

PREFACE TO THE SECOND EDITION.

THE favorable reception accorded to the first edition of this work, through its narrating in a popular form the history of the Narrow Gauge Railway, and presenting in a succinct manner vital figures concerning those constructed, thus becoming an assistant in promoting the construction of others, must be sufficient apology for reissuing it after the lapse of a year.

In a work of this nature, devoted to a special railway interest, which is growing rapidly, the statistics require to be constantly corrected, and extensive additions made thereto, so that an annual revision is absolutely necessary in order that it may be a manual to those engaged in the promotion and construction of economical railways.

To engineers, the new chapter on construction, containing formulas for earthworks and for laying out curves, may prove useful and acceptable.

To railroad companies, the corporate history and reports of organizations other than their own may induce comparison; and it is hoped that their relations to each other may be drawn closer by the construction of connecting roads.

To the public, whose desire for cheap means of transportation to open up rich mineral and agricultural sections, so that their latent products may be converted into wealth, and who desire to attain that end with the smallest outlay, this brochure is offered for reflection.

Forty years ago the four feet eight and a half inch gauge, the narrow gauge of that day, was opposed by the wide gauge; the antagonism was fierce, the opposition intense; it was, nevertheless, of no long duration, and ended in the universal building of the standard gauge road of to-day. Less than a decade ago, a narrower gauge was propounded, the width be