few metres down the route. After the tunnel, the longest in this route, a rest area can be found on the right. Shortly later, a pungent smell alerts the traveller of the proximity of a farm on the right. Further on, to the left, is a fenced private preserve. The town of El Cubillo appears in the distance to the right. This town is visible from the next rest area, which is accessed by a flight of stairs near the bridge that crosses the trail.

The route crosses up to three more bridges before reaching KM 61. Shortly after there is a rest area near El Robledo former station. The Trail then crosses a road via an underpass. Soon after the landscape changes to fields of cereal crops and large pastures enclosed with stone walls, dotted with holm oaks and junipers, as well as cairns or stacks of stones removed by the farmer.



Former Salinero Station



Arquillo Lagoon

After crossing a bridge with a metal railing, the intersection leading to Robledo appears to the left. The Trail continues straight ahead, past a derelict building to the left. It then passes under a stone bridge at the KM 64 sign. Without losing altitude, it crosses a hollow lined with poplars on both sides. These poplars are especially attractive in autumn.

The Trail continues and arrives soon at another rest area next to an abandoned station. From here, the Trail does not exactly follow the old railway line, but rather crosses a stone bridge. At the intersection, there is a green fence on the opposite side. The Trail turns right, and heads to the right along the road, from where a quarry can be seen also to the right. It continues along this route until it crosses the road via an underpass at KM 67.

It passes yet again under another bridge before it arrives at a fountain with untreated water. Further on is a short tunnel, after which is a rest area and yet another tunnel. The Trail continues past another derelict railway infrastructure, and crosses through three more tunnels that appear back-to-back. Another cluster of now familiar dilapidated buildings appears further on.

Shortly after, the Trail makes a wide bend to the left that leads to two impressive viaducts. After crossing both, the route passes under yet another bridge,



from where a wind farm can be seen in the distance. The Trail then arrives at a wood and steel bridge that passes over the road. The last tunnel leads to the trail end, where there is a rest area to regain some strength before starting back to El Jardín.



Solanilla Viaducts

SHRINE OF NUESTRA SEÑORA DE CORTES

The Romanesque wooden statue of Nuestra Señora de Cortes dates back to the 12th century or beginning of the 13th. Legend has it that the statue of Our Lady was found by Francisco Alvarez, a shepherd. The shepherd saw the statue shining among the branches of a holm oak and took it to Alcaraz. The statue was kept overnight in San Ignacio parish church. Much to everyone's surprise, the statue had vanished the next morning from the place where it had been left.

The faithful returned to the oak tree where the Virgin Mary had appeared, and found the statue of the Lady, surrounded by a glowing, beautiful cloud. They then recalled the words spoken by the Mary to Francisco: "*... it is my will that a temple and house of prayer be built on this site, where my devout can offer me their vows and gifts, and that this place be considered Holy. God will work miracles here and show great mercy to those who worship and venerate my statue...*".

The first shrine was opened on September 8, 1222. This event features prominently on Albacete's calendar of festivals, with a very important pilgrimage in honour of the Virgin Mary.

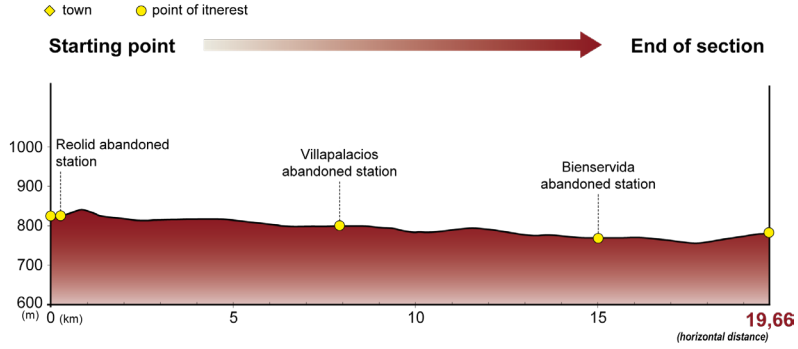


Church and market hall of Santo Domingo in Alcaraz

SECTION REOLID → PROVINCIAL LIMIT ALBACETE/JAÉN

MIDE

Harshness of natural environment	1	Upward gradient	62 m
Guidance along the route	1	Downward gradient	105 m
Route difficulty	1	Route lenght (actual distance)	19,68 km
Amount of effort needed	3	Time	4 h 35 min



PASTURES AND PROTECTED CROPS BETWEEN THE SIERRA DEL RELUMBRAR AND THE SIERRA DE ALCARAZ

The final section of the Albacete stretch of the Renacimiento Greenway Nature Trail, which begins at the old station of Reolid and merges into the Segura Nature Trail, with both of them following the old Baeza-Utiel railway route. During the trip, the traveller will visit the old stations of Reolid, Villapalacios and Bienservida; the first two having tunnels in their passages through each.



Pastureland on the Nature Trail



Reolid Tunnel

This section of the Sierra de Alcaraz Greenway Nature Trail, which is almost 20 km long, begins at the rest area located in front of the old train station of Reolid. Soon after leaving the main building behind, the traveller reaches kilometre point 87 (as the route starts in Albacete) and the Reolid tunnel, which is 520 m long, equipped with electric, automatic light, although the use of a torchlight is advised.

Reolid (parish of the village of Salobre) is left behind on the left side as the traveller advances along the tunnel, which may go unnoticed since the end of the tunnel is located outside the village. The trail runs parallel to road N-322, leading the traveller to the other side of the three-arched bridge over the river Salobre. A few meters before reaching kilometre point 90, an old train station marks the end of the trail parallel to the aforementioned road.

Holm oaks (*Quercus ilex*) are the main forestry species, alternating scrubland patches with pastures and cereal crops without trees. Right after kilometre point 93, the Sequillo creek is crossed via the corresponding three-arched bridge; the traveller can also enjoy the wonderful views of the Sierra del Relumbrar and the Sierra de Alcaraz on both sides of the trail.

Olive trees (*Olea europea*) alternate with cereal crops and different species, where holm oaks (*Quercus ilex*) have a major role. After starting a shared stretch over 500 m long, the traveller will see the village of Villapalacios, preceded by a rest area located in front of the warehouse and the buildings of the old Villapalacios train station.

Cereal crops and olive groves become the protagonists of the landscape as the traveller reaches the short tunnel of Villapalacios, with a length of 44 m, leaving the homonym municipality on the left of the trail. This railway infrastructure is followed by another bridge with three arches over the river La Mesta, included in the Natura 2000 Network as Site of Community Importance (SCI) and Special Area of Conservation (SAC) Sierra del Relumbrar y estribaciones de Alcaraz.

The trail goes slightly up and reaches kilometre point 98, going southward and slightly descending until reaching the Peñuelas creek, which the traveller will pass over through the old single-arch railway bridge. Climbing slightly and leaving a farmhouse or cortijo on the right, the old station of Bienservida, similar to the two previous buildings, is reached. After advancing parallel to road N-322, the traveller will cross it via a newly constructed footbridge. A paved pass with an elevated walkway enables travellers to cross when the trail is flooded.

Kilometre point 104 precedes the river Turruchel, which is then crossed via a single-arch railway bridge. The trail is surrounded by beautiful pastures on both sides until reaching kilometre point 105, where they are replaced by a repopulated area of pine trees composed of stone pines (*Pinus pinea*) and Aleppo pines (*Pinus halepensis*). A few metres beyond the pine forest, two arrow-shaped signs pointing in opposite directions mark the end of the Castile-La Mancha section of the Renacimiento Greenway Nature Trail, which enters Andalusia via the Segura section.



Metal footbridge over the N-322 road

VILLAPALACIOS

A municipality located in the south-west of the province of Albacete, near the border with Jaén. This village, dedicated to agriculture, has a long history linked to the Counts of Paredes, who turned this municipality into the capital of the Señorío de las Cinco Villas. They were also responsible for some of its architectural heritage, since certain elements of the San Sebastián church were built upon instruction from the aforementioned family. Nowadays it is the most important building in the village, and it was declared a historic-artistic site by virtue of Royal Decree of 17 February 1978. The patron saint festivities, which take place on 14 September, honour the Santísimo Cristo de la Vera Cruz.

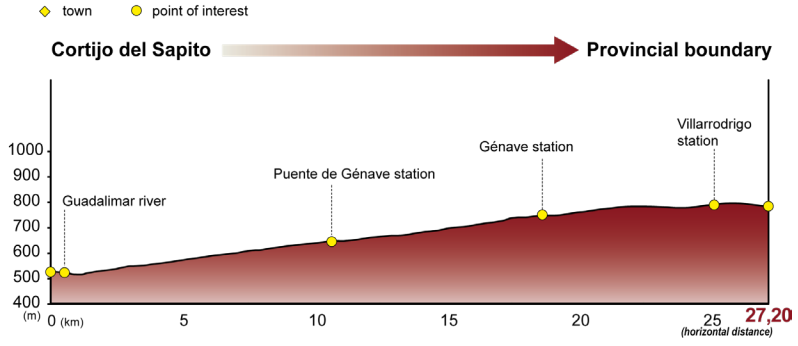


Details of rain-fed cereal cultivation (wheat)

SECTION ARROYO DEL OJANCO → PROVINCIAL LIMIT

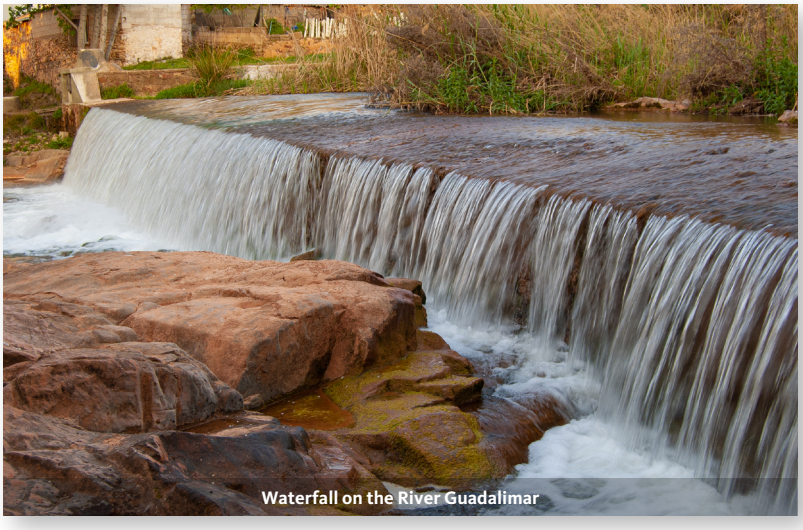
MIDE

Harshness of natural environment	1	Upward gradient	290 m
Guidance along the route	1	Downward gradient	30 m
Route difficulty	1	Route lenght (actual distance)	27,21 km
Amount of effort needed	4	Time	7 h 30 min



A LANDSCAPE OF OLIVE TREES UNDER THE SHELTER OF THE SEGURA MOUNTAIN RANGE

This section of Renacimiento Greenway Nature Trail uses the Jaén stretch of the ambitious railway project designed to link the towns of Utiel, in Valencia, and Úbeda, in Jaén. The trail goes through the municipalities of Arroyo del Ojanco, Segura de la Sierra, Puente de Génave, La Puerta de Segura, Génave and Villarrodrigo, as well as the Sierras de Cazorla, Segura y Las Villas Natural Park, the largest protected area in Spain.



Waterfall on the River Guadalimar



A subjective shot of a cycle tourist riding along the Nature Trail

Travellers can access the beginning of the trail from the N-322 road, almost at kilometre number 217, a few kilometres before Arroyo de Ojanco and one kilometre before the station which used to give service to this town, now in ruins. It is important to know that, although it is not difficult to access the different towns near the trail, there is no way to find water along the route, so it is advisable to take enough water with you.

Near a country house in an olive tree forest, there is an information display panel telling the traveller where this 27-kilometre trail begins. This trail uses the old railway platform, which can be seen in the different infrastructures, passes, tunnels and bridges that were built for the railway and were never used.

The first of the infrastructures the travellers will see, after a slight downhill slope, is a viaduct over the Guadalaviar river, where an uphill slope starts that will remain constant until the end of the trail. Shortly afterwards, the first of many passes under paths or roads appears right before a stretch shared with vehicles, giving access to a water irrigation pond. Then, the traveller reaches a rest area located on the top of another pass over the railway platform.

For the first ten kilometres (and for the greatest part of the Segura Nature Trail), the olive tree forest is the prevailing landscape, changing only when the trail goes over a stream or through the brooms covering the slopes on both sides of the trail. The trail is not difficult during this first stretch, since it goes almost straight, crossing streams or tunnels and leaving a rest area in the shade of a big pine tree aside, until another shared stretch is reached. Right after passing a small bridge over a road, the traveller must be especially cautious, since the trail leaves the dirt path and takes a road on the right in order to cross the N-322 road. Once on the other

side, the trail takes a branch on the left leading back to the dirt path, and it then reaches the Puente de Génave station (in ruins). Travellers can also easily access the trail through this point, taking advantage of its parking lot.

Once the rest area of the Puente de Génave station is left behind, the trail bends to the left, approaching the town of Bonache, while it enters the Sierras de Cazorla, Segura y las Villas Natural Park. The landscape changes when the trail enters a small pine mass for a few kilometres. This bend changes direction abruptly when the trail goes near a dam in the Viña stream and it then leaves the pine forest, shortly after another rest area.

The trail continues among olive trees for one and a half kilometres, before going left again. The surrounding vegetation changes to Mediterranean scrubs and brooms. Later, a big pine tree marks the proximity of the longest tunnel along the trail. Although it is perfectly preserved, the traveller must be cautious because there is no light and the only light reference is the exit of this tunnel, almost 300 m long.

On the other side of the tunnel, the trail goes up to the Génave train station. Travellers can enter the town of Génave from this point, where the tower of La Tercia (which has been declared a Site of Cultural Interest) and the church of La Inmaculada Concepción stand out.

Later on, when going over a couple of streams in a long straight stretch, travellers will be able to admire the views and the tower of La Laguna, atop a hill on the left side of the trail. It belongs to the municipality of Génave and it has also been declared a Site of Cultural Interest.



Former Puente Génave station

The landscape changes again when the trail goes under a path, leaving the ruins of a country house aside and entering a holm oak forest for a hundred metres.

This is the end of the olive tree forest as a constant landscape, although it will continue dominating the ranges on the background. Near the trail, there are brooms and some holm oaks for the first stretch and crop fields when the trail approaches Villarrodrigo station. This station, as the one in Génave, is used as a farm machinery warehouse.

SIERRAS DE CAZORLA, SEGURA Y LAS VILLAS NATURAL PARK

The Segura Nature Trail runs entirely through the region of Sierra de Segura, which makes up the 70% of the surface of the Sierras de Cazorla, Segura y Las Villas Natural Park.

This Natural Park is the largest protected area in Spain. The UNESCO declared this group of mountains as a Biosphere Reserve in 1983 and the European Union also considers these ranges as a privileged natural area, so they declared it an SPA (Special Protection Area) in 1988 and an SCI (Site of Community Importance) in 2006, it becoming a part of the Natura 2000 network. Since 2017, it is also a Special Area of Conservation.



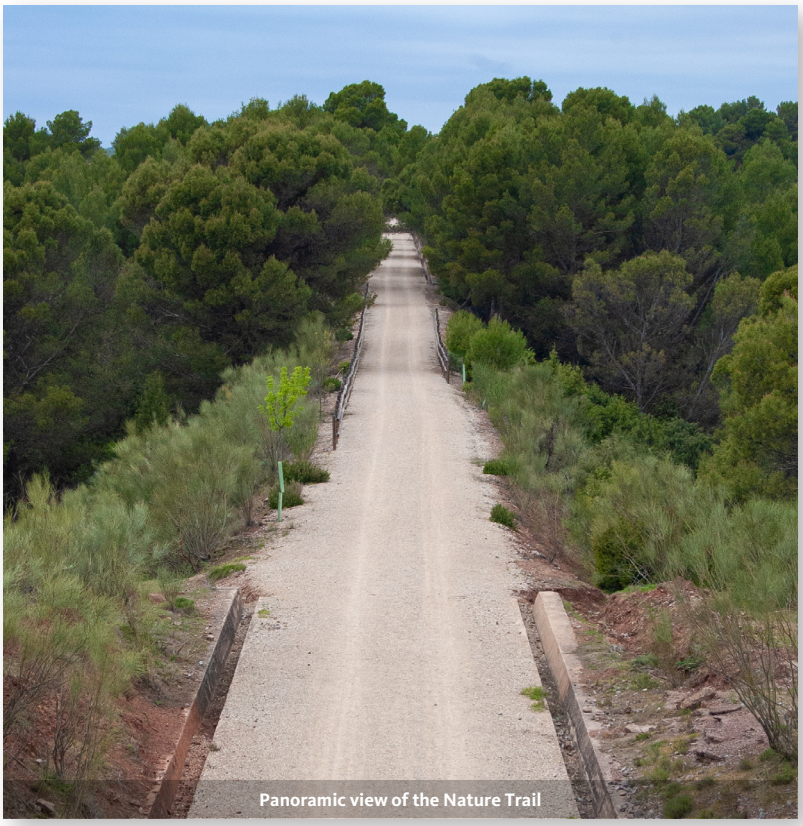
The former Villarodrigo station



Sculpture on the River Guadalimar at Puente Génave

Next to a rest area, the branch leading to the town of Villarrodrigo (which is not really on the way) is the last place from where this nature trail can be easily accessed, through a secondary road linking the N-322 road to the aforementioned town.

The Arroyo del Ojanco section continues through farmland for one and a half kilometres until it reaches the provincial border, where it joins the Reolid section; both form part of the spectacular Renacimiento Greenway Nature Trail.



Panoramic view of the Nature Trail

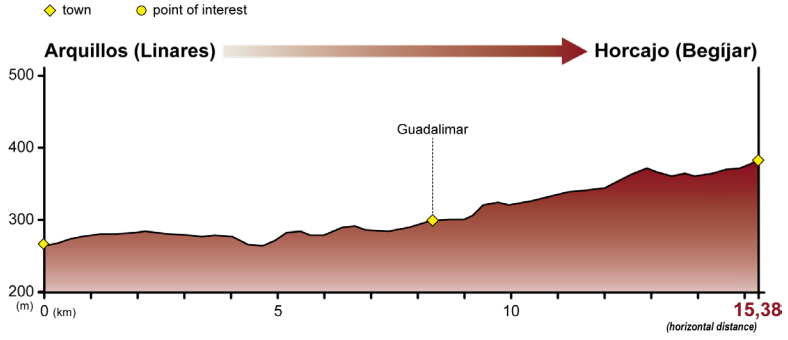
LIVESTOCK BREEDS

In recent years there has been a great promotion to recover the livestock activities that, due to the historical significance of the forestry and pastoral activities maintained in the Natural Park of Sierras de Cazorla, Segura y las Villas, had been put on the backburner. However, this effort has led to the strong emergence of the farming of a livestock population mainly comprised by specimens of the Segureña sheep breed and the Negra Serrana and Blanca Andaluza goat breeds. Its great hardiness and its high ability to graze are the perfect characteristics to use the mountain forage resources, by means of its intensive farming and the practice of seasonal movements of shepherds and livestock over the high peaks of the mountain ranges during the summer, and the low areas of the valleys during the winter.

Additionally, these breeds play an important environmental role, as thanks to the grazing they contribute to the prevention of fires by means of the cleaning of our mountains and the fertilisation of the field, thus increasing the fertility of soils and the dispersal of seeds.

MIDE

Harshness of natural environment	1	Upward gradient	130 m
Guidance along the route	2	Downward gradient	10 m
Route difficulty	2	Route lenght (actual distance)	15,38 km
Amount of effort needed	2	Time	4 h



FROM THE GUADALIMAR FLOOD PLAINS TO THE FIELDS AT BEJÍGAR

This Trail runs almost entirely through olive groves, with stunning views of the River Guadalimar as it advances north. The route is dotted with many viaducts and tunnels that cross deep ravines and high hills.



Olive groves seen from the Nature Trail



Viaduct over the River Guadalimar

The 15-kilometre route, which starts near Linares-Baeza train station, in Arquillos (Linares), and ends in Horcajo (Begíjar), is very easy for both pedestrians and cyclists, owing to the absence of steep slopes.

The Linares-Baeza Station is located a few kilometres southeast of the town of Linares, on the right bank of the River Guadalimar. This small town has always been famous for its railway station; a place where trains pass through, arrive or depart on a daily basis. The town is linked in a unique way to the romantic history of this unparalleled mode of transport, used by thousands of travellers since it was invented.

The Trail alternates between riparian, floodplain and olive grove landscapes. As the route ventures north, one can see in the distance, industrial activity associated with olive farming (mainly oil mills) and a large sugar refinery.

The route starts about one kilometre north of the Linares-Baeza station, near the 235-metre, curved viaduct over the River Guadalimar. An old hydroelectric power station can be seen upstream from this bridge, as well as the dam that diverts water towards it. One can see downstream from the bridge, on the right bank of the river, the Linares-Baeza Station, the bridge over the N-322, and the works of a future motorway.

After crossing the viaduct, the Trail runs along the left bank of the river. About 1.3-kilometres further on, after passing under the future motorway, there is an old oil mill with all the accessories, including large tanks and silos, and a variety of equipment.

After passing under the N-322 road, alongside the path stands a large mulberry tree (*Morus* sp.). From here, the Trail runs between olive groves and vacant fields.

GUADALIMAR

The "Province of Jaén Settlement Plan" provided for the establishment of Guadalimar, a hamlet built by the Ministry of Public Works and Agriculture in 1954-1958, in the namesake floodplain in Lupión.

The hamlet, designed by the architect José A. Corrales Gutiérrez, contained 154 dwellings for agricultural workers, a school, a church, several administrative buildings, two houses for teachers, a shop and the shop owner's house. It was inaugurated personally by Franco in 1961, and, until recently, the official name was "Guadalimar del Caudillo". Since then, it has been integrated into Lupión, and repopulated with five hundred inhabitants from Lupión, Begíjar, Baeza, Ibros, Bélmez, Bedmar, Hornos, Pontones and other neighbouring towns.

The landscape to the west is typical of this area, where the countryside alternates with olive groves and farming facilities.

The route heads towards a footpath over the Pichingo Creek, from where one can see an old siphon before reaching the old N-322a road. After crossing the road with care, there is another footbridge over Pozo Creek, and further on, the route crosses the JV-3043 linking Linares-Baeza Station with Lupión and Begíjar.

At about 3.5 kilometres from the start, and after crossing the Ibros Creek via a railway viaduct, the route arrives at the first of many tunnels along this path. This tunnel is currently unlit. On the opposite side of the tunnel, the Trail gradually



Weir at the former hydroelectric power station



Mosaic of the Lovers (Ibero-Roman archaeological site of Cástulo)

approaches the Guadalimar riverbank (included in Red Natura 2000 as the SAC, Special Area of Conservation "Ribera del Guadalimar"), until it runs parallel to the river itself. It is sometimes possible to see, on the opposite side of the river, some Mediterranean Turtles (*Mauremys* sp.) sunbathing on the sand at the water's edge. The lush vegetation in this area consists of white poplars (*Populus alba*), field elm (*Ulmus minor*) and tamarisks (*Tamarix* sp.).

The route continues parallel to the river until it crosses the railway viaduct over Valdeparra Creek, and reaches a rest area next to the second tunnel (also illuminated). After passing through the tunnel, the path continues parallel to the river, and arrives at a second rest area. One can see to the west, across the river, perched atop the hills in the distance, the ruins of the ancient city of Cástulo and the Torreón de Santa Eufemia.

Rabbit burrows (*Oryctolagus cuniculus*) become a common sight on the slopes.

From here, the Trail slowly drifts away from the River Guadalimar, running parallel to the tracks of the new railway to Baeza. It gradually begins to climb from 330 metres in the Guadalimar flood plains to 440 metres, venturing forth through vast fields of olive trees, the mainstay of the local economy. Aside from the olive trees (*Olea europaea*), there are also many other plant species typical of this environment, including common figs (*Ficus carica*), yellow broom (*Retama sphaerocarpa*) and lentisc (*Pistacia lentiscus*).

An interesting colonising plant species that “shoots” its seeds when shaken can be found along the next stretch of the route. It is commonly known as Squirting cucumber (*Ecballium elaterium*) because the fruit looks like a small cucumber.

Further on, the route arrives at a third rest area with a viewpoint. It then crosses a bridge on the road from Lupión to Guadalimar. After about eight kilometres, the Trails passes only 200 metres from the village of Guadalimar, separated by the new railway. Several interesting vegetation formations of Ravenna grass (*Saccharum ravennae*) and tamarisks can be seen on the embankments.

From here, the Trails runs entirely through a homogeneous landscape of olive groves. After crossing a viaduct over the River Lupión, the route arrives at a third tunnel (also illuminated) with a rest area close by.



Tunnel fitted with artificial lighting

Immediately after crossing under a bridge, the route is interrupted by the JA-4103 road from Lupión to Torreblascopedro. Caution should be exercised as the path continues along a very dangerous sharp bend with low visibility.

In the next stretch of the Trail, the landscape is still mainly olive trees. After passing the fourth tunnel (also illuminated), there is another rest area.

Past three more unlit (short) tunnels, the route arrives at a rest area located 15.25 kilometres from the starting point, where the Trail ends. The traveller can rest and recover here.

LINARES-BAEZA STATION

The station has been in decline since 1992, when the AVE Madrid-Seville line was opened. Different trains passed through this station on their way to various Andalusian destinations. Until then, the station saw at least 40 passenger trains per day; now it is down to 18.

The station is still an important freight hub, as plans to build a dry port are still ongoing, despite delays from lack of investment.

The Madrid-Jaén high-speed line under construction, with one section already in service (Iberian gauge), will soon pass through here. Of the many stations that used to service the city of Linares, this is the only one that is still operating. It was formerly called Baeza-Empalme Station.

This station is currently the head station of Renfe's Medium-Distance Line 71 (Granada-Linares-Baeza).



Old railway carriages at Linares-Baeza station

ADDITIONAL INFORMATION

MANAGEMENT ENTITIES:

- **PROVINCIAL COUNCIL OF ALBACETE**
  (*https://web.dipualba.es/*) 967 59 53 00

- **PROVINCIAL COUNCIL OF JAÉN**
  (*https://www.dipujaen.es/*) 953 24 80 00

COUNCILS:

- **ALBACETE COUNCIL**
  (*https://www.albacete.es/es*) 967 59 61 00

- **BALAZOTE COUNCIL**
  (*https://balazote.es/*) 967 36 00 01

- **LA HERRERA COUNCIL**
  (*https://laherrera.es/*) 967 36 27 22

- **CASAS DE LÁZARO COUNCIL**
  (*https://casasdelazaro.es/*) 967 36 33 00

- **ALCARAZ COUNCIL**
  (*https://alcaraz.es/*) 967 38 00 02

- **ROBLEDO COUNCIL**
  (*https://robledo.es/*) 967 38 85 01

- **SALOBREE COUNCIL**
  (*https://salobre.es/*) 967 38 20 02

- **VIANOS COUNCIL**
  (*https://vianos.es/*) 967 38 04 08

- **VILLAPALACIOS COUNCIL**
  (*https://villapalacios.es/*) 967 39 80 00

- **VILLARODRIGO COUNCIL**
  (*https://www.villarrodrigo.es/*) 953 48 41 26

- **BIENSERVIDA COUNCIL**
  (*https://bienservida.es/*) 967 39 40 01

- **GÉNAVE COUNCIL**
  (*https://www.genave.es/*) 953 49 30 53

ADDITIONAL INFORMATION

- **PUENTE DE GÉNAVE COUNCIL**
  (*https://www.puentedegenave.es/*) 953 43 50 02

- **LA PUERTA DE SEGURA COUNCIL**
  (*https://www.lapuertadesegura.es/*) 953 48 60 02

- **SEGURA DE LA SIERRA COUNCIL**
  (*https://seguradelasierra.org/*) 953 48 02 80

- **ARROYO DEL OJANCO COUNCIL**
  (*https://www.arroyodelojanco.es/*) 953 42 00 02

- **LINARES COUNCIL**
  (*https://www.ciudaddelinares.es/*) 953 64 88 10

- **IBROS COUNCIL**
  (*https://ibros.es/*) 953 76 60 25

- **LUPIÓN COUNCIL**
  (*https://www.lupion.es/*) 953 76 30 08

- **TORREBLASCOPEDRO COUNCIL**
  (*https://torreblascopedro.es/*) 953 62 60 01

- **BEGÍJAR COUNCIL**
  (*https://www.begijar.es/*) 953 76 30 02

OTHER LINKS OF INTEREST:

- **RENACIMIENTO GREENWAY NATURE TRAIL ASSOCIATION**
  (*https://caminodelrenacimientosierradealcaraz.com/*) 967 59 53 00

- **TOURISM IN CASTILLA-LA MANCHA**
  (*https://www.turismocastillalamancha.es/*) 925 26 79 96

STAMP POINTS ON THE NATURE TRAILS AND GREENWAYS PASSPORT:

- **BALAZOTE COUNCIL**
  Calle Mayor, 2, Balazote 967 36 00 01

- **LA HERRERA COUNCIL**
  Calle de La Libertad, 4, La Herrera 967 36 27 58

ADDITIONAL INFORMATION

- **ROBLEDO COUNCIL**
  Calle Mayor, 2, Robledo — 967 38 85 05

- **ALCARAZ COUNCIL**
  Calle Mayor, 1, Alcaraz — 967 38 00 02

- **CASAS DE LÁZARO COUNCIL**
  Calle Generalísimo, 5, Casas de Lázaro — 967 36 32 41

- **VILLAPALACIOS COUNCIL**
  Plaza Mayor, 1, Villapalacios — 967 39 80 00

- **BIENSERVIDA COUNCIL**
  Plaza de la Constitución, 1, Bienservida — 967 39 40 01

- **SALOBRE COUNCIL**
  Plaza de José Bono Martínez, 4, Salobre — 967 38 20 02

- **VIANOS COUNCIL**
  Calle Mayor, 1, Vianos — 967 38 04 28

- **PROVINCIAL COUNCIL OF ALBACETE**
  Paseo de la Libertad, 5, Albacete — 967 59 53 00

Nature Trails









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.