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# THE ZURGENA RAILWAY NEWS

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San Ignacio Loader.

Something that was hugely important to The GSSR was the iron ore mines. In the early part of the 20<sup>th</sup> Century an enormous amount of money was invested in the extraction and transport of ores from the [Sierra de Los Filabres](#). The ores had to be brought down to Serón, Los Canos and Tíjola on [cables](#) with each carrier (bucket) weighing over 500kg. This loader is in Bacaes and is approximately 20 metres (650ft) wide and 9 metres (30ft) deep. In the day, there was an iron and wood retaining wall and shutters to control the loading process. Only the stonework remains.

## NEWS



Work is progressing on the museum with the digger exposing track and now levelling the ground. It will be back on Monday as will Rafael and myself, so if you would like to visit, we will be there.

We will be organizing the subscriptions with the bank as

well so that we can get some funds into the association's accounts.

In addition, Rafael has found an ugly duckling of a locomotive which he wants to buy for the museum. It is called a [draisine](#) and it is on sale in Poland.



Currently Rafael has raised nearly 1,000€ of the 12,500€ needed to bring it to Zurgena. Once here, we will be able to restore it (remember what happened to the ugly duckling) and use it for track laying etc. Details are as follows:

Locomotive: SKL 25/1

Year of manufacture: 1981

Unladen weight: 6,100 kg

Load capacity: 4,000 kg

Engine: Deutz F4L 912, capacity: 3,927 cm<sup>3</sup>, 4 cylinder, 46 kW

Length: 5.51 m

Width: 2.7 m

Height: 2.97 m

Wheel diameter: 560 mm

Maximum speed: 60 km/h

Loading platform: 2.5 m x 2.5 m

Gauge 1.435 m (it will require new axles to match the Spanish gauge of 1.668 m).

Price: 8.500€

Transport: 4,000€

Apparently it runs in spite of appearances, so could be put to use almost immediately.

Stay well. Best regards

Max

634322087

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