
THE ZURGENA RAILWAY NEWS

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Remembrance tablet to Leonor.

This plaque was brought to my attention some time ago but I hadn't had time to investigate it until recently. The story is that a lady, one *Leonor Berbel Sánchez* from Albox was walking what was, presumably, the land cleared for The GSSR track near to Purchena after three days of heavy rain, and that the cutting collapsed, killing her. This, one can imagine, is why the seemingly pointless Cañadicas tunnel of only 83 metres in length was built. The plaque is inside the tunnel, in a hidey-hole that one normally sees in GSSR tunnels for staff protection from trains. Leonor died at approximately 6pm on the 8th March 1890, which would fit in with the construction of this section of track. The only other legible text is "Deo Optimo Máximo...Leonor...1890..." which is one for all you Latin scholars! All I remember is amo, amas, amat....

Thanks to Simon Dann for bringing the plaque to my attention.

A small snippet of information - we are now certain that all of the bridges on The GSSR were constructed by *August Lecoq* of Halle, Belgium, and were transported in section from Antwerp via Águilas port. There is a new section on the website which covers construction, including the hardware that was imported. Please see www.gssr.es/construction.php . We also have a photo of Lecoq's son at the celebration of the [opening](#) of the branch line (Águilas - Almendricos). He was responsible for the installation of all of the bridges that were fabricated in his father's factory.

NEWS

For various reasons, I have not been able to get down to Zurgena for a couple of weeks so I hand you over to Rafael with a report, printed verbatim here:

Good morning everyone, I leave you with an image of poor quality but that is the only graphic document that we currently have of the turntable of the Zurgena station, it is taken from the building of the marble company that is next to the station, and gives enough information, you can see the iron ore convoy entering the railroad to the right of the "coachman".

It can be perfectly seen that this part of the station was narrower, since road number 6, the one that goes to the marble company, was independent of the station and the area of the turntable and the workshops in its part final.

Last Monday, August 23, we were working again on the dismantling of the aviary that is on



the turntable and the work is almost finished, the entire metal beam cover is dismantled and the only thing missing is the help of the excavating machine. to help us remove the sides to their new use, the area where the roof of the restoration workshop will be built.

Therefore, we are waiting for them to give us the day and time to have the excavator machine available to transport these pieces and to start the chopping and removal of the concrete layer that covers the turntable and to be able to access inside it, proceed to its final cleaning and do the appropriate work to restore it to its original operating state as a very important part of the project to recover the station's tracks for use with historic rolling stock.

It was a good day's work, with the great help of Clive West and the company of Mike Woolnough, as well as the visit of Fran, the Zurgena City Council Maintenance Councilor, who always comes to visit us in case we need anything, thanks to everyone as always.

So, I can't tell you right now what day we return to work at the station because we depend on the availability of the excavating machine but that does not mean that we are stopped.

While our fundraiser for the purchase of the working railway vehicle is working, the recovery is open until next September 15, I have designed a small vehicle for cleaning and machining the tracks for the new design to be done, with tracks at ground level to make rail use compatible with the Vía Verde, as we have committed to with the Almanzora Association of Municipalities.

This vehicle will serve both to put the old tracks that remain in the station back into service and to maintain and clean the route that is done again, it will be a small electric traction vehicle that can carry up to four people and equip different accessories of cleaning of the railways.

I am finishing the design and I think I have enough material in my workshop to be able to start its construction, I hope to do it almost immediately because, as soon as the floor is clean and level, I want to start cleaning and preparing the tracks for use.

And this is all for now, I hope to be able to inform you very soon of the arrival date of the excavator and the final cleaning work of the turntable and so on.

Kind regards, Rafael García De La Mata Escudero

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