



Fourth Edition
**“NATURAL HAZARDS AND CULTURAL
HERITAGE”**
PRESERVATION STRATEGIES
19 - 26 July 2026



RAILWAY HERITAGE: LINES OF MEMORY IN NORTHERN PARANÁ



LONDRINA, BRASIL
21 July 2026

Present by:
Aissa Figaro, Beatriz Bazzo, Bruna Penha,
Fernanda Gomes, Giovanna Yamamoto,
Matheus Aguilera, Oigres Macedo e Raissa
Alves

Macedo, Oigres
State University of Londrina
oigres@uel.br

1.

**CULTURAL HERITAGE AS AN AGENT OF
SUSTAINABLE DEVELOPMENT**

1. CULTURAL HERITAGE AS AN AGENT OF SUSTAINABLE DEVELOPMENT

- Cultural heritage connects people and history.
- It is part of UN SDG 11.
- It protects cultural and natural heritage.
- It supports sustainable cities.



Source: Cidades e comunidades sustentáveis, 2010.

1. CULTURAL HERITAGE AS AN AGENT OF SUSTAINABLE DEVELOPMENT

- Culture supports sustainable development.
- Heritage includes buildings, traditions, and landscapes.
- It strengthens communities and local identity.



Source: Blog PUCPR, 2025

2.

**THE UNDEREXPLORED POTENTIAL OF RAILWAY
HERITAGE**

2. THE UNDEREXPLORED POTENTIAL OF RAILWAY HERITAGE

- Railway as important transport
- The conservation as testimony of Brazilian urban-territorial development.
- Railway heritage documents are essential to regional and national histories.
- Many such structures and documents are fragmented, poorly preserved, or lost.



Historical Museum of Londrina - Old railway station
Source: Prefeitura de Londrina, 2024.

2. THE UNDEREXPLORED POTENTIAL OF RAILWAY HERITAGE

- Often, heritage preservation focuses only on station architecture.
 - Forgetting the broader integrated system.
- It's important to have a systematically organized inventory of railway heritage at the regional level.



Serra Verde Express
Source: Folha do Litoral, 2025.

2. THE UNDEREXPLORED POTENTIAL OF RAILWAY HERITAGE

Railway structures can be rehabilitated to

- Cultural tourism
 - Cultural activities
 - Cultural centers
 - Museums
 - Tourism Centers
- Adaptive reuse
 - Decreases environmental impact
- Fortification of local identity



Curitiba to Morretes
Source: Viagem e turismo, 2025.

3.

**THE CULTURAL LEGACY OF THE OURINHOS-
CIANORTE RAILWAY BRANCH**

3. THE CULTURAL LEGACY OF THE OURINHOS-CIANORTE RAILWAY BRANCH

- The **Northwest Paraná Railway Company** arrived in **1920**.
- A private capital enterprise formed by **landowners** on the **São Paulo-Paraná** border.
- It was renamed as **São Paulo-Paraná Railway Company** in **1923**.



Companhia de Terras Norte do Paraná (CTNP) in 1925
Source: Londrina Histórica

3. THE CULTURAL LEGACY OF THE OURINHOS-CIANORTE RAILWAY BRANCH

- Partnerships between **British capital** and **Brazilian governments**.
- **Key stations** set built through the **1930s**, including Londrina.



Londrina's station in 1935.
Source: Londrina Histórica

3. THE CULTURAL LEGACY OF THE OURINHOS-CIANORTE RAILWAY BRANCH

- The railway shaped the cultural and physical landscape of northern Paraná.
- Indispensable for regional settlement patterns, economic flows, and cultural identity.
- Stations continue to serve multiple functions, including cultural centers or museums.



Coffe Museum in Ibiporã.
Source: Museus BR.

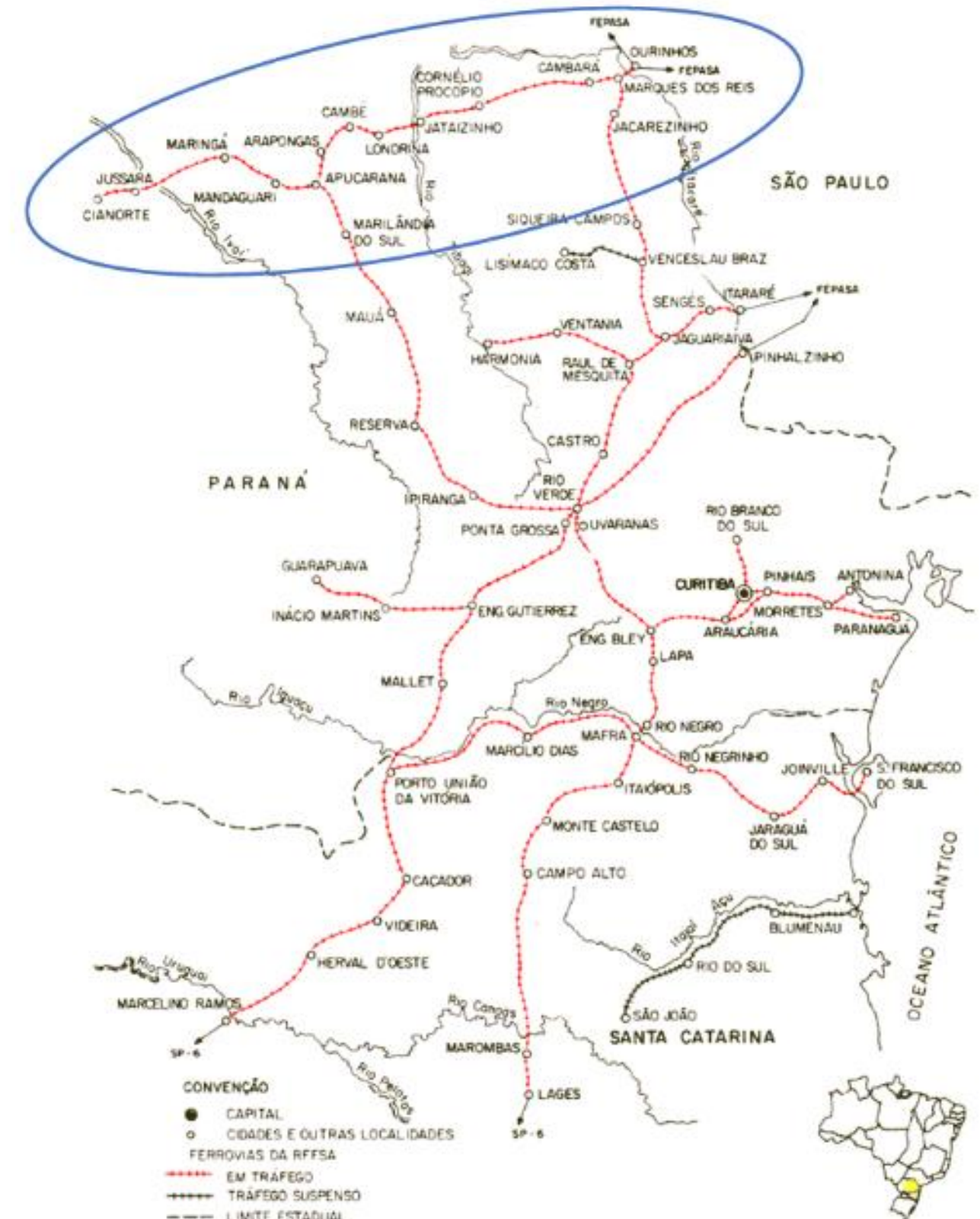
4.

THE IRON BACKBONE: RAILWAYS AS CITY-MAKERS

4.THE IRON BACKBONE: RAILWAYS AS CITY-MAKERS

Rede Ferroviária no Paraná

- The Ourinhos–Cianorte railway was one of the main reasons for the development of Northern Paraná. It improved transportation and helped create new cities, which grew along the railway line.
- The railway was built on the highest parts of the land ("espigões") to reduce costs and avoid rivers and flooded areas, allowing farmers to transport their products by horse-drawn carts and return on the same day.
- The railway connected the region, increased land value, supported coffee farming, and encouraged the planned colonization and growth of Northern Paraná.



4.THE IRON BACKBONE: RAILWAYS AS CITY-MAKERS

Summary of the Development of the Ourinhos–Cianorte Railway Line

1908

The Sorocabana Railway reached Ourinhos, creating the starting point for future expansion.

Farmers created a railway company to improve coffee transportation. It later became the São Paulo–Paraná Railway Company (CFSP), and in 1928 the Northern Paraná Land Company (CTNP) took control, accelerating railway construction and regional development.

1920 - 1928

1932 - 1972

The railway expanded across northern Paraná, reaching important cities such as Londrina (1935), Maringá (1954), and Cianorte (1972), supporting settlement and economic growth.

4.THE IRON BACKBONE: RAILWAYS AS CITY-MAKERS

Summary of the Development of the Ourinhos–Cianorte Railway Line

1942

After the CTNP ended its activities, the railway became government-owned due to the impacts of World War II and the national policies of Getúlio Vargas. It remained under federal administration until the 1990s.

Passenger services ended as Brazil shifted its transportation policy toward highways, leading to the closure of many stations and the decline of the railway heritage.

1981



1990 - PRESENT

The railway was privatized and is now operated only for freight transportation by private companies.

4.THE IRON BACKBONE: RAILWAYS AS CITY-MAKERS

Current State and Future Perspectives of Railway Heritage in Some Cities of Paraná

Cambará Station

This building still exists and is in good condition. It was once used as a house and is currently used as a storage facility by the ALL railway company.



Fonte: GIESBRESCHT, R. M., disponível: www.estacoesferroviarias.com.br/pr-spp/ramal_cianorte.htm consultado em 21/07/2024. Elaboração: Eloisa R. Rodrigues e Oigres Macedo, 2024.

Cornélio Procópio Station

It was reported that in 2001 the building was being renovated to become a Cultural Center. By 2022, it had been used for several years as the home of the Mozart de Oliveira Vallim Natural History Museum.



Fonte: GIESBRESCHT, R. M., disponível: www.estacoesferroviarias.com.br/pr-spp/ramal_cianorte.htm consultado em 21/07/2024. Elaboração: Eloisa R. Rodrigues e Oigres Macedo, 2024.

Londrina Station

Since 1986, the building has housed the Londrina Historical Museum. Among the railway stations on the Ourinhos–Cianorte line, Londrina Station stands out for its size and architecture.



Fonte: site do MHL - Museu Histórico de Londrina; GIESBRESCHT, R. M., disponível: www.estacoesferroviarias.com.br/pr-spp/ramal_cianorte.htm consultado em 21/07/2024. Elaboração: Eloisa R. Rodrigues e Oigres Macedo, 2024.

4.THE IRON BACKBONE: RAILWAYS AS CITY-MAKERS

Current State and Future Perspectives of Railway Heritage in Some Cities of Paraná



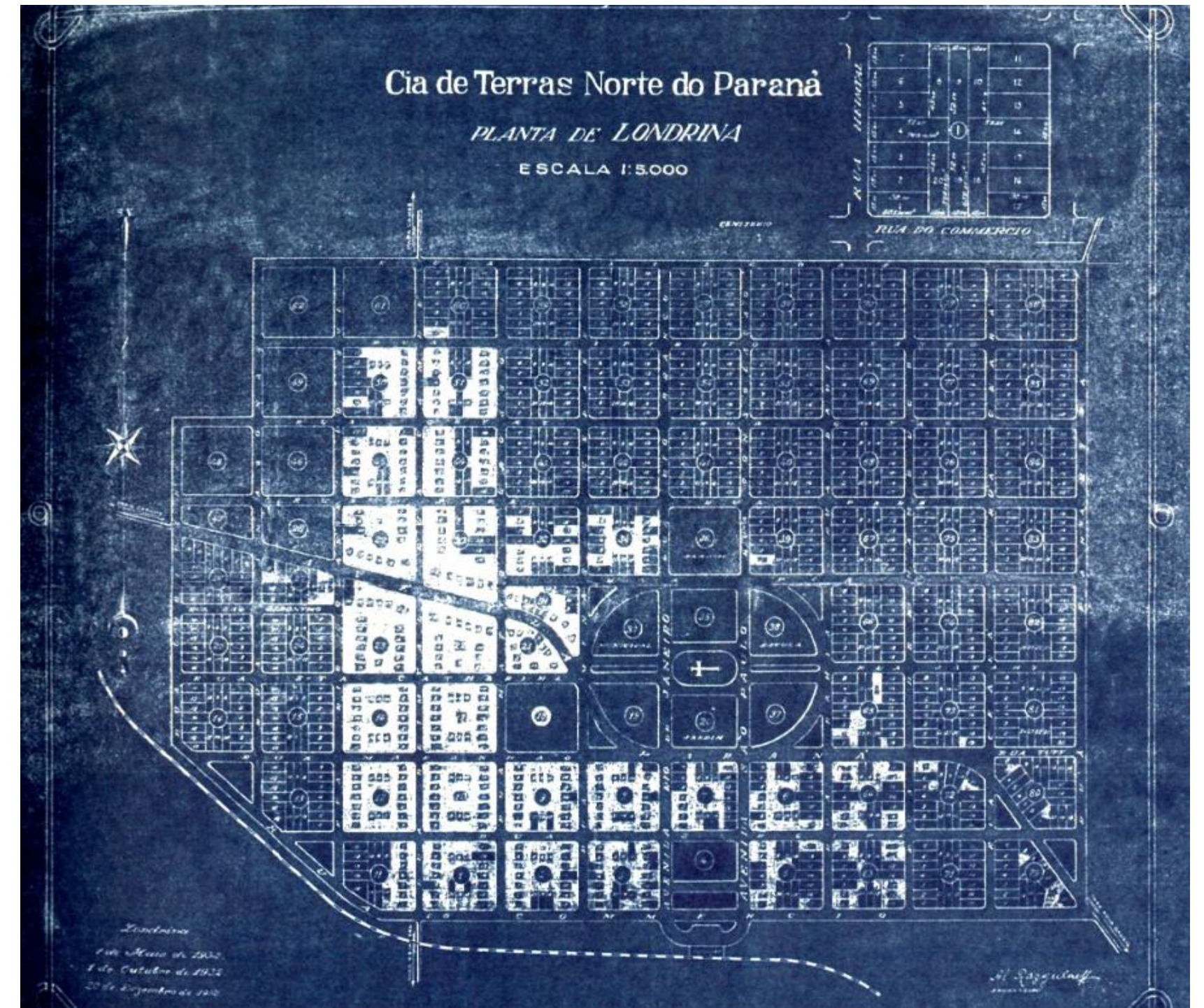
5.

**URBAN ALCHEMY: THE CREATION OF LONDRINA
AND MARINGÁ**

5. URBAN ALCHEMY: THE CREATION OF LONDRINA AND MARINGÁ

Londrina

- Designed in 1929 to become the region's main administrative, commercial and logistical center.
- Built with a grid (orthogonal) street layout, allowing easy urban expansion.
- Its growth was boosted by the arrival of the railway in 1935, which strengthened coffee trade and exports.



5. URBAN ALCHEMY: THE CREATION OF LONDRINA AND MARINGÁ

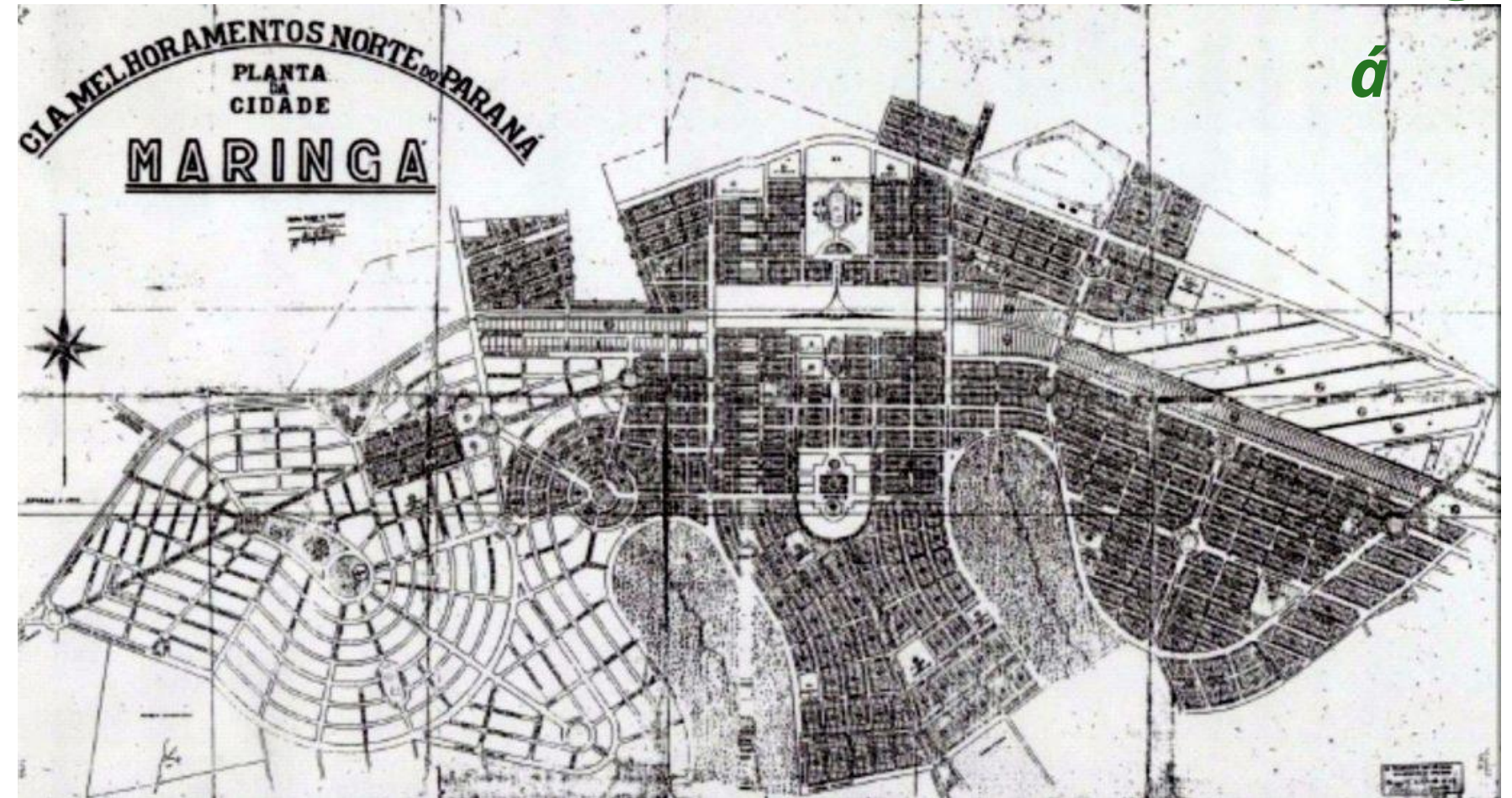
- Promoted through advertising campaigns that portrayed Londrina as a modern and prosperous city.
- Quickly became one of the most important economic and urban centers in Paraná.

Londrina



5. URBAN ALCHEMY: THE CREATION OF LONDRINA AND MARINGÁ

- Planned in 1947 by urban planner Jorge de Macedo Vieira.
- Represented the most advanced stage of CTNP's urban planning.
- Inspired by the Garden City concept.
- Designed with an organic street layout, adapted to the natural topography.
- Became a national reference for urban planning, landscaping, and sustainability.



Maringá

5. URBAN ALCHEMY: THE CREATION OF LONDRINA AND MARINGÁ

- Planned in 1947 by urban planner Jorge de Macedo Vieira.
- Represented the most advanced stage of CTNP's urban planning.
- Inspired by the Garden City concept.
- Designed with an organic street layout, adapted to the natural topography.
- Became a national reference for urban planning, landscaping, and sustainability.

Maring

á



6.

RESEARCH RESULTS

6. PROTECTING HISTORY WITH TECHNOLOGY: THE NAPI PROJECT

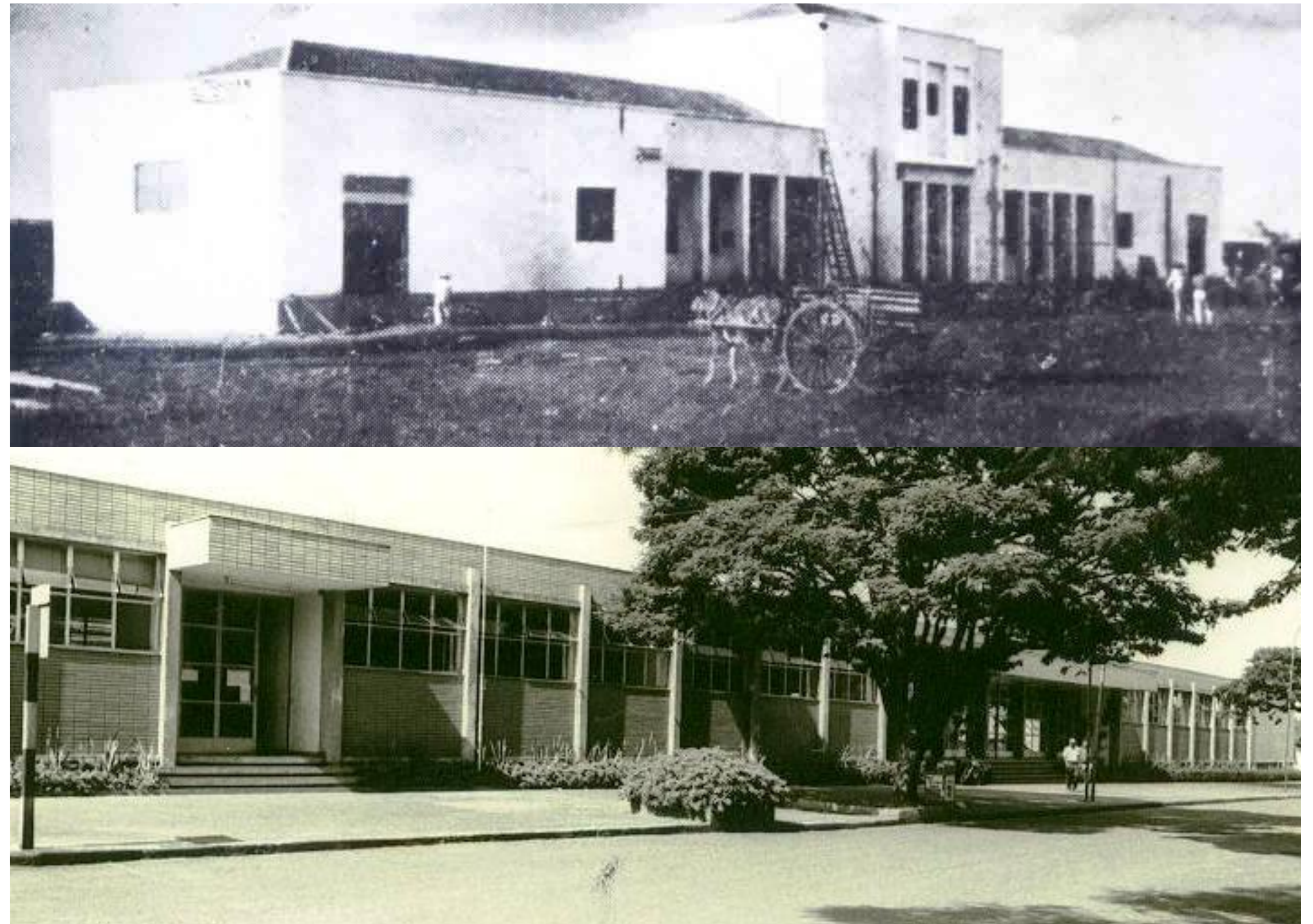
The railway heritage of Northern Paraná is under threat, as many historic train stations are disappearing due to abandonment and demolition. So far, 16 stations have already been destroyed, emphasizing the need to preserve the remaining ones.



The former Londrina trains station, which now serves as a museum.

6. PROTECTING HISTORY WITH TECHNOLOGY: THE NAPI PROJECT

The railway heritage of Northern Paraná is under threat, as many historic train stations are disappearing due to abandonment and demolition. So far, 16 stations have already been destroyed, emphasizing the need to preserve the remaining ones.



The former Maringá bus station, which was demolished in 1991 to make way for the new downtown area.

6. PROTECTING HISTORY WITH TECHNOLOGY: THE NAPI PROJECT

- The NAPI Project (Train, Station and Memories) uses 21st-century technology to preserve the memory of Northern Paraná's historic train stations.
- Researchers create high-precision digital twins using drones and 3D scanners. These digital models accurately capture every architectural detail, ensuring that the stations are digitally preserved for future generations.
- The project's goal is to create a heritage record, known as the Caderno do Patrimônio, to support the government in preserving and protecting the remaining railway heritage.

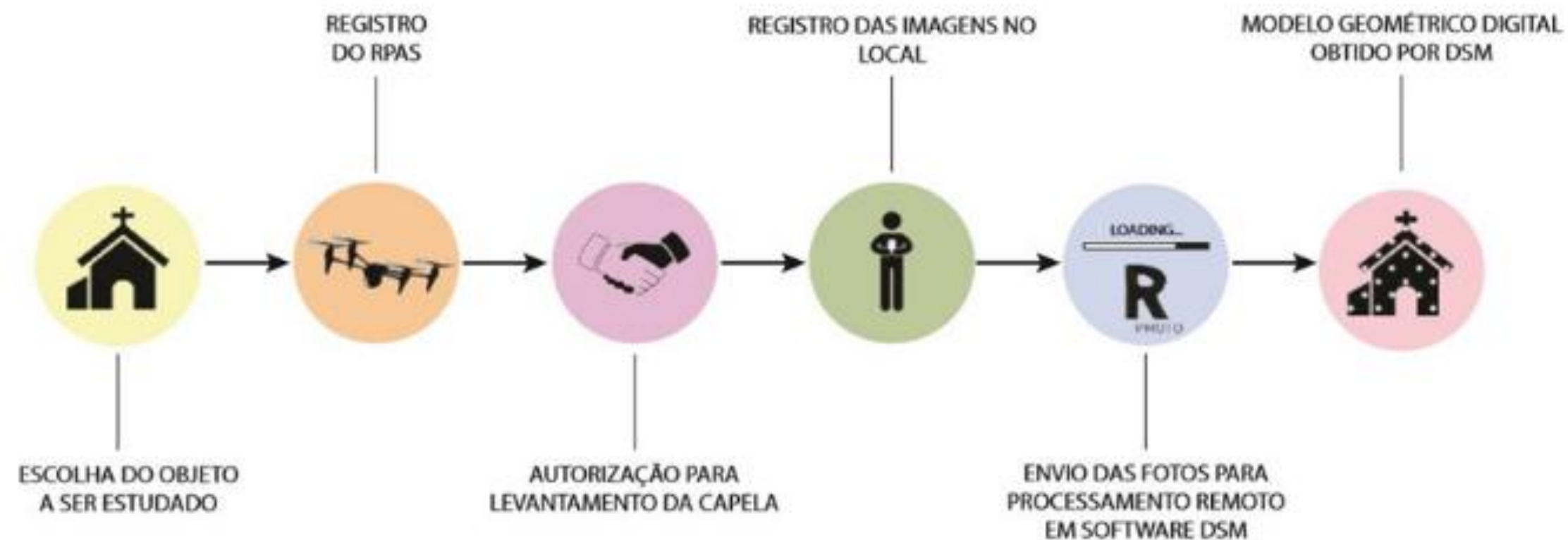
Figura 48: Apresentações do modelo DSM obtido: nuvem de pontos e superfície com visualização dos materiais



**Fonte: Azuma, Silva e Guimarães,
(2019)**

6. RESEARCH RESULTS

- Technical walkthroughs at 17 railway stations to collect information and assess their current condition.
- Meetings with local stakeholders to gather historical knowledge and community perspectives.
- Drones (UAVs) used to capture detailed aerial images of the stations.
- SLAM-based scanning technology used to record accurate 3D data of buildings and spaces.
- Photogrammetry used to transform photographs into precise digital models.
- Creation of 3D geometric models (Digital Twins) to digitally preserve the architectural heritage of each station.



Fonte: Azuma, Silva e Guimarães, (2019)

7.

FINAL CONSIDERATIONS



Fourth Edition
**“NATURAL HAZARDS AND CULTURAL
HERITAGE”**
PRESERVATION STRATEGIES
19 - 26 July 2026



THANK YOU!

Support Fundação Araucária



Present by:

Aissa, Beatriz Basso, Bruna Penha, Fernanda
Gomes, Giovanna Yamamoto, Matheus
Aguilera, Oigres Macedo e Raissa Alves