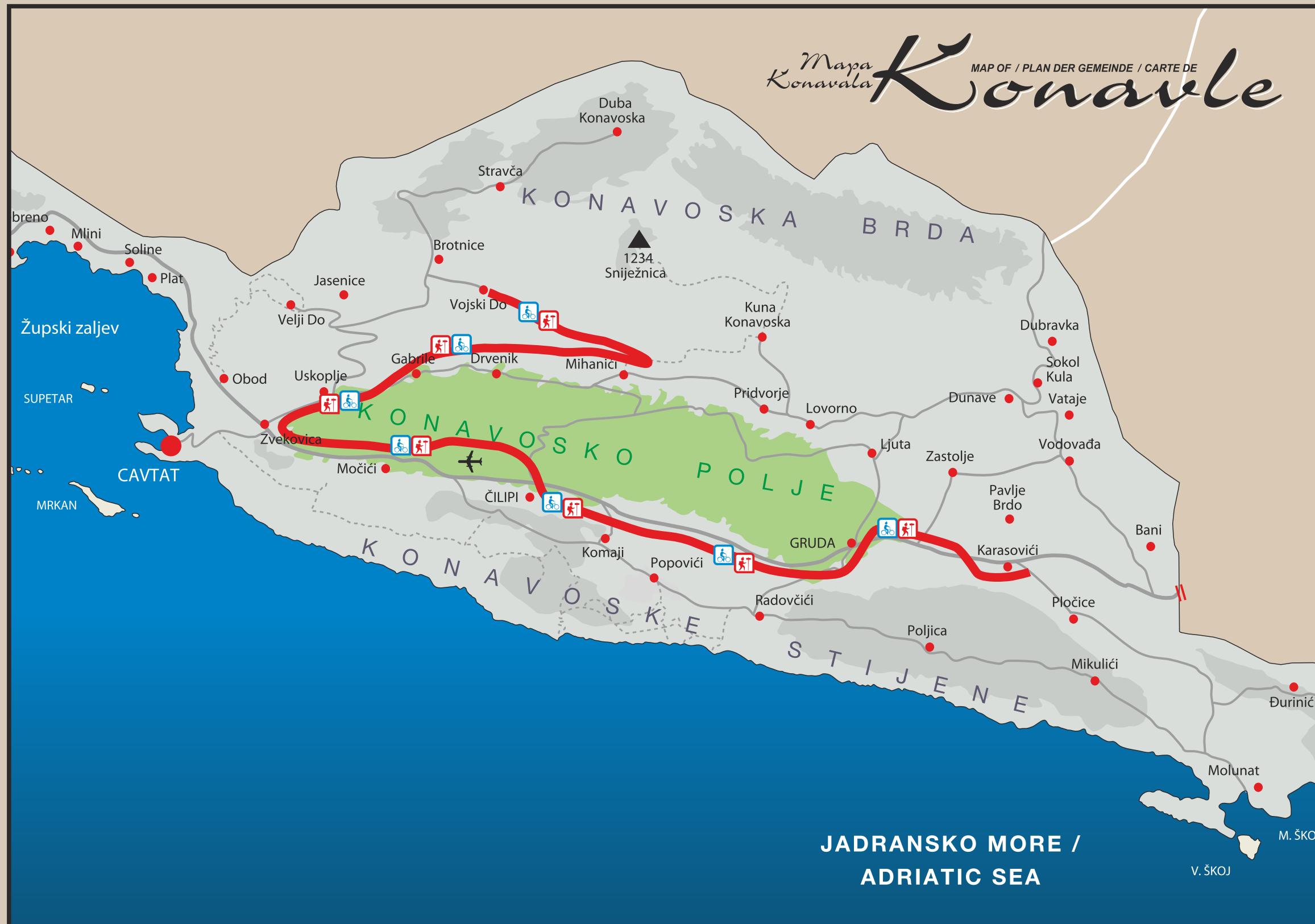




ĆIRO

Pješačko-biciklistička staza Hiking and cycling route



HR

SAVJETI IZLETNICIMA I POSJETITELJIMA

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ENG

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Ćiro prolazi kroz Konavle - Ćiro passes through Konavle

ENG

ĆIRO – HISTORIC TRAIN IN KONAVLE

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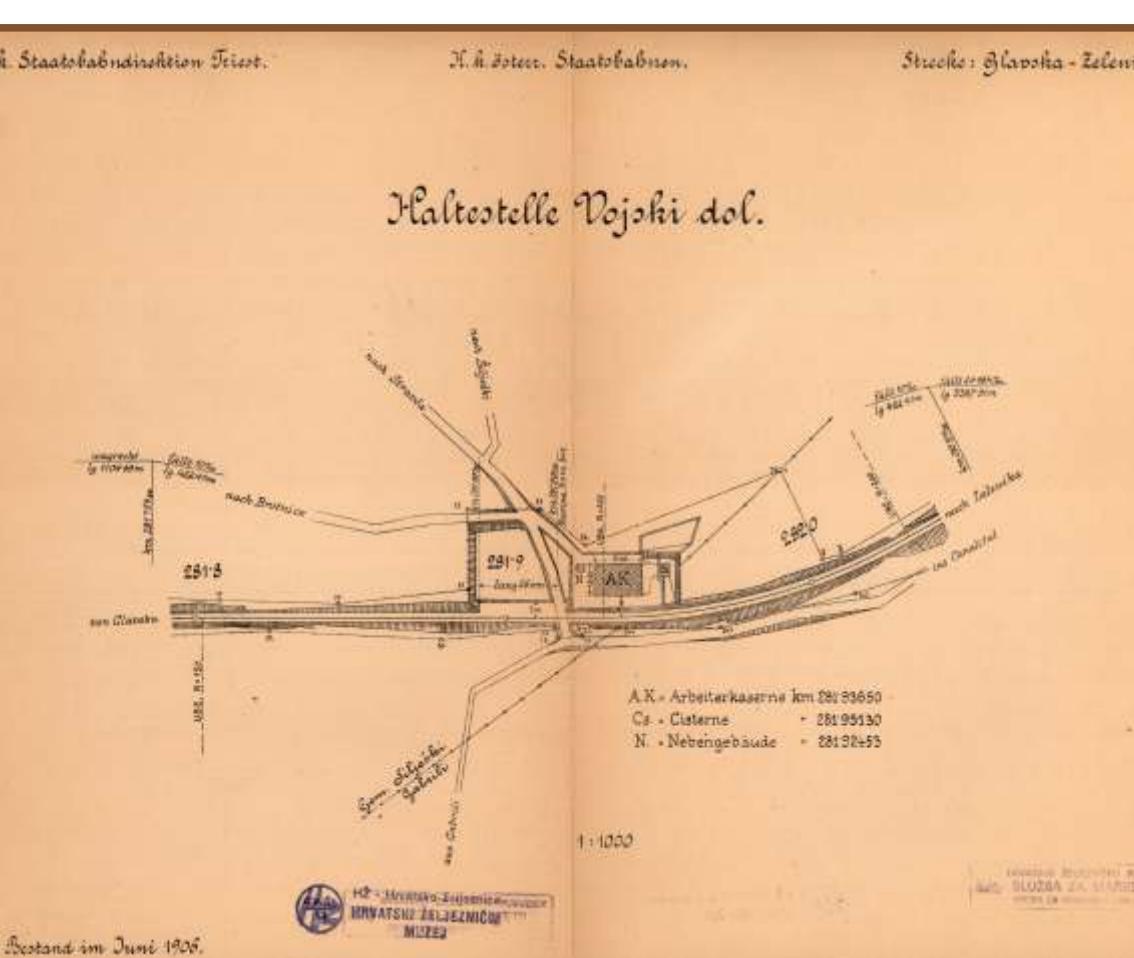
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Kolosijek Vojski Do 1906. godine - Vojski Do junction in 1906.

Fotografije su vlasništvo grada Hrvatskog željezničkog muzeja u Zagrebu



Madragora – Mandrake

MANDRAKE PLANTS

This mysterious and widely-known medicinal plant of mystical and supernatural power was used all over the world in the past. It was utilized by the Egyptian Pharaohs, Ancient Greeks and Romans; it is linked to the death of Joan of Arc; it is mentioned in his works by William Shakespeare. Mandrake is also used for magical purposes by Harry Potter. In this part of the Mediterranean it grows only on the south banks of the Snježnica Mountain. This is why it was used by aristocracy of Dubrovnik who kept its location hidden and closely guarded it. The entire plant, and especially its human-shaped root, was used for magical purposes, as an anaesthetic, a hallucinogen, but also as an aphrodisiac and as a cure for infertility.



HITNA SLUŽBA
EMERGENCY SERVICE:

112



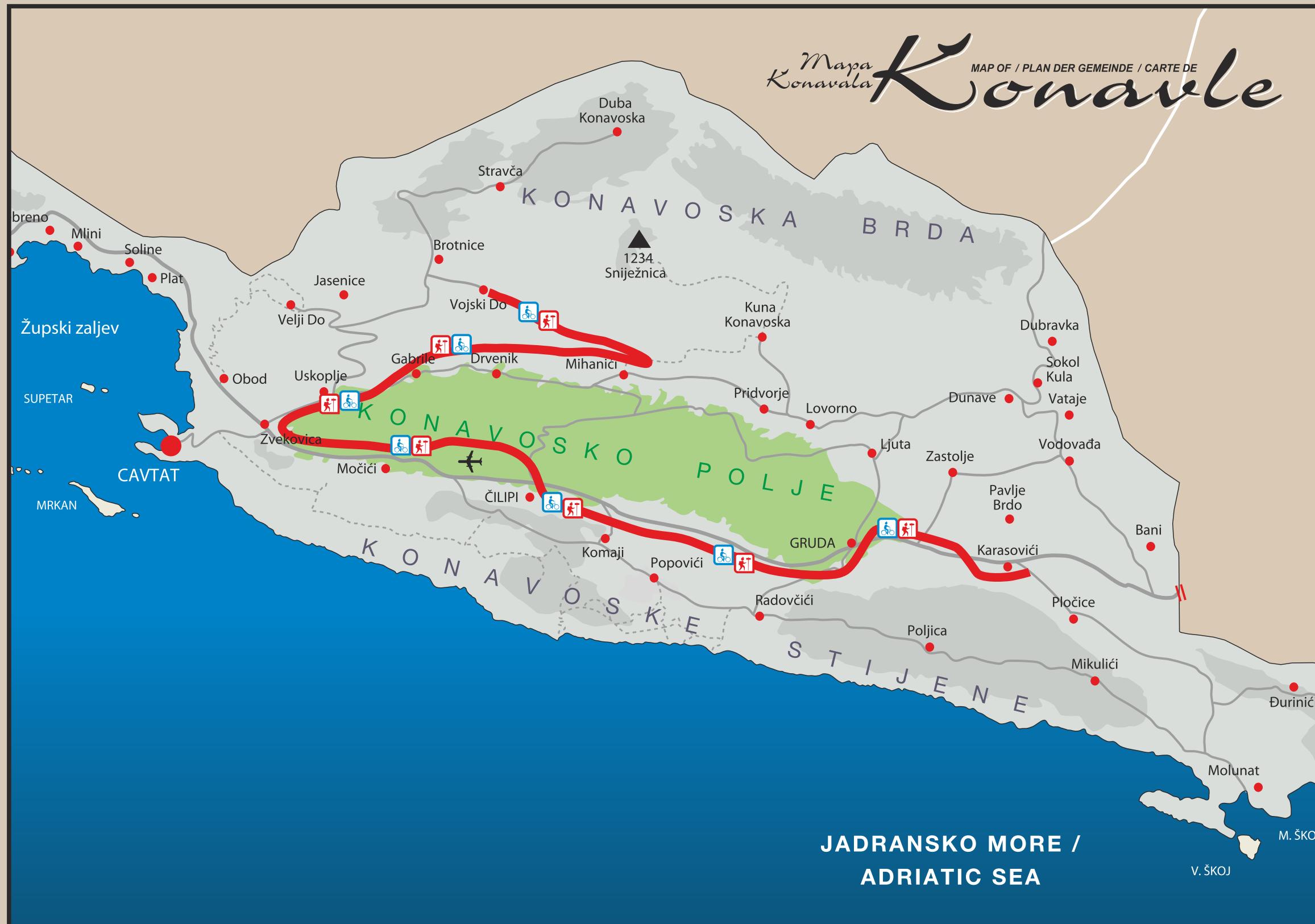
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Stanica Mihanići - Mihanići Station

ENG

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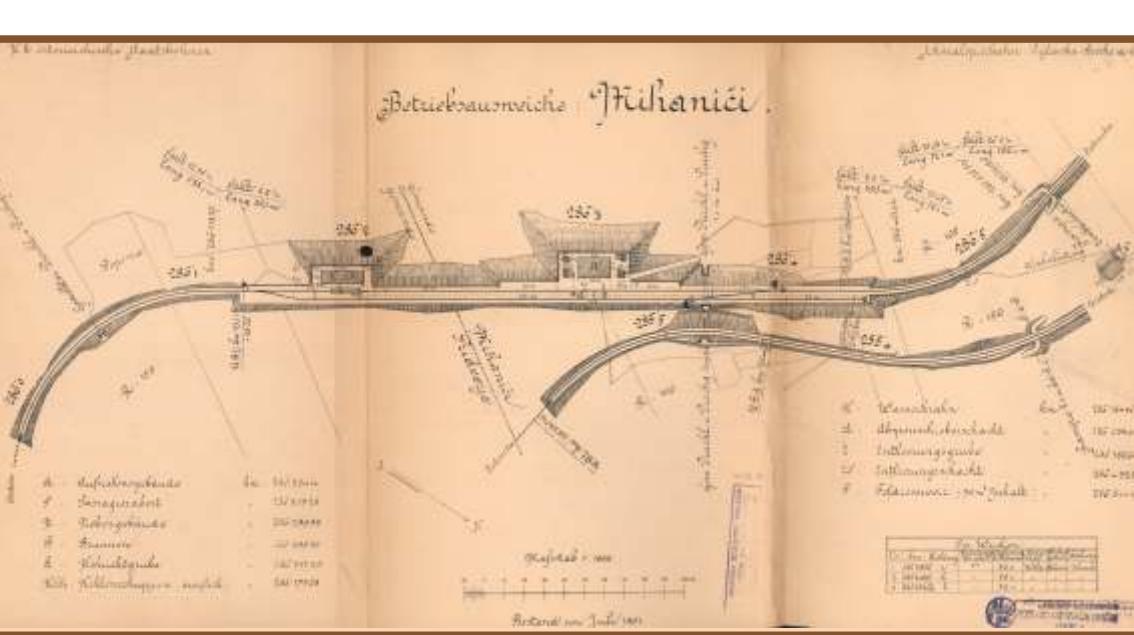
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Kolosijek Mihanići 1906. godine - Mihanići Junction in 1906.

Fotografije su vlasništvo grada Hrvatskog željezničkog muzeja u Zagrebu

Er. Staatsbahnen.		Vom 1. M.	
67c. Landesgrenze bei Glavsko—Zelenika und zurück.			
		Gmz.	
		10.45	Ab Mostar 404.....An 7.15
		10.45	Ab Trebinje 404.....An 2.05
		11.10	Ab Gravosa 399.....An 1.46
		7.04	Ab Metković 408.....An 6.03
infec.		19.50	Ab Šibenik 404.....An 19.05
IV		Gmz.	
		1013	
		11.10	
		12.00	Ab Glavsko (Herzegowina) 404.....An 11.28
		1.45	Brotinie
		2.10	Mihanići
		2.42	Cavtat-Ragusa vechia
		2.55	Čilipi
		3.06	Komaji
		3.26	Gruda
		4.02	Nagumanac
		4.20	Sutorina (Herzegowina)
		4.31	Igalo
		4.42	Castelnuovo
		6.00	An Zelenika
			Ab 8.06

Vozni red iz 1902. godine - Timetable from 1902.

MIHANIĆITUNNEL, 'one kilogram of stone worth a kilogram of gold'

The tunnel was the most challenging construction structure on a railway line section that ended in Montenegro. The tunnel is 417 km long and dug in bedrock. Just on that spot the railway in the rock makes a curve and rotates back to Cavtat. There is a source of drinking water in the tunnel, too. It was the biggest construction venture in Konavle after the construction of a Roman aqueduct in the ancient times. There is an old story related to its construction. It is said that engineers warned the Austro-Hungarian Emperor Franz Joseph I that the investment would be too expensive and that a kilogram of stone would have to be paid with a kilogram of gold. But the Emperor personally and without a second thought, ordered the tunnel's construction regardless of any problems that may occur. All villagers of Mihanići and several hundred other workers were engaged on the construction of the tunnel and the railway station in Mihanići at the beginning of the 20th century.



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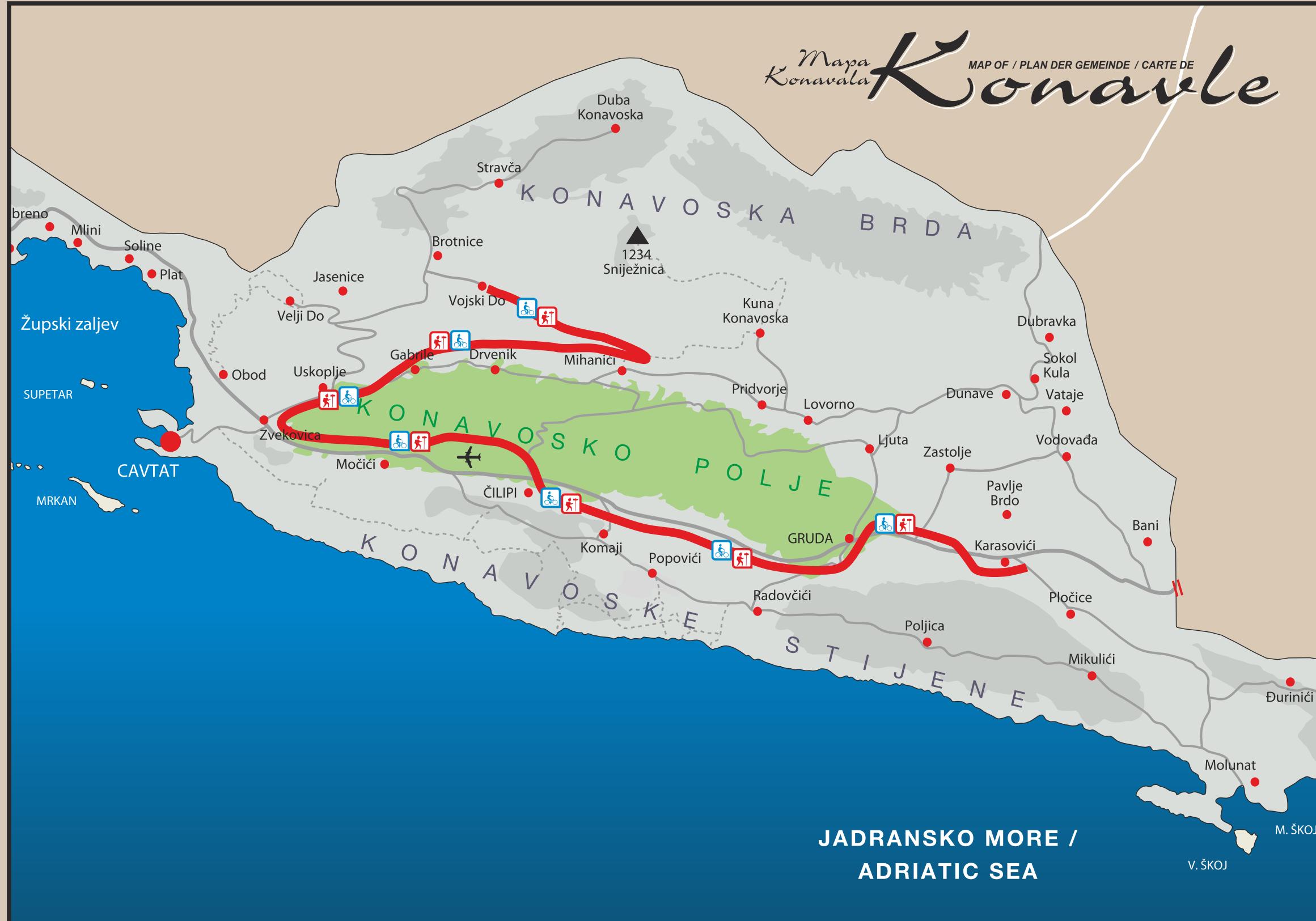
HITNA SLUŽBA
EMERGENCY SERVICE:

112



ĆIRO

Pješačko-biciklistička staza Hiking and cycling route



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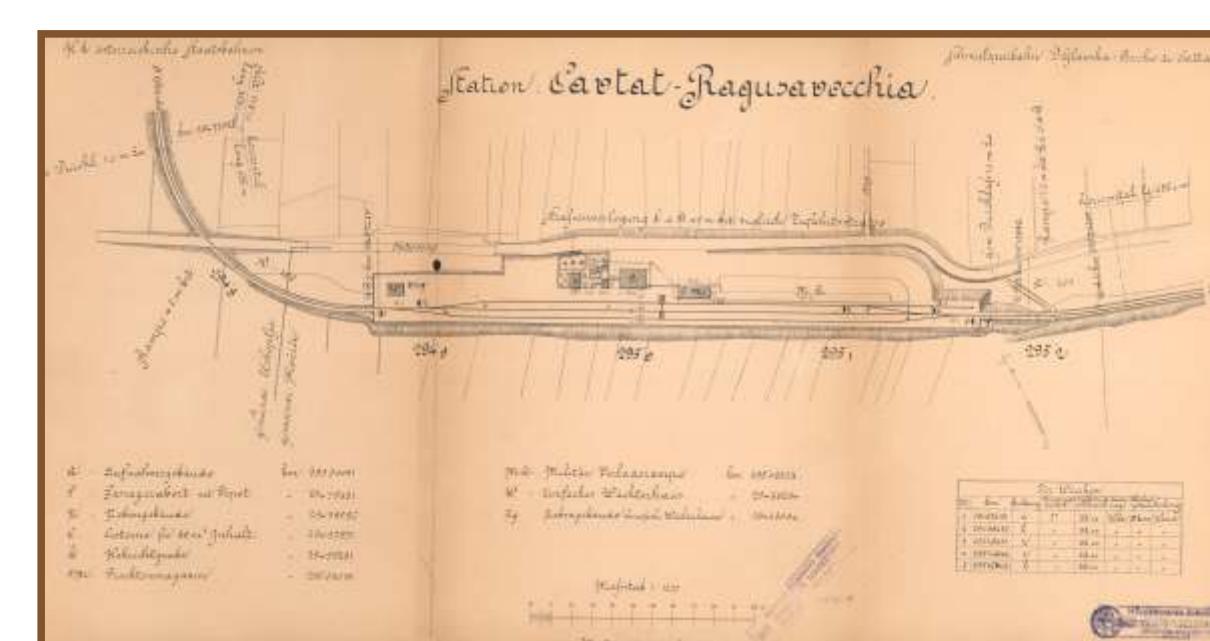
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Stanica Cavtat - Cavtat Station



Kolosijk Cavtat 1906. godine - Cavtat Junction in 1906.

Fotografije su vlasništvo grada Hrvatskog željezničkog muzeja u Zagrebu

ENG

ĆIRO – HISTORIC TRAIN IN KONAVLE

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This concludes the railway era in Konavle. The train popularly known as Ćiro brought prosperity to Konavle in the beginning of 20th century and marked this period. In the 1960s this same Ćiro became a symbol outdated technology and the era that finished with the fall of Austro-Hungarian Monarchy.



Dubrovačka Malvasija - Dubrovnik Malvasia

DUBROVNIK MALVASIA

The most famous sort of wine grapes in this region has been the Dubrovnik Malvasia which is an indigenous variety of Konavle. It is not known with certainty whether it was brought to Konavle by the ancient Greeks or it originally grown in this area. It has been scientifically established that some varieties of Malvasia wine exist only at Lipari Islands near Sicily, at Canary Islands and Sitges in Catalonia. Dubrovnik nobility highly appreciated it and the wine from Malvasia grape was a special delicacy that accomplished a high price. The earliest written evidence about this wine in the Dubrovnik Archives dates back in 1383. In these medieval times the region of Konavle did not belong to the Dubrovnik Republic yet. There is a record that a certain physician Bartol asked permission from the Senate to import a smaller quantity of Malvasia wine for his treatments' purposes. The old residents of Dubrovnik served Malvasia wine to their most respected guests. This white wine of noted aromas was an indispensable gift to the Pope of Rome and the Sultan of Constantinople. Malvasia was almost on the verge of extinction. In recent years it is brought back to life and new plantations have been planted. This wine tends to prefer sunny sloping areas of Konavle along the Napoleonic Road. You are stepping on the road just now. Today some high quality wines from Malvasia grape variety are being produced. The most representative product is prosecco which is made out of selected dried berries of grapes. Prosecco has a very high alcohol and sugars and retains distinct fruity aromas of this top autochthonous variety of wine. nThe Napoleonic Road was built by the Napoleonic Army in 1806 when they occupied this territory. This is a continuation of the road built in that period along the entire Dalmatian coast and in Konavle it is extended to the final eastern border. It was also the final eastern border of the Empire in this region.



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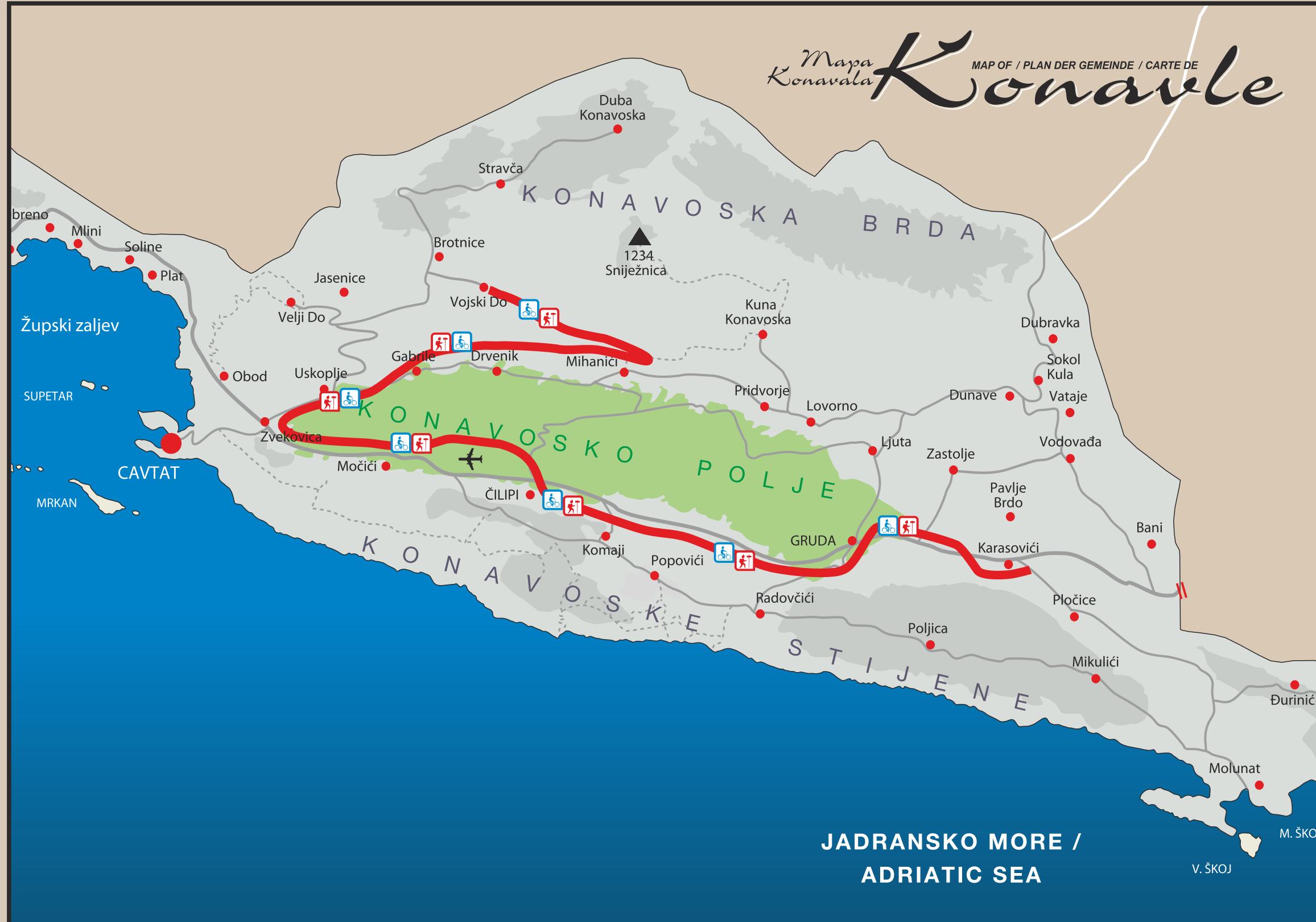


HITNA SLUŽBA
EMERGENCY SERVICE:
112



ĆIRO

Pješačko-biciklistička staza Hiking and cycling route



(HR)

KONAVOSKI ĆIRO

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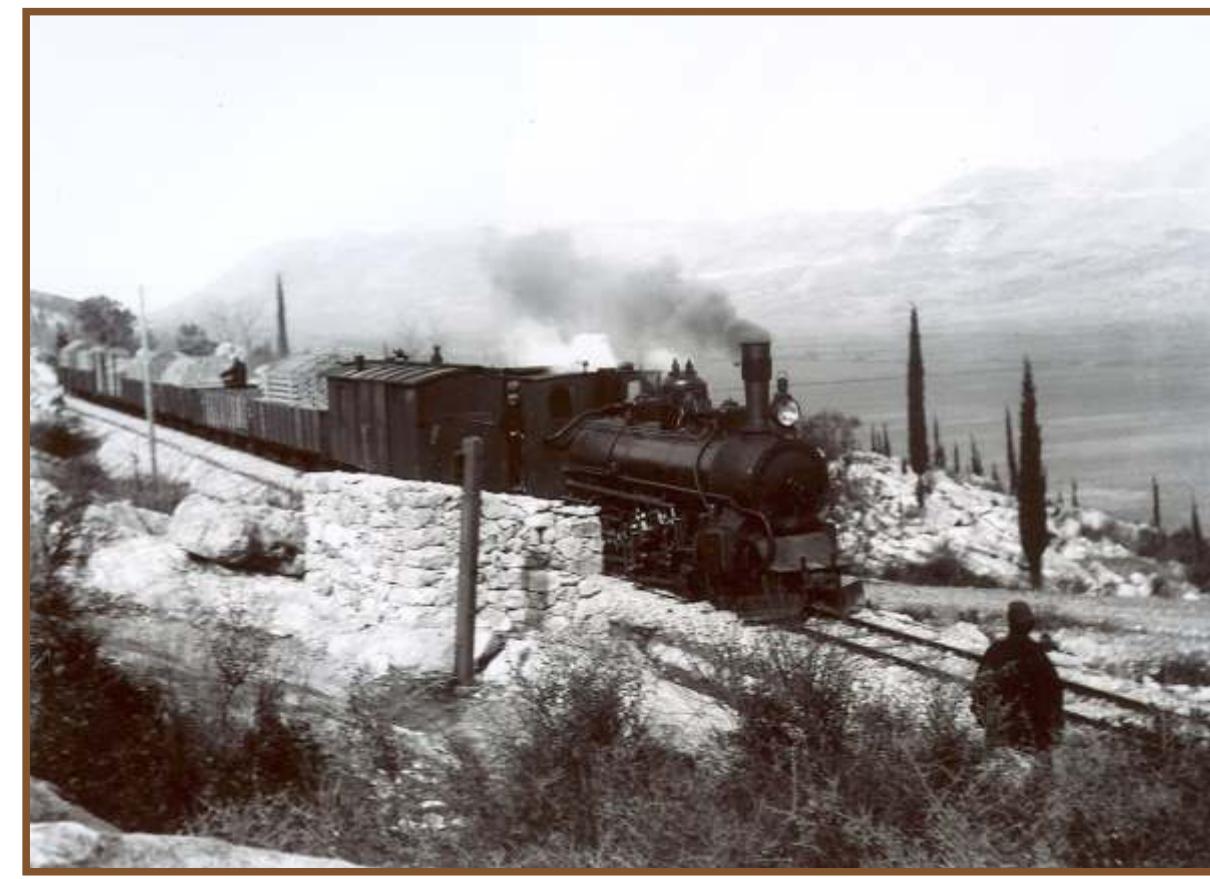
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Gradnjom željezničke pruge kolosijeka Sarajevo-Ploče 1963/64. godine vrši se pretovar robe u Gabeli za uskotračnicu prema Zeleniku što uz sporost kretanja željezničke uzrokuje pad prometa na ovoj pruzi. Tih godina dovršava se gradnja Jadranske magistrale i nove zračne luke u Čilipima te drugi oblici prijevoza postaju važniji, što dovodi do konačnog ukidanja ove pruge uskog kolosijeka 1. srpnja 1968. godine. Njezina osnovna sredstva kao što su šine, pragovi, stanice i magazini se ubrzano raspodaju.

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Ćiro prolazi kroz Konavle - Ćiro passes through Konavle

(ENG)

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67e. Landsgrenze bei Glavska-Zelenika und zurück.	
Gross	Groß
III.	III.
1013	1014
1.474	1.475
120	120
1.44	1.45
8	8
2.42	2.42
2.45	2.45
9.55	9.55
3.29	3.29
3.47	3.47
4.29	4.29
4.33	4.33
4.42	4.42
Ab Glavska (Herzegowina) 404	Ab Glavska (Herzegowina) 404
Brgat	Brgat
Šumet	Šumet
Cavtat-Naguswechis	Cavtat-Naguswechis
Čilipi	Čilipi
Gruda	Gruda
Nagumanac	Nagumanac
Sutomore (Herzegovina)	Sutomore (Herzegovina)
Igalo	Igalo
Zelenika	Zelenika
Castelnuovo	Castelnuovo
An Zelenika	An Zelenika

Vozni red iz 1902. godine - Timetable from 1902.

Fotografije su vlasništvo grada Hrvatskog željezničkog muzeja u Zagrebu

(HR)

(ENG)

SAVJETI IZLETNICIMA I POSJETITELJIMA

- Izabrali izlet čije se trajanje i težina mogu tijesno izdržati.
- Obavijestiti obitelj o smjeru kretanja i vremenu povratka; držati se rečenoga.
- Držati se isključivo signaliziranih staza.
- Nositi prikladnu odjeću i obuću.
- Uvijek imati vode.
- Imati malu osobnu prvu pomoć.
- Ponijeti rezervnu odjeću, kapu te zaštitu od sunca, kiše i vjetra, računati na moguće promjene vremenskih prilika.

AKO SE DOGODI NESREĆA

- Pružiti prvu pomoć
- Unesrećenog zaštiti od hladnoće/vrućine
- Obavijestiti hitne službe, pozivom na broj 112 tražiti Hrvatsku gorskiju službu spašavanja

UZ OBAVIEST O NESREĆI OBAVEZNO NAVESTI SLJEDEĆE PODATKE

- Ime i prezime, adresu i telefon osobe koja je obavijestila o nesreći.
- Ime i prezime, adresu i telefon unesrećenoga.
- Lokaciju unesrećenoga i opis ozljeda.
- Što se poduzeo i tko je obaviješten o nesreći.

Stazu koristite na vlastitu ogovornost / Cycling and hiking at your own risk

IF AN ACCIDENT OCCURS

- Administer first aid.
- Make sure the injured person is not exposed to heat or cold.
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- Full name, address, telephone number of the person providing information on the accident.
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- Location of the injured person and description of the injuries.
- What has been done and who else has been notified of the accident.

KROZ POVIJEST

Naziv Konavle izvodi se iz latinske riječi "canale", "canalis", u lokalnom govoru "konali", "kanali", što se povezuje s vodovodom koji je u rimsko doba dovodio vodu iz Vodovađe u Epidaurus, današnji Cavtat. U pretpovijesno doba u Konavlu su živjeli Iliri koji su u drugom stoljeću prije naše ere pokorili Rimljani. Početkom sedmog stoljeća u Europu i na ove prostore dolaze avarska i slavenska plemena, koja su 614. godine osvojila Epidaurus (današnji Cavtat), kao i čitave Konavle.

Konavle dolaze pod vlast Dubrovačke Republike u 15. stoljeću, kada su ih Dubrovčani

otkupili od tadašnjih vlasnika, bosanskih velikaša i to 1419. godine istočni dio Konavla

od Sandalja Hranića i 1426. godine zapadni dio od Radoslava Pavlovića, plativi za oba

dijela istu sumu od 36.000 perpera. Konavle su Dubrovačkoj Republici bile od iznimne

važnosti kako zbog poljoprivrede, stolarske i zbrojarke, tako i zbog strateškog značenja. Stoga su Dubrovčani čitavo vrijeme svoje

vladavine, kao i na drugim svojim posjedima, vješto i učinkovito držali vlast, na čelu

koje je u Konavlima bio knez, koji padom Dubrovačke Republike 1807. godine, Konavle

kratko prelaze pod francusku upravu, a zatim dolaze pod vlast Austro-Ugarske

Monarhije pod kojom ostaju sve do njena raspada 1918. godine i do osnivanja

Kraljevine Jugoslavije. Nakon II. svjetskog rata Konavle su dio SFR Jugoslavije unutar

granica SR Hrvatske, koja je nakon Domovinskog rata (1991.-1995.) neovisna država.



Konavle danas - Konavle nowadays

HISTORY

The name Konavle derives from the Latin word "canale", "canalis", in the local dialect "konali", "kanali", what is connected with the viaduct, which, in the times of the Romans, carried water from Vodovađa to Epidaurum, today's Cavtat. Available historical traces are telling about the life in this region even from Palaeolithic and Neolithic times (over four thousand years before Common Era). We can track the concrete course of the history in Konavle from the fifth and fourth century before Common Era on, when this area was populated by the Illyrian tribes of the Pileans and the Ardians, while the Romans submitted the Illyrians in the second century before Common Era. At the beginning of the 7th century, Avarian and Slavic tribes break into Europe and also into this region, and founded Epidaurum in 614 (today's Cavtat), as well as the entire region of Konavle, whereby they displaced the inhabitants from former times, the Illyrians and the Romans. Shortly afterwards, the Croats instigated the Slavs and evicted the Avarians to the Pannonic Valley, while a part of the Croatian tribes stayed in Dalmatia, and one part stayed in the Pannonic Valley. In the following years, the rulers and the states in this area are alternating (Doclea, Rascia, Bosnia), and Konavle is, although only for a short period of time, also independent, namely in the 9th century. In the 14th century, Konavle comes under the governance of the Dubrovnik Republic, when Dubrovnik's inhabitants bought the following from former owners, Bosnian great land owner: in 1419, the eastern part of Konavle from Sandaljo Hranić, and in the year 1426 the western part from Radostlav Pavlović, whereas they paid the same amount of 36.000 Perpers (currency unit in Montenegro) respectively. Konavle was of specific importance for the Dubrovnik Republic, not only due to agriculture, stock farming and seafaring, but also because of its strategic value. Therefore, Dubrovnik's inhabitants were keeping the power skilfully and effectively in their hands during their entire ruling, as well as they did on their other estates, which were lead by a sovereign in Konavle, who resided in a castle in Pridvorje. With the fall of the Dubrovnik Republic in the year 1807, Konavle comes under French administration, and afterwards under the rule of the Austrian-Hungarian Monarchy, under which it will stay until its decay in 1918 and the formation of the Yugoslav Kingdom. After World War II, Konavle is integral part of the socialist Yugoslavia within the borders of the SR (Socialist Republic) of Croatia; and today, after the endure aggression in the Homeland War (from 1991 to 1995), it enjoys the fruits of the independency of the Republic of Croatia.



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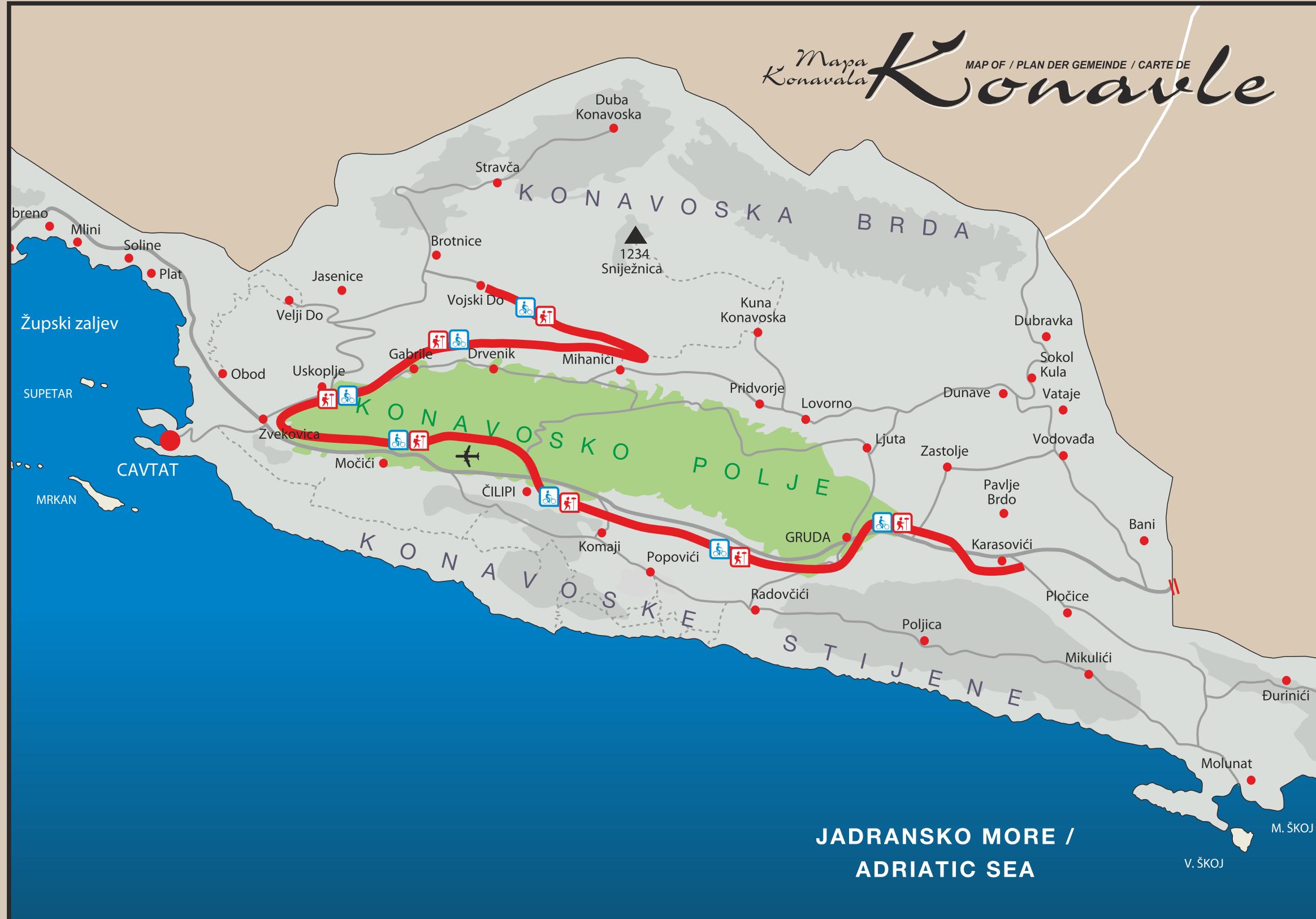
HITNA SLUŽBA
EMERGENCY SERVICE:





ĆIRO

Pješačko-biciklistička staza Hiking and cycling route



HR

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ENG

ADVICE TO TOURISTS AND VISITORS

- Choose excursions suitable to your fitness and available time.
- Notify your family about your itinerary and return time; stick to it.
- Always stay on marked routes.
- always use comfortable and suitable clothing and footwear.
- Always carry water.
- have a small first-aid kit on you
- Bring spare clothing and headwear to protect yourself from the sun, rain and wind; be prepared for changes in weather.

IF AN ACCIDENT OCCURS

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Stanovnici Čilipa na stanicu - People of Čilipi in front of the station

ENG

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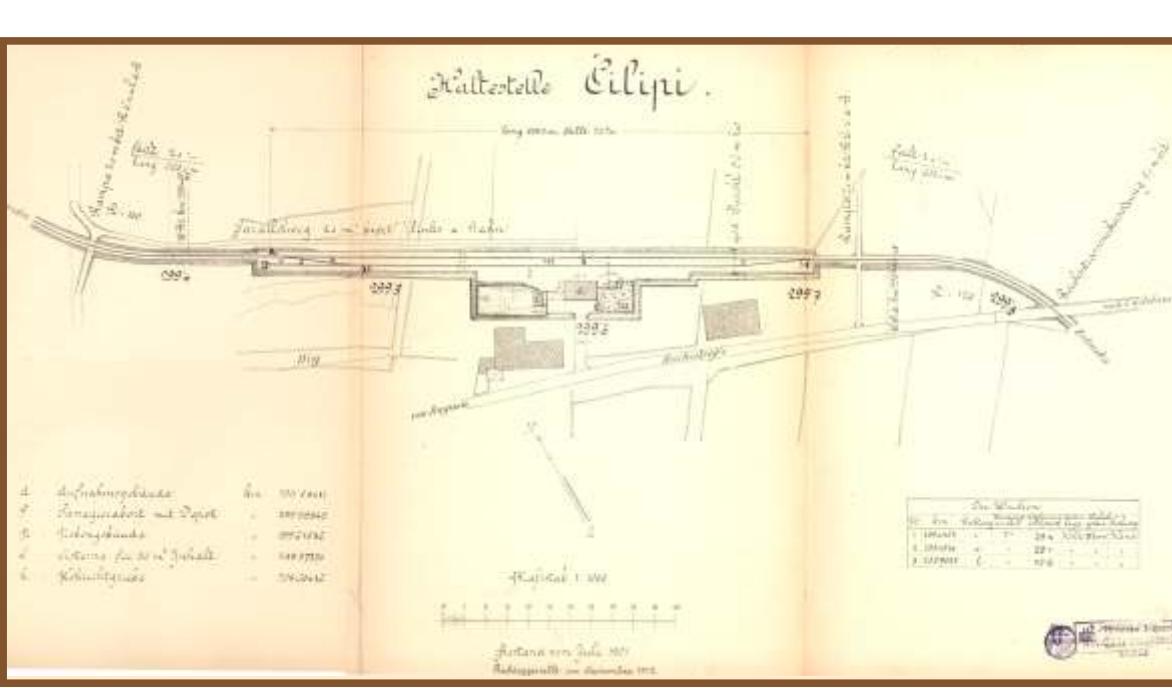
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Kolosijek Čilipi 1906. godine - Čilipi Junction in 1906.

Fotografije su vlasništvo grada Hrvatskog željezničkog muzeja u Zagrebu



Folklore priredba ispred crkve sv. Nikole u Čilipima - Folklore performance in front of the Saint Nicholas Church in Čilipi

THE FOLK SOCIETY "ČILIPI"

The folklore society "Čilipi" represents the folk customs of Konavle through traditional songs and dances at the central square of Čilipi. This folklore event is held every Sunday from Palm Sunday to November, starting at 11.15 a.m. after a Sunday Mass. From 9.00 a.m. you can visit and buy handicrafts exhibited on the square, visit the County Museum with rich ethnographic collection and taste the local homemade prosecco and herb grappa while the folk group "Čilipi" sings traditional Dalmatian songs. Potkolo, the oldest dance of the region is the first dance to be performed by the folklore society "Čilipi". It follows Poskočica dance and Čičak dance where young men abduct girls to dance in a humorous way. As a central part of the programme they display the bridal custom of Konavle. The newlyweds arrive accompanied by a woman, the bride throws candies around and the host says verses of the regional toast and pledges to the newlyweds and the guests. After the toasts you have the opportunity to watch the dance called Namiguša which is interesting for mutual winking of the partners. Then two Dalmatian songs follow by the same singers and Lindo, the dance of the Dubrovnik littoral, the western surroundings of Dubrovnik. The dance is accompanied by the unique sound of ljerica, an ancient traditional instrument of the area and it is the most attractive part of the programme. At the very end of the show waltz is danced together with visitors.



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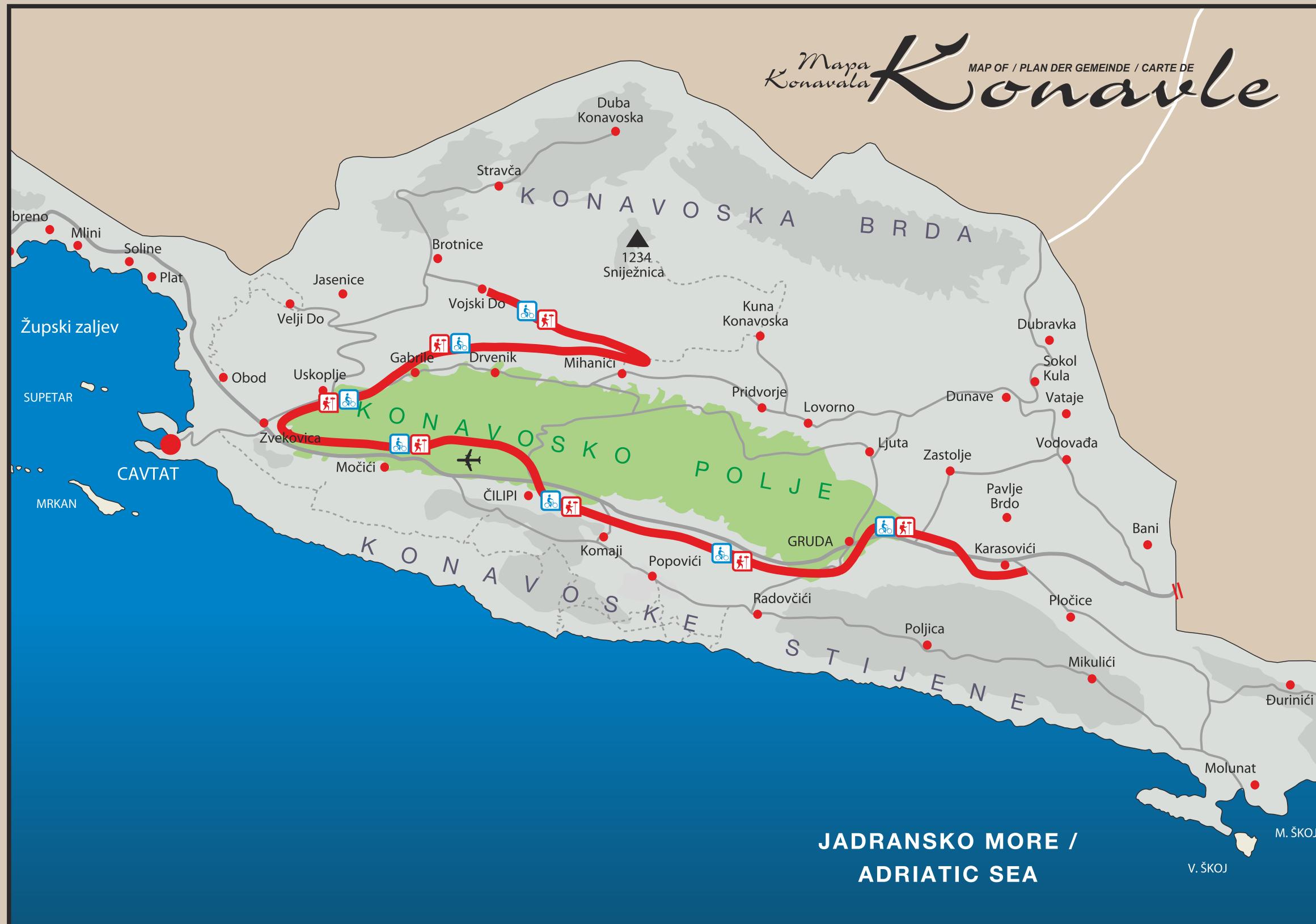


HITNA SLUŽBA
EMERGENCY SERVICE:
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ĆIRO

Pješačko-biciklistička staza Hiking and cycling route



(HR)

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Ćiro prolazi kroz Konavle - Ćiro passes through Konavle

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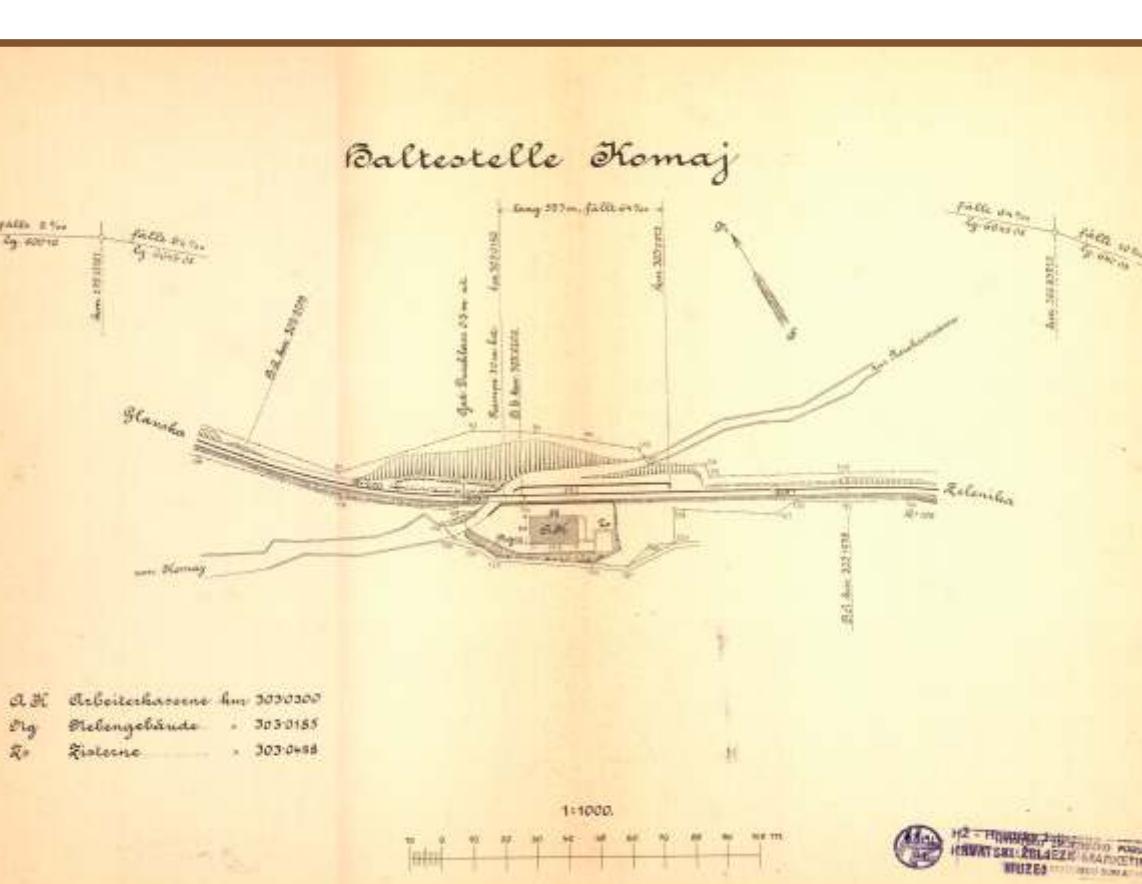
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Kolosijk Komaj 1906. godine - Komaj Junction in 1906.

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Maslini - Olives

OLIVE TREE

Olive tree (*Olea europaea*) is represented with two subspecies: wild olive (*Olea europaea oleaster* Hoffm) and tamed, cultivated olive tree (*Olea europaea sativa* Hoffm). The size of olive tree trunks in villages proofs that cultivation of olive trees is present in Konavle for several centuries. Along with the figs, olives were mainly grown in Donja banda, but also in smaller amount in Gornja banda. A couple of trees belonging to ilk Oblica still can be found in village Duba.

Existing soil and climate have always contributed to production of quality olive oil, and the result is that nowadays there are more than 20 different varieties of olives grown in Konavle. Indigenous varieties of olives in Konavle are: crnica, sitnica, oblica (balunača) te bjelica (žutica). Olive tree is a very special tree with a very long lifetime, and sometimes can be even few thousands years old. Olive tree grows on stony soil, almost without water, but with plenty of sunshine. Throughout history olive tree was given many symbolic meanings. Among other things, olive became a symbol of peace, life, abundance, eternity, health and wisdom.



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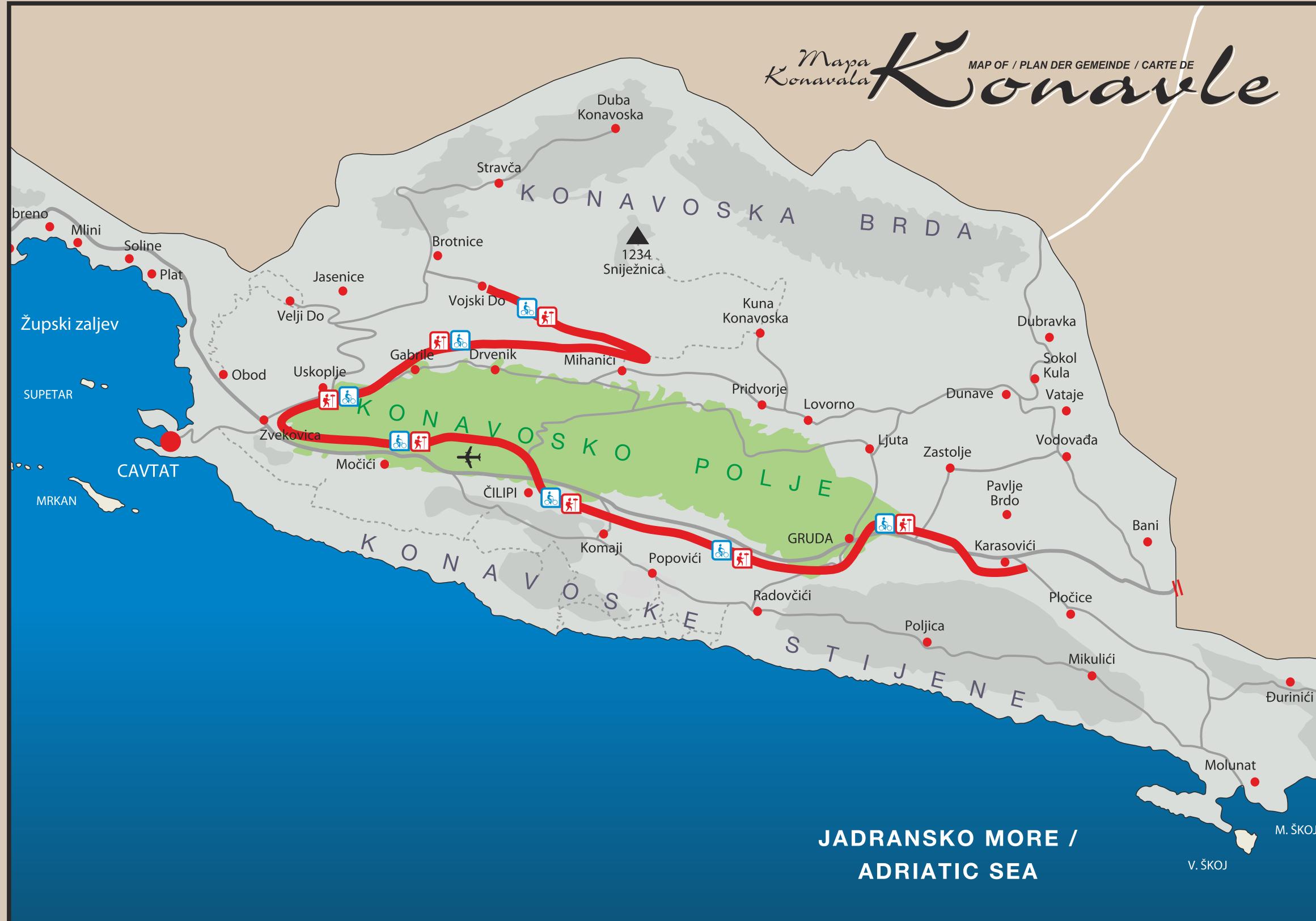


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Vlak na stanici Gruda - Train at Gruda Station

ENG

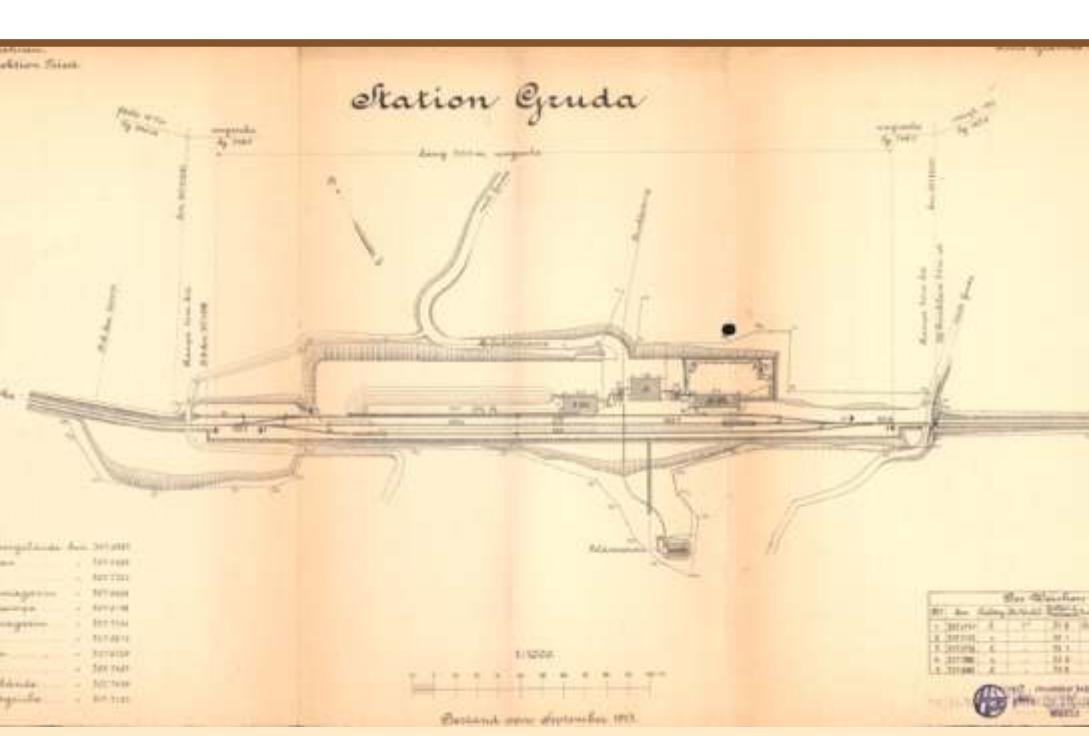
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Kolosjek Gruda 1906. godine - Gruda Junction in 1906.

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Ženski vez, naj vrijedniji dio konavoske nošnje - Embroidery for a woman's dress, the most valuable part of a Konavle folk costume

TRADITIONAL FOLK COSTUMES AND EMBROIDERY OF KONAVLE

The identity of the people and places throughout history has been expressed through the folk costumes of Konavle, especially the woman's costume, because of its beauty, elegance and aesthetics which in a special way embodies centuries-old culture of living of these people and to this day is perhaps the finest representative of the Croatian folklore treasure. The woman's traditional costume, impressive and harmonious, made of natural fabrics and decorated with colourful ornaments in a specific embroidery and valuable golden jewellery, give the special beauty to these elegant women throughout their entire life, from girlhood to the old age. Although equal in the basic elements (breast and sleeve ornaments, an accentuated waist, the ankle-deep length, the caps), with its details these costumes were also created to show wealth and especially the social status of a woman (girl, wife, widow). The embroidery of Konavle is the decorative basic element of the woman's costume, which was embroidered onto breast and sleeves. Originally, it was stitched with silk, obtained from the cocoons of the silkworm, carefully and attentively grown in each house in Konavle and dyed with natural colours. The strictly symmetrical and geometrical motives in countless forms were mostly worked out in red, black, and dark-green colours with a golden-yellow border.

The beauty and the exceptional adaptability of this embroidery make it applicable to various utility objects today (table-cloths, purses, decorative elements for evening gowns, table mats, pillowslips, spectacle cases, framed pictures of the Konavle embroidery and other). This way, the tradition of the handcraft is kept up, and thus the region of Konavle is world-wide promoted in the best possible way.



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ĆIRO

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IF AN ACCIDENT OCCURS

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- Make sure the injured person is not exposed to heat or cold.
- Notify the emergency services by dialing 112 and asking for the Croatian Mountain Rescue Service (HGSS, Hrvatska gorska služba spašavanja).

WHEN REPORTING AN ACCIDENT PLEASE PROVIDE THE FOLLOWING INFORMATION

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- Location of the injured person and description of the injuries.
- What has been done and who else has been notified of the accident.

Stazu koristite na vlastitu ogovornost / Cycling and hiking at your own risk

HR

KONAVOSKI ĆIRO

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U razdoblju I. svjetskog rata pruga je imala uglavnom vojnu namjenu jer je Boka Kotorska bila jaka vojno-pomorska baza kojoj je željezница bila glavni snabdjevač.

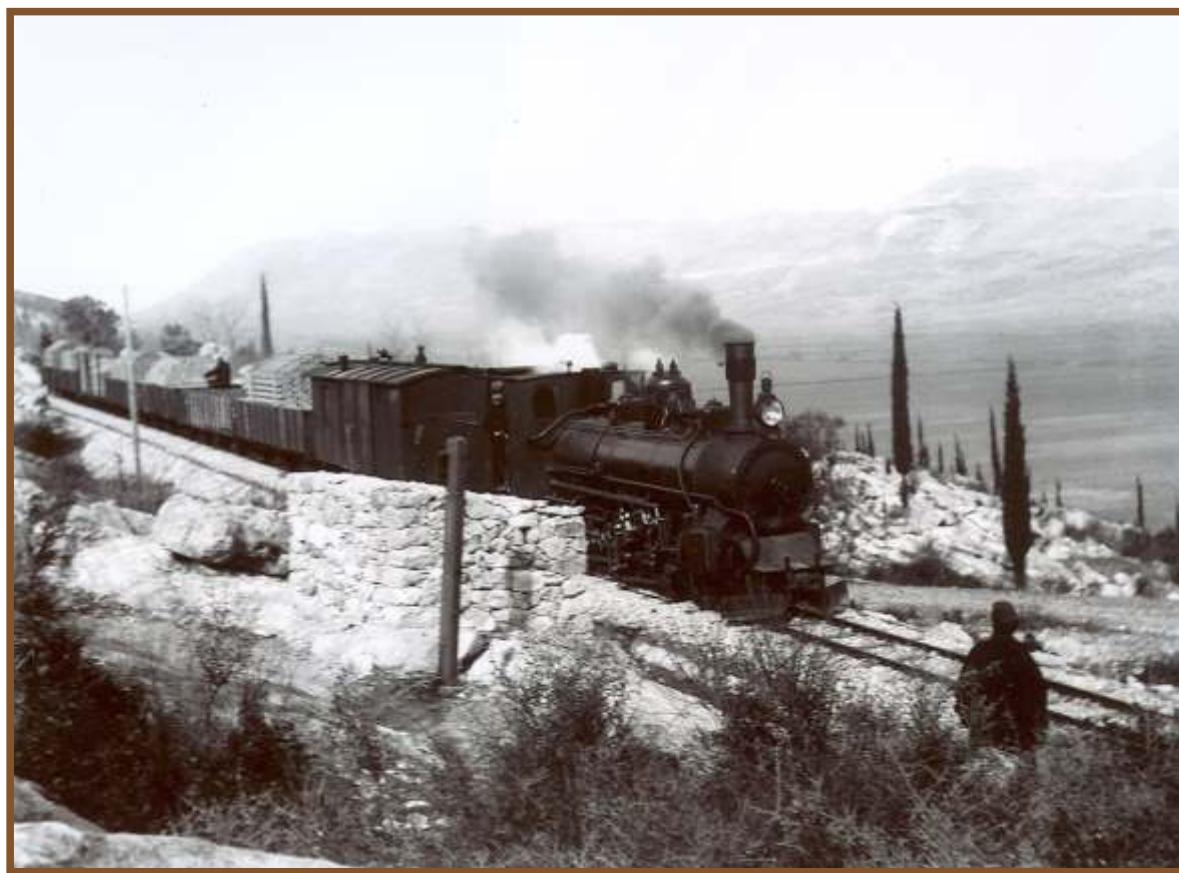
U vremenu od 1918. do 1945. ova željezница je služila kao snabdjevač ovog područja prehrambenom i tehničkom robom te građevinskim materijalom, a u kontinentalni dio je odvozila vino, rakiju, ulje i velike količine komadne robe.

Poslije II. svjetskog rata s područja Konavala željezница je prevozila velike količine povrća, naročito na bosansko tržište, a na područje Konavala dovozila umjetna gnojiva, zaštitna sredstva za vinogradarstvo, prehrambene artikle, stočnu hrancu, 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.

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Time završava željeznička era u Konavlima. Vlak, u narodu popularno zvan Ćiro, početkom 20. stoljeća donio je prosperitet Konavlima i obilježio to razdoblje, a taj isti Ćiro 1960-ih godina je bio sinonim zastarjele tehnologije i vremena koje je završilo još padom Austro-Ugarske monarhije.



Ćiro prolazi kroz Konavle - Ćiro passes through Konavle

ENG

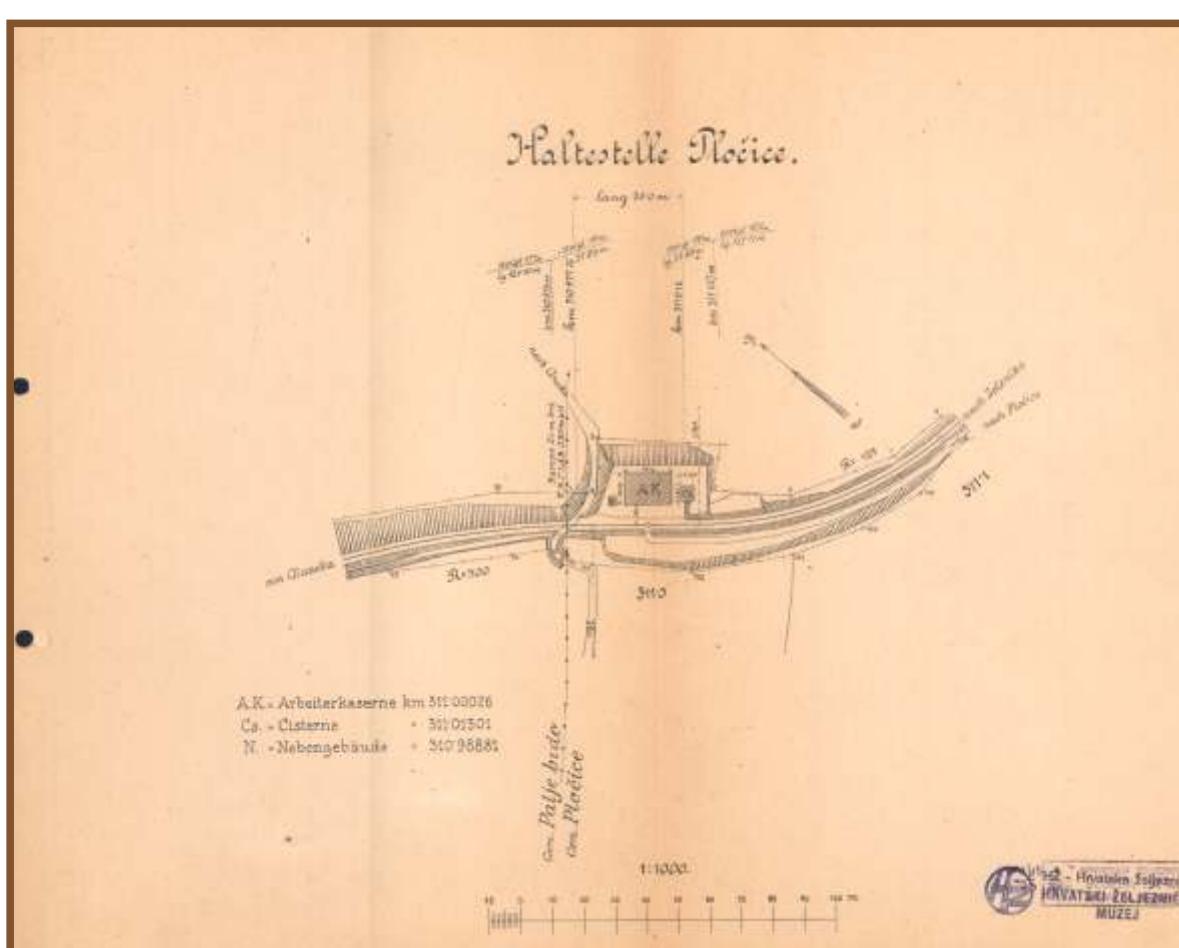
ĆIRO – HISTORIC TRAIN IN KONAVLE

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After World War II the railway 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 and pesticides 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.

The construction of the railroad between Sarajevo and Ploče in 1963-64, and also the slow traffic of the railway, caused a decline in railway traffic on this line. In those years, the construction of the Adriatic highway neared its completion and the new airport in Čilipi was built. Other forms of transportation became more important leading to the final abolition of this railway line on 1 July 1968. Its fixed assets such as rails and stations were quickly sold.

This concludes the railway era in Konavle. The train popularly known as Ćiro brought prosperity to Konavle in the beginning of 20th century and marked this period. In the 1960s this same Ćiro became a symbol outdated technology and the era that finished with the fall of Austro-Hungarian Monarchy.



Kolosijk Pločice 1906. godine - Pločice junction in 1906.

Fotografije su vlasništvo grada Hrvatskog željezničkog muzeja u Zagrebu



Ilirska gomila - Illyrian burial mound

ILYRIAN BURIAL MOUNDS, THE PYRAMIDS OF KONAVLE

In Konavle you can find remains from the earliest prehistoric periods. Especially numerous are those from the Iron Age, when Illyrian tribes Pleraei and Ardiaei inhabited this area, which was in turn conquered by the Romans in 135 BC and incorporated into the Roman Empire. During the Iron Age Konavle was densely populated which is evident from numerous remains: Illyrian artefacts, forts and necropolises (burial mounds or tumuli). In Konavle one can find more than a hundred large stone burial mounds, but some of them were ruined through the ages. They were Illyrian sacred places built to bury and honor especially important social figures. Judging from the remaining drystone walls and ceramics found on the tops of burial mounds it is evident they were used as shrines by local inhabitants who carried out ceremonies and offered sacrifices there. Burial mounds can be found all over Konavle and further. They are of different sizes, the greatest concentration of burial mounds is in the area of Pločice, while the largest burial mound is named Strina and is situated near Čilipi.



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ĆIRO

Pješačko-biciklistička staza Hiking and cycling route



(HR)

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Gradnja pruge u Mihanići - Railway construction in Mihanići

(ENG)

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Vlak na stanicu Mihanići - Train at Mihanići Station

Fotografije su vlasništvo grada Hrvatskog željezničkog muzeja u Zagrebu

(HR)

(ENG)

SAVJETI IZLETNICIMA I POSJETITELJIMA

- Izabrali izlet čije se trajanje i težina mogu tijesno izdržati.
- Obavijestiti obitelj o smjeru kretanja i vremenu povratka; držati se rečenoga.
- Držati se isključivo signaliziranih staza.
- Nositi prikladnu odjeću i obuću.
- Uvijek imati vode.
- Imati malu osobnu prvu pomoć.
- Ponijeti rezervnu odjeću, kapu te zaštitu od sunca, kiše i vjetra, računati na moguće promjene vremenskih prilika.

AKO SE DOGODI NESREĆA

- Pružiti prvu pomoć
- Unesrećenog zaštititi od hladnoće/vrućine
- Obavijestiti hitne službe, pozivom na broj 112 tražiti Hrvatsku gorskiju službu spašavanja

UZ OBAVIEST O NESREĆI OBAVEZNO NAVESTI SLJEDEĆE PODATKE

- Ime i prezime, adresu i telefon osobe koja je obavijestila o nesreći.
- Ime i prezime, adresu i telefon unesrećenoga.
- Lokaciju unesrećenoga i opis ozljeda.
- Što se poduzeo i tko je obaviješten o nesreći.

ADVICE TO TOURISTS AND VISITORS

- Choose excursions suitable to your fitness and available time.
- Notify your family about your itinerary and return time; stick to it.
- Always stay on marked routes.
- always use comfortable and suitable clothing and footwear.
- Always carry water.
- have a small first-aid kit on you
- Bring spare clothing and headwear to protect yourself from the sun, rain and wind; be prepared for changes in weather.

IF AN ACCIDENT OCCURS

- Administer first aid.
- Make sure the injured person is not exposed to heat or cold.
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WHEN REPORTING AN ACCIDENT

- PLEASE PROVIDE THE FOLLOWING INFORMATION**
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Planinarsko-pješačka staza Konavle

Na pješačko-planinarsku stazu Konavle kreće se iz piroteknog konavskog sela Kuna konavoske, koja se prostire podno Snježnice, na 700 metara nadmorske visine. Kuna je jedno od rariteta konavskih sela u kojem se stječe dojam da je vrijeme stalo, jer su se zadržali običaji, tradicija i arhitektura nekadašnjeg života. Iz ovog pitomog konavskog sela do vrha Snježnice vodi uređena planinarska staza, nekadašnji vojni, oko jednog metra širok put, izgrađen za vrijeme Prvog svjetskog rata za potrebe Austro-ugarske vojske. Taj put vodi vas do najvišeg vrha Snježnice, sv. Iliju, koji se nalazi na 1234 metra nadmorske visine. Malo istočnije od vrha nalazi se i kapelica sv. Ilijije gromovnika po kojoj je vrh i dobio ime. Prvotna kapelica izgrađena je u 19. stoljeću, a obnovljena u 20. stoljeću, nakon što ju je srušio grom. Snježnica obiluje krškim fenomenima među kojima je jedan od najimpozantnijih Glogova jama, specifična po velikom ulaznom otvoru čiji promjer iznosi 50-ak metara. Jama je duboka 160 metara i dom je brojnim pticama među kojima se osobito ističu crne planinske vrane galice. Na sjevernoj padini Snježnice smjestila se špilja Jezerine, zvana i Esculapova špilja. Svoje prvotno ime zahvaljuje podzemnom jezeru pitke vode koje se navodno spominje još u grčko doba. Drugo svoje ime špilja je dobila po grčkom bogu Esculapu, začetniku suvremene medicine koji je, navodno, jedno vrijeme u njoj i boravio. Stari Dubrovčani mogli su uživati u osvježavajućim pićima rashlađenim ledom sa Snježnicom već u 17. stoljeću. Led je u Dubrovnik stizao iz takozvanih ledeničica, izduljenih u zemlju u obliku zdenaca. Da bi se led mogao sačuvati na njih su nabavljani granje i slama. Ledenice su bile pod klijucem jer se led dostavljao jedino u aristokratske dubrovačke kuće i predstavljao je poseban dar uglednim posjetiteljima Grada. Osebujno bilje, brojne vrste gljivi i životinja čine iznimnu biološku raznolikost Snježnice. Istraživanja su zabilježila na Snježnici postojanje 8 vrsta gmazova, 4 vrste vodozemaca, 35 vrsta leptira, te 20 vrsta skakavaca. S botaničkog stajališta Snježnica je značajna ker je jedini preostali lokalni mandragore, čudesne i ugrožene biljke kojoj su se oduvijek pripisivala čudotvorna djelovanja.



Pogled s planinarske staze Konavle - A view from a hiking trail Konavle

Hiking and Walking Trail in Konavle

The pedestrian hiking trail in Konavle starts from the picturesque village Kuna which nestled beneath Snježnica at 700 meters above sea level. Kuna is one of rare villages where one gets the impression that time has stopped, because the villagers keep customs, traditions and architecture of the ancient life. From this cosy village there is a hiking trail, former military, about one meter wide road, built during World War II for the Austro-Hungarian army that leads to the top of the mountain Snježnica. This path takes you to the highest peak of Snježnica, St. Ilija, located at 1234 meters above sea level. A little further east from the top, there is a chapel of St. Ilija, the thunderer, named after this saint. The original chapel was built in the 19th century and rebuilt in the 20th century, after it was crashed by lightning. Snježnica abounds with karst phenomena among which one of the most impressive one is Glogova jama, a pit known by a large inlet with a diameter of 50 meters. The cave is 160 meters deep and is home to many birds, including particularly the black mountain crow. On the northern slope of Snježnica lies Jezerine cave, called the cave Esculap. Its original name owes to the underground lake of fresh water that is allegedly mentioned in the Greek times. Its other name the cave got from the Greek God Esculap, founder and creator of modern medicine, who stayed in it for a while, according to legend. Old Dubrovnik residents were able to enjoy refreshing drinks chilled with ice from Snježnica already in the 17th century. The ice arrived to Dubrovnik from icicles, excavated in the ground in the form of wells. For better preservation the ice was covered by tree branches and straw. Icicles were locked because ice was delivered only to Dubrovnik aristocratic families and was a special gift to distinguished visitors to the City. Distinctive plants, many species of fungi and animals make exceptional biodiversity of Snježnica. Studies have documented the existence of 8 species of reptiles, 4 species of amphibians, 35 species of butterflies and 20 species of grasshoppers. From a botanical standpoint Snježnica is significant as the only remaining site of mandragora, the rare and endangered plant which has been attributed miraculous effects.



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