
Tramcar's role in the evolution of Porto

- a vehicle for pleasure and labor -

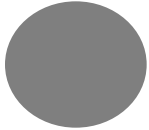
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THE BIRTH OF TRAMCAR



Baron of Trovisqueira's and
Companhia Carril de Ferro do Porto
à Foz e Matosinhos

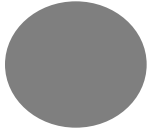


1872

15 May 1872 the first “Americans” started to transform the city and its economy



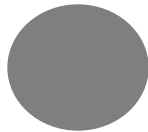
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1872

The new vehicles and its spreading through the city gave new opportunities to its population and changed definitively its habits.

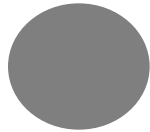




1895

At 12 September 1895, starts to circulate the first tramcar and rapidly grows the network lines of Companhia Carris de Ferro do Porto.





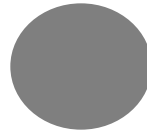
1910

TRAMCAR IN THE FIRST HALF OF THE XXTH CENTURY

The local surrounding districts demanded for tramcar lines and contributed for its installation.

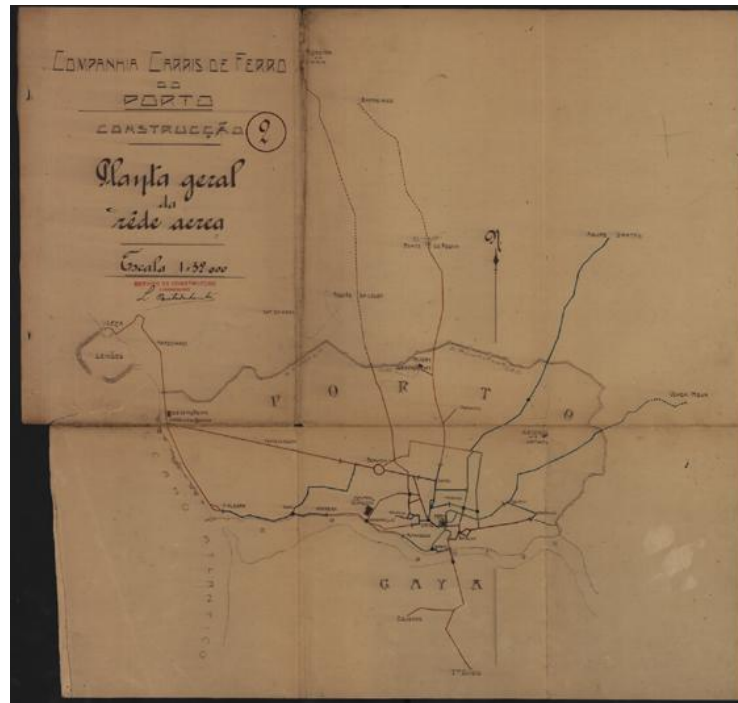


19 February 1910 –
opening of the primitive
line 3 to S. Mamede

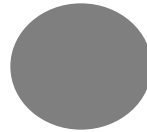


1912

During the first decade of the XXth century, tramcars gradually reach the limits of the city, contributing for its growth



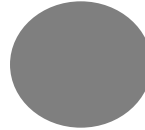
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1930's

Most of tramcar lines droved across the city centre, passing Praça and Avenida dos Aliados creating new connections for the working population to the industrial areas.



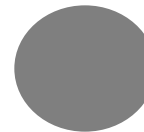


1930's

Tramcar assumes its role as the people's vehicle having more and more passengers from distant locations.



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1946

TRAMCAR AND THE MUNICIPAL TRANSPORT SYSTEM - STCP

Porto's public transport are municipalized by the city hall council on the 1st of July 1946.



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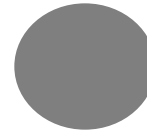


1950's

Tramcars insistently drove on the population, and regardless its modernization attempts, tramcar kept circulating over crowded and with permanent delays.



The enduring of these difficulties causes the definite arrival of buses in 1949, and trolleycars in 1959.

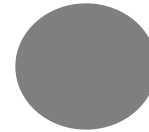


1960's

With STCP a big investment in new machinery and technology changes completely the use of its infrastructures.

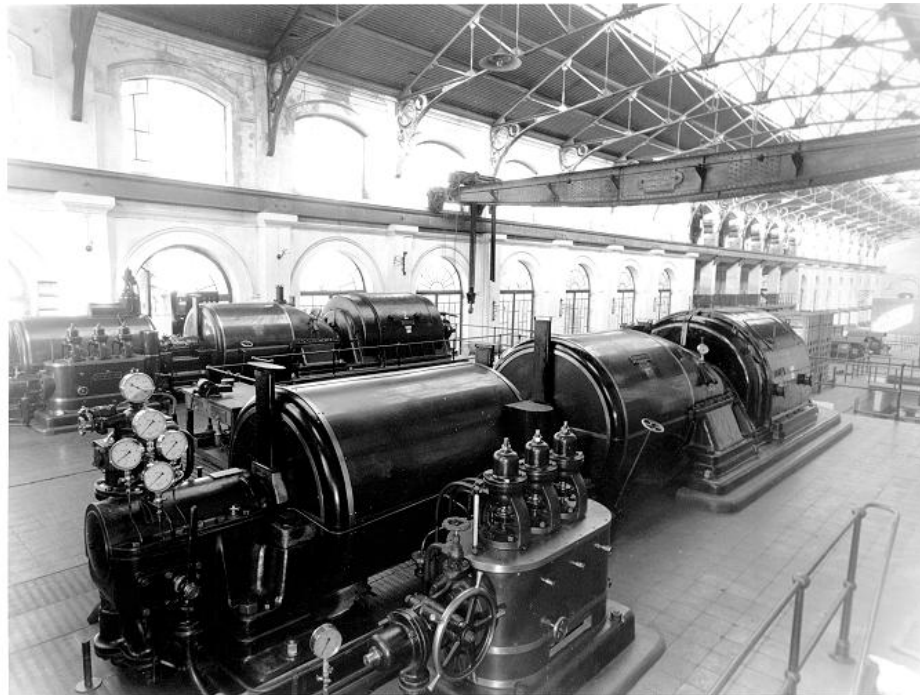


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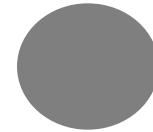


1960's

Massarelos Thermoelectric Power Plant transforms itself in an historical space, but abandoned in its original functionality.



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1992-2012

Trough time, tramcars continue their mission. Permanently being connected to the city and its working activity but, nevertheless being part of peoples feelings and memories.



Porto Tramcar Museum will reopen with a new enlarged concept .



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Obrigada!



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