



## KONAVOSKI ČIRO

Uskotračna željeznička pruga Sarajevo–Zelenika izgrađena je i puštena u promet 15. srpnja 1901. godine. Na relaciji kroz Konavle postojalo je 5 stajališta i 6 ukrasnica. U razdoblju I. svjetskog rata pruga je imala uglavnom vojnu namjenu jer je Boka Kotorska bila jaka vojno-pomorska baza kojoj je željeznica bila glavni snabdjevač. U vremenu od 1918. do 1945. ova željeznica je služila kao snabdjevač ovog područja prehrambenom i tehničkom robom te građevinskim materijalom, a u kontinentalni dio je odvozila vino, rakiju, ulje i velike količine komadne robe. Poslije II. svjetskog rata s područja Konavala željeznica je prevozila velike količine povrća, naročito na bosansko trži-

šte, a na područje Konavala dovozila umjetna gnojiva, zaštitna sredstva za vinogradarstvo, prehrambene artikle, stočnu hranu, te stoku za uzgoj i ostalu robu.

Putnički promet na popularnom Ćiru iznosio je u prosjeku oko 150 putnika dnevno, najvećim dijelom u tranzitu i u kombinaciji s autobusnim prometom. Šesdesetih godina dovršava se gradnja Jadranske magistrale i nove zračne luke u Čilipima te drugi oblici prijevoza postaju važniji, što dovodi do konačnog ukidanja ove pruge uskok kolosijeka 1. srpnja 1968. godine.

## ĆIRO – HISTORIC TRAIN IN KONAVLE

*The narrow-gauge railway between Sarajevo to Zelenika was built and opened to traffic on 15th July 1901. On this railway route there were five stations and six crossings. During World War I the railway had a very important military role. The port of Kotor was a strong military base and the railway represented the easiest way to deliver supplies to Kotor. From 1918 to 1945 the railway was very important for economic progress of the area. It was used to deliver food and technical goods, as well as construction materials. Likewise, railwayThe railway was also used to transport wine, rakija (local brandy), olive oil, as well as large quantities of bulk goods to the continental part of the country. After World War II the rail-*

*way was very important for transporting large amounts of vegetables from Konavle to Bosnian markets. Also, the railway was important because it delivered food, animal feed, livestock, fertilizer for wine cultivation from other parts of country to Konavle.*

*Passenger traffic for the popular Ćiro train averaged at about 150 passengers per day, mostly in transit and in combination with bus traffic. In the 1960's, the construction of the Adriatic highway neared its completion and the new airport in Čilipi was built so other forms of transportation became more important leading to the final abolition of this railway line on 1 July 1968.*

