



The Pourrhis Viaduct



Walk on the former railway of the "Little train of Côtes du Nord" and discover the Pourrhis viaduct and the Ponto Valley.



Departure and arrival : Salle des Loisirs (Leisure room), rue du Chemin de Fer at Etables-sur-Mer



Distance : 3,5 km



Time : 1h30

THE COUNTY TRAIN LINE PROJECT

The act of the 21st of March 1900 declares the construction of a railway network to be of public utility.

In August 1900, studies begin. The engineer Louis Harel de la Noë once nominated, the project is submitted to the county council in December 1901.

The construction of the lines begins at the end of 1902 and takes a few months only.

4 lines are opened in 1905, 5 in 1906 and one in 1907. It represents a network of 210 km.

THE SAINT-BRIEUC – PLOUHA LINE

On October 1898, the council of Etables-sur-Mer takes note of the project of the railway line. The county council requests that the station to be near the village.

On February 1902, the location of the railway station is set.

With a length of 30.70 km, it remains the main line of the network. The line is opened to passengers on June 1905. Five trains run daily in each direction. An additional train runs on Saturdays in summer during the bathing season.

In 1913 it takes more than an hour and an half from Saint-Brieuc, the central station, to Plouha, the end of the line, due to the 16 intermediate stops.

In 1950, two lines remain in service. Increased competition with the automobile caused the end of their operation. On December 31st 1956 the last train leaves from the Etables-sur-Mer train station. The station is destroyed in 1968. The Leisure Room is built on its site.

THE POURRHIS VIADUCT

It measures 16.90 meters high, 91.80 meters long and has 10 arches. It is built above the wide Ponto valley where the Vau Durand brook flows.

The engineer Louis Harel de la Noë, has particularly paid attention to details, especially on the central part of the arches. Unlike the other viaducts of the line, this one has a diamond-point shaped coat of arm.

The viaduct is completely secured, since 2007 thanks to the work of the "The Renovation of the Viaduc des Pourrhis Association". It is now possible to be crossed on foot or with bikes.



Etables station



Binic station



THE NAME "POURRHIS"

Several hypothesis exist to explain the origin of the name "Pourrhis" :

It could refer to humid lands and valleys like the Ponto valley spanned by the viaduct.

The other hypothesis would come from a Breton word "pourh" which describes a Breton plant growing in humid places. These places can be translated in french by "id". So "pourh'id" would have become "Pourrhis".

THE PONTO VIADUCT

400 m away from The Pourrhis Viaduct, it used to cross the valley of Ponto. Measuring 91 m long and 13,40 m high, it had eight arches. It was destroyed to exploit a stone quarry in 1988, its remains are now on a private property.

LOUIS HAREL DE LA NOE

Born in Saint-Brieuc in 1852, he becomes chief engineer in charge of two county departments at 41. He was promoted Legion of Honor Officer in 1898. He is appointed Bridge and Road Network Inspector in 1918. He dies at Landerneau in 1931 at age of 79.

Most of his constructions are still standing like the Pourrhis viaduct. Some are even used nowadays like the Toupin viaduct at Saint-Brieuc.



Former Ponto Viaduct



Louis Harel de la Noë



The Toupin bridge at Saint- Brieuc, is still used today

Special thanks to Bernard Cadoret and Brigitte et Paul Laurent.

Sources : Association pour la mémoire et la notoriété de Louis Harel de la Noë

The heritage collection :

- The route of a tourist at Etables
- The sea caves
- The alleys of Binic
- The church of Etables-sur-Mer

