
THE ZURGENA RAILWAY NEWS

April 28th 2021

Nº 8



I don't know the date that this photograph was taken - I imagine in the '70s or '80s. Definitely before 1985!

Someone obviously had green fingers.

I wonder if all of the stations on the LBA (GSSR) were so well kept.

One can see the image in full size [here](#).

NEWS

As you know, there was an EGM on Saturday 17th April which was well attended, and held in the old play park area for which Rafael now has a key.

The meeting was essentially an opportunity for Rafael to tell us all about the progress that he has been making,

even with the endemic bureaucracy slowing everything down.

At present, we have access to the left half of the park which currently has the aviary and other constructions.

We will start to expose the track soon to see what is still there and if it is useable.

He also told us about his plans for acquiring a number of old locomotives, steam and diesel as well as coaches.



The best way to start will be to liberate the two coaches from Guadix station, one of which is a Pullman. These will be useable initially as offices and workshop.

They really do need a clean-up, though, having been thoroughly vandalised.

Once we have pushed through the red tape we will be able to start in earnest.

OUTINGS

Optimistically, I am making some suggestions for days out visiting The GSSR, working on the basis that the Kung Flu will soon be in the descendent, and the weather will soon cheer up!

GOING NORTH

Almanzora: This little town sports a renovated station that has been converted into a bar/restaurant. It is easy to find at the end of the town. Don't forget to look at the bridge over Rambla Albox. The two centre spans were washed away in the floods of 26th June 1900 and had to be replaced. There are extant photographs by, yes, Gustave Gillman of the gap-toothed bridge, and its use by rail traffic, permitted by the rapid construction of wooden scaffolding.



Tíjola: Another renovated station that has been turned into a bar/restaurant. It is easy to find - take the turn-off to 'Estación de Tíjola' and 'Cela' (AL-6100) from the A-334 and it is 600 metres on the left. There is plenty to see here including the recently painted diesel loco. In addition, there is a George Pooley and Son weighbridge from 1903. There is still some track with the 'GSSR' logo imprinted on it.

Serón & Los Canos: This was the centre - and saviour - of The GSSR by way of the iron ore that passed through its hoppers. In addition, Los Canos, which was developed later, kept the company from total bankruptcy. On arrival to the area of Serón on the A-334, you will see Los Canos on the right. Take the exit to Serón (A1178 Serón/Las Menas/Gérgal). If you want to get up close and personal with Los Canos, then there is a turning immediately on the right, but you will need to go past and turn round. It is a dirt track.



To find Serón station, go through the town and on the other side, take the left across the bridge. The road will take you there. There is now a restaurant in the reformed station.

Baza: Baza station was one of the largest of the stations as it was where The GSSR and The Granada Railway intersected. On arrival in Baza, take the last exit (left) off of the first mini-roundabout and follow the road uphill. You can't miss it. Here there is the only intact turntable in the area, as well as a number of buildings in reasonable condition. There are a number of bars just across the main road.



Baza bridge is well worth seeing - difficult to get to though. E-mail me if you need directions.



Baúl: This station was probably built by The Granada Railway, but the impressive viaduct right next to it was built by The GSSR. It is safe to walk across - if you don't suffer from vertigo! Take the exit at Junction 25 from the A92N (Bacor/Baúl) and then follow the sign to Baúl. There are a number of artefacts such as a water tank and water pump.

GOING SOUTH

Huércal-Overa: Take Junction 553 towards Huércal-Overa from the E15. The station is just to the left off of the first roundabout in front of Lidl. There is quite a lot to see here, and one gets the feeling that it was quite busy in the day. There is some work being done (slowly) to the station building.



Almendricos: This was the major junction for The GSSR where the branch line to Águilas split off, thus requiring an enormous amount of shunting. It is still in use - on the Lorca - Águilas line. There is still in existence the Ochre works as well as some engine sheds etc. Take the RM-D17 off of RM-620 after going through Huércal-Overa and Pulpí (where there is a station) and follow to the village. There are a few bars in the town for refreshments.

Águilas: The headquarters of The GSSR - and with a nice beach as well! Follow the RM-333 from San Juan de Los Terreros onto the ring road. Try to avoid driving into the town as it is not car friendly! Continue onto the RM-014 until you finally reach the seafront. The station is just up to your right, along Calle Hilario García Lázaro or within walking distance of the beach. As well as the station and the workshops, there is the El Hornillo museum. Many bars and restaurants for lunch.



There is information about all of the above on www.gssr.es . If you have any questions, e-mail me at maxcastril@gmail.com, or phone me on 634322087.