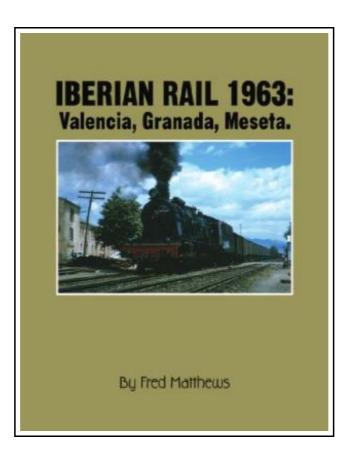
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Xlibris Corporation, United States, 2006. Paperback. Book Condition: New. 274 x 214 mm. Language: English . Brand New Book ***** Print on Demand *****. This is the second part of a survey of Iberian railways and tramways in 1963, when the author and his friend Larry Veysey and I made a long circular tour of the Peninsula. In 1963 the traditional tramways were large and busy, though already in the sights of modernizing bureaucrats. The broad-gauge national RENFE and most independent railways were still largely powered by steam; many passengers rode in wood-bodied coaches. Much of the railway scene was comparable to that of North America around 1910. Volume I covered the railways and tramways of Catalonia. Here we make a loop south along the Mediterranean Coast to Valencia and Alicante, inland to Granada, and north via Madrid and Leon to the Costa Verde along the bay of Biscay. The RENFE (Red National des Ferrocariles Espagnoles) is a government owned system created in 1941 to consolidate four major and some minor broad-gauge companies left without reconstruction funds at the end of the bloody, destructive Civil War in 1939. Despite inheriting a broken and bankrupt group of companies, RENFE had little new funding until the late 1940s, except for necessary repairs and replacements. Spain was struggling with savage domestic repression, then ostracism and isolation by the victorious democratic powers after Generalissimo Franco s Axis friends were finally defeated in 1945. While certainly the largest, longest, and loudest, the RENFE was only one (very large) part of the overall rail scene in 1963. Spanish governments over the years between 1875 and 1930 had encouraged a flowering of narrow-gauge lines to open up the rich but usually-impoverished country away from the coasts and Madrid-centred main lines. Most of these were metre-gauge railways, but there...

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