



OLD RAILWAY STATION



Old station built between 1866 and 1868 and expanded in 1895. Demolished in 1931, it was replaced by a temporary wooden pavilion, while the railway complex of the 1930s was being remodelled.

Undated image provided by IMT (CP Archive).

PINHAL NOVO RAILWAY STATION

As passenger and goods traffic grew, the railway junction at Pinhal Novo required its facilities to be modernised for both the workers and users of this means of transport which was so important in the history of the town and municipality of Palmela.

By 1868 the station building, which can be seen in the photograph, had already been built. A single-storey building with canopies facing north and south, its construction had been approved in 1864 by King Luís, following a proposal by the Public Works Council.

In 1895, the building was extended to provide greater space for the Station Master, the guard and the restaurant staff, as well as more room for the 1st, 2nd and 3rd class passenger waiting rooms, the restaurant and the cafeteria.

The station of the 1930s catered to new requirements; with two storeys, it was designed by engineer and architect Perfeito de Magalhães (1880-1958) and was completed in 1935. The importance of this railway junction grew with the opening of the double-track railway line between Pinhal Novo and Lavradio in 1932; the station was adapted and took on a new appearance.



Station building at Pinhal Novo railway station in the 1930s.



Pinhal Novo railway station in the 1930s. View of the platforms.

When the signal and control tower (designed by architect José Cottinelli Telmo) was opened in 1938, the station building received 25 tile panels depicting various landscapes of the Arrábida/Rio Frio region. The main subjects were painted by João Rodrigues and Francisco Branco Pinto (some were based on Manuel Giraldes da Silva photographs) and were produced at the Faiança Battistini de Maria de Portugal /Fábrica de Cerâmica de Lisboa.

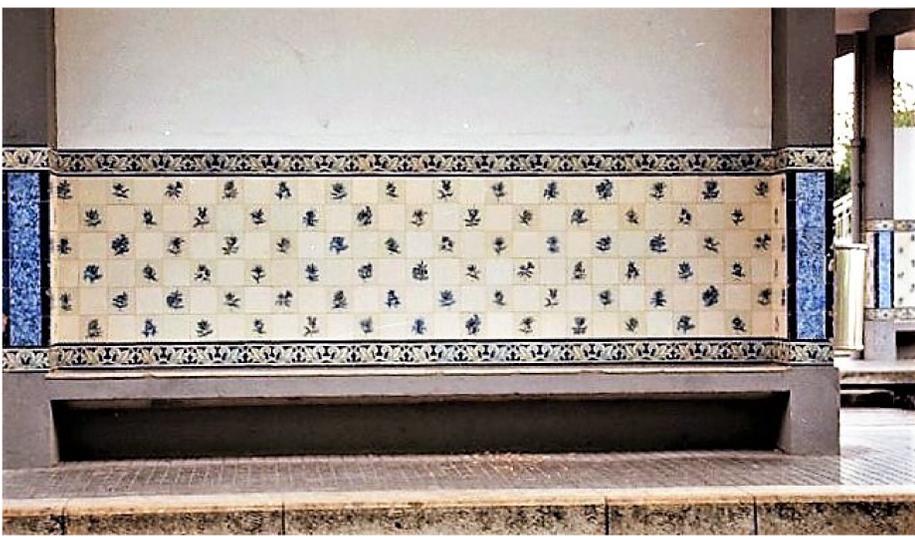


Sweeping the Threshing Floor (the photograph which inspired the tile panel of the same name)



Rio Frio – Sweeping the Threshing Floor (tile panel on the north façade of the building)

In 1946 the station won 2nd Prize in the “Floral Stations Contest”, awarded by the National Secretariat for Information and also won several 1st Prizes in the “Well-Maintained Stations Contest – Southern Region” between 1970 and 1973. The building has been preserved, although the tiles which covered the interior of the old entrance hall have been removed as well as the benches with single-figure tiles which decorated the platforms.



The old benches on the station platforms, covered with single-figure tiles.

The present-day station, dating from the beginning of the current century, was designed by architect Motta Guedes and was built to the west of the 1930s building, as part of the process of electrification of the railway. The underground floor of the station allows for easy pedestrian access between the north and south sides of the town.



Station building at the Pinhal Novo railway station in the 21st century (view of the north façade)

Bibliography

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