

ORGANISATION OF THE TRIP TO  
A R A N J U E Z



When you present your train ticket at the entrance to the *Museo del Ferrocarril* (Railway Museum), you will be given the entry ticket for the *Palacio Real* (Royal Palace) de Aranjuez, a **rectangular** sticker indicating the number of the bus on which your seat is reserved and the time of your visit to the *Palacio Real*, and a **strawberry-shaped** sticker.

PASSENGERS WITH BUS NUMBERS 1, 2 AND 3  
**(green sticker)**

When you arrive at Aranjuez station, make your way to the car park and board the bus. The meeting point will be the *Patio de Armas del Palacio* (Palace Parade Ground) (Point 1 on the map). You will be able to enter the *Palacio Real* by showing the **strawberry-shaped** sticker and the corresponding entry ticket.  
At **15.30 h** buses **1, 2** and **3** will leave from *Calle del Príncipe* (Point 2 on the map) and follow a route with two stops: the *Museo de Falúas* (Royal Barge Museum) (Point 5 on the map) and the *Museo Taurino* (Bullfighting Museum) (Point 4 on the map).  
Whichever of these two stops you choose, you will have to return to *Calle del Príncipe* on foot. If you decide to get off at the *Museo Taurino*, you will be able to explore the old quarter of Aranjuez. If you go to the *Museo de Falúas*, you can take a stroll through the *Jardín del Príncipe* (Prince's Garden).  
At **17.40 h** buses **1, 2** and **3** will leave *Calle del Príncipe* (Point 2 on the map) and take you back to Aranjuez station.

PASSENGERS WITH BUS NUMBERS 4, 5 AND 6  
**(yellow sticker)**

On arriving at Aranjuez station you can take a look round the building, accompanied by the train crew.  
At **11.25 h** buses **4, 5** and **6** will be waiting in the station car park to take you and the train crew on a route with two stops: the *Museo Taurino* (Point 4 on the map) and the *Museo de Falúas* (Point 5 on the map). After getting off the bus at either of these two stops, you will have free time to explore Aranjuez until the afternoon tour of the *Palacio Real*, where the meeting point will be the *Patio de Armas* (Point 1 on the map). You will be able to enter the *Palacio Real* by showing the **strawberry-shaped** sticker and the corresponding entry ticket.  
At **18.05 h** the buses will be waiting opposite the main entrance (Point 3 on the map) to take you back to Aranjuez station.  
At **18.25 h** the **Tren de la Fresa** will depart for Madrid.

**Note:** For safety reasons, passengers are not allowed to stand on the exterior balconies during the journey on board the *Tren de la Fresa*.

Tren <sup>DE LA</sup> Fresa



THE TRAIN RUNS ON THE FOLLOWING DATES:  
*May:* 28 and 29  
*June:* 4, 5, 11, 12, 18, 19, 25 and 26  
*September:* 10, 11, 17, 18, 24 and 25  
*October:* 1, 2, 8, 9, 15, 16, 22 and 23

TIMES

**Outward journey**

Departure from the *Museo del Ferrocarril*:  
10.00 h  
Arrival at Aranjuez Station: 10.50 h

**Return journey**

Departure from Aranjuez Station: 18.25 h  
Arrival at the *Museo del Ferrocarril*: 19.15 h

**Museo del Ferrocarril:**

*Paseo de las Delicias, 61 – 28045 Madrid*

FARES

Adults: € 28.00  
Children (from 4 to 12): € 20.00

Children under the age of 4 travel free if they do not occupy a seat.

A “management fee” will be added to these prices when you purchase your tickets.

Tel.: 902 228 822  
www.museodelferrocarril.org  
www.renfe.es  
www.aranjuez.es

THESE PRICES INCLUDE:

- Return trip on a historic train\*
- A plate of strawberries served by stewardesses dressed in traditional costume
- Theatrical performance on board the train
- Transfers from the station to the sightseeing area in an air-conditioned coach
- Guided tour of the *Palacio Real* and self-guided tour of the *Museo de Falúas*
- 50% discount at the *Museo Taurino* (€ 1.50).
- For other alternatives:

[www.museodelferrocarril.org](http://www.museodelferrocarril.org)

*While you are in Aranjuez, providing you identify yourself as a **Tren de la Fresa** passenger, you can benefit from special offers and discounts on a range of cultural and leisure activities, as well as various Aranjuez tourist services.*

**NOTE:** Access control will close 5 minutes before the train departs.

BUYING TICKETS

Tickets can be bought in advance exclusively at:

**Railway stations with advance ticket sale facilities.**

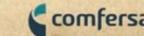
**Travel agencies.**

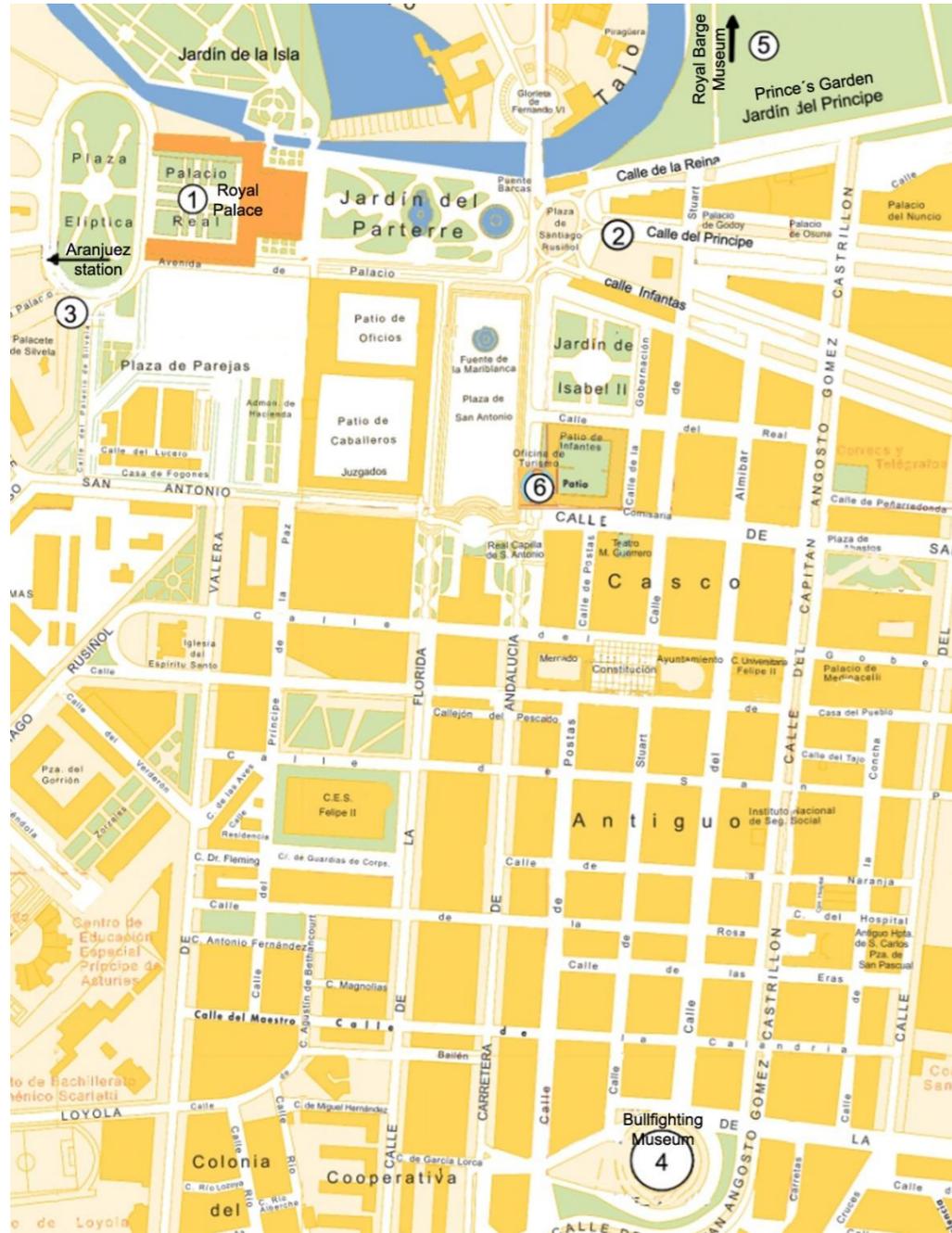
**\*Note:** The type of traction may be diesel, electric or steam.

Tren <sup>DE LA</sup> Fresa

2011

A UNIQUE EXPERIENCE  
*Madrid-Aranjuez*  
on a **HISTORIC TRAIN**





The section of railway line between Madrid and Aranjuez dates back 160 years. Inaugurated on 9 February 1851, it gradually ushered the Spanish capital, the Royal Site of Aranjuez and the towns through which it passes (Villaverde Bajo, Getafe, Pinto, Valdemoro, Ciempozuelos and Seseña) into an industrial age driven by a new mode of transport which soon became known as the “Iron Way” (*Camino de Hierro* or *Ferro-Carril* in Spanish).

The reasons why the first line out of the Spanish capital led precisely to Aranjuez are to be found, on the one hand, in the desire to establish a rail connection between Madrid and a Mediterranean port and, on the other, in the fact that the monarchy and successive governments were keen to link two royal residences.

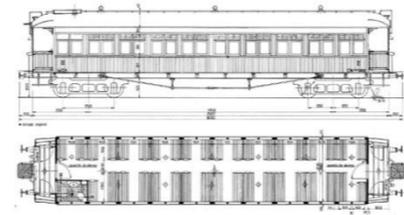
The Madrid-Aranjuez section included in the plans for a railway line to Alicante was given the decisive boost it needed by the Málaga-born entrepreneur *José de Salamanca*, who, at the end of 1844, was the Member of Parliament for Alicante and one of the most important businessmen in the State capital. Taking advantage of his economic and political influences, as well as his connections with the court of Queen Isabella II, he obtained the railway line concession and, in December 1845, established the Madrid-Aranjuez Railway Company (*Sociedad del Camino de Hierro de Madrid a Aranjuez*). The construction of the line ran into a number of difficulties but was eventually completed six years later, and at the official opening ceremony held on 9 February 1851, over 1,500 guests were duly impressed to learn that the new line would enable travellers to cover the 49 kilometres separating the two royal residences in just one and a half hours.

When the railway services between Madrid and Aranjuez entered into operation, the aforementioned company established four classes and, therefore, four types of passenger coaches, ranging from the most luxurious to the most basic and least comfortable. The entry into service of this fourth-class coach was justified by the company as a way “to give both rich and poor the opportunity to use this rapid means of locomotion”.



The antique train which currently runs on this historic route has a similar composition, in that it comprises four *Costa* passenger coaches, a *DV* van and a *J* wagon, which were restored and adapted to provide service during the **Tren de la Fresa** seasons. The *Costa* coaches form part of the long-running series which the company MZA acquired between 1914 and 1930 with the aim of modernising and unifying its fleet of hauled stock for Commuter services.

After being transferred to RENFE, these rolling stock vehicles continued to provide commuter service until the 1960s, and were even used subsequently as service trains for employees.



In the 1980s, of the four coaches which are now looked after by the *Museo del Ferro-carril de Madrid*, three were restored in the RENFE’s *Forestry Workshop Division* and one by the Railway Military Service.

The **Tren de la Fresa** runs from Madrid to the city of **Aranjuez**, whose “Cultural Landscape” was declared a UNESCO World Heritage Site in 2001 owing to its indisputable wealth of heritage assets from the ecological, artistic and cultural point of view. Aranjuez’s geographic location at the confluence of the *Tagus* and its main tributary, the *Jarama*, makes it a veritable “garden city” set within a rich and varied landscape characterised by a wide variety of flora and fauna.

In 1561, at the behest of *Felipe II*, Aranjuez became one of the *Royal Sites*, a collection of residences for an itinerant court which spent the winter in *Madrid*, the spring in *Aranjuez*, the summer in *La Granja* and the autumn in *El Escorial*.

The **Palacio Real**, whose construction began under this king’s reign, remained barely unaltered until the arrival of the *Borbons* and, in particular, *Fernando VI*, who ordered the architect *Santiago Bonavía* to design the main façade, and *Carlos III*, who added two wings perpendicular to the main façade, the *Plaza de Armas* and the *Parada de Palacio*.

*Carlos IV* gave the city the **Real Casa del Labrador**, a beautiful neo-classical building situated in the **Jardín del Principe**, where defiant, magnificent and picturesque nature affords the visitor a wonderful opportunity for

a pleasurable stroll. Indeed, **gardens** constitute another of Aranjuez’s major attractions, from the French-style **Parterre** to the Italo-Flemish inspired **Jardín de la Isla**, as well as more intimate retreats such as the **Jardín del Rey**, hidden away in the grounds of the Palace.

Also linked to the monarchy is the **Museo de Falúas**, which houses a collection of royal pleasure boats formerly used for royal cruises along the *Tagus*; likewise the city’s famous tree-lined groves (*Sotas y Paseos Históricos*) or the grand *Calle de la Reina*, a magnificent avenue flanked by 40-metre-high plane trees. Various historic buildings line the streets and squares of Aranjuez, where the visitor can take a stroll, do a little shopping, or relax at one of the many pavement cafés. One of the most outstanding sights is the **Plaza de Toros**, listed as a “Monument of Historical-Artistic Merit” and home to the *Museo Taurino*. During the *Fiestas of San Fernando*, the city’s patron saint, the bullring’s most important traditional bullfight is held on 30<sup>th</sup> May.

As a *City of Culture*, Aranjuez frequently hosts music festivals, concerts and theatre performances. It is a paradise for nature lovers and sports enthusiasts, and is also an ideal destination for those who wish to enjoy a wide range of gastronomic delights which combine the best of traditional and nouvelle cuisine.