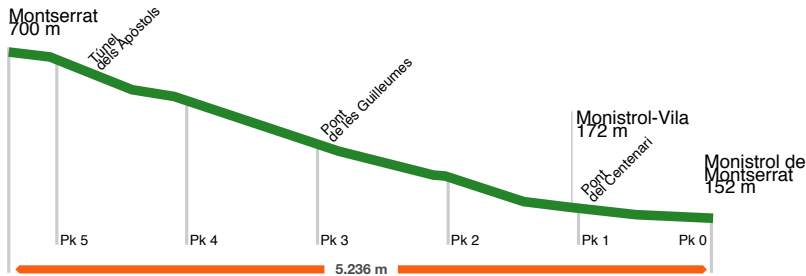


Route

For most of its five kilometres the rack railway follows the route of the original railway. Of these, four kilometres are in rack traction to cover a difference in height of almost 550 metres between Monistrol-Vila and Montserrat stations.



The route starts at Monistrol de Montserrat station, which connects with the R5 service of the FGC Llobregat-Anoia line. Setting off from this first station, the rack railway goes through its first tunnel then enters the 160 m long newly-constructed La Foradada tunnel. At the end of this tunnel the railway crosses the Pont del Centenari bridge, the railway's most important and spectacular work of engineering, crossing the River Llobregat and the C-55 road and running along the right bank of the River Tortuguier to reach the second station, Monistrol-Vila. This newly-built station is where the rack railway section starts. The route's steepest gradients also begin here, giving passengers some truly spectacular views over mountain and valley.

The railway continues its upwards journey through the Tunnel of Àngel, already in place on the original rack railway route, and crosses the new bridge built to replace a level crossing. It then goes across another bridge, Guilleumes Bridge, from which the craggy outline of the mountain can be admired before plunging into the last tunnel on the line, the Tunnel of Apòstols. Past this point the rack railway makes its final upwards thrust to the last station, Montserrat, underneath the Plaça de la Creu.

