

Unusual Decauville Railways

Ungewöhnliche Decauville-Bahnen

Chemins de fer Decauville insolites

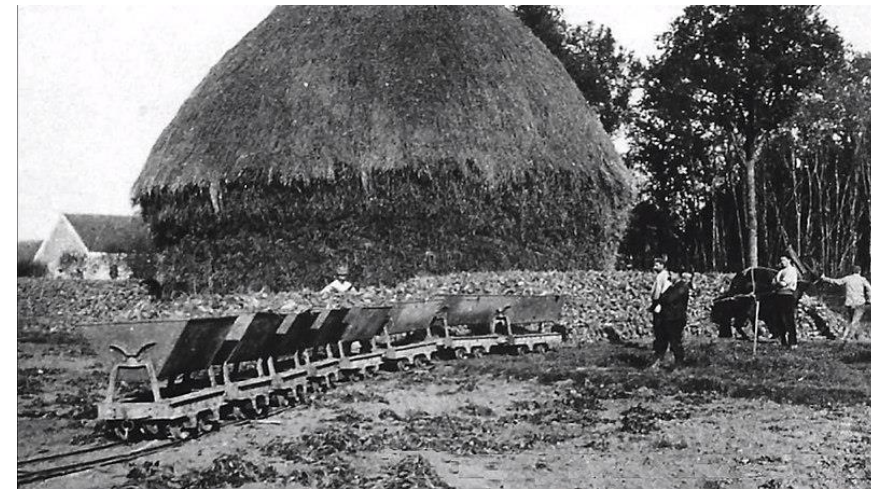
Dipl.-Ing. Stephan Kallee
AluStir and Wikipedia

Decauville Railway at *Ferme de Galande*, Réau, 1881

System mit fliegendem Gleis und Kipploren

Système de chemin de fer «portable» et wagons à bascule

- System of portable track and V-skip wagons, invented by Paul Decauville in autumn 1875 to harvest sugar beet in wet and muddy conditions
- Aîné = firstborn, oldest brother
- 400, 500 or 600 mm gauge
- Rails rivetted to the metal sleepers
- 3000 orders received by 1880, one of them in 1879 by Earl of Castex in Freiburg i. Br.

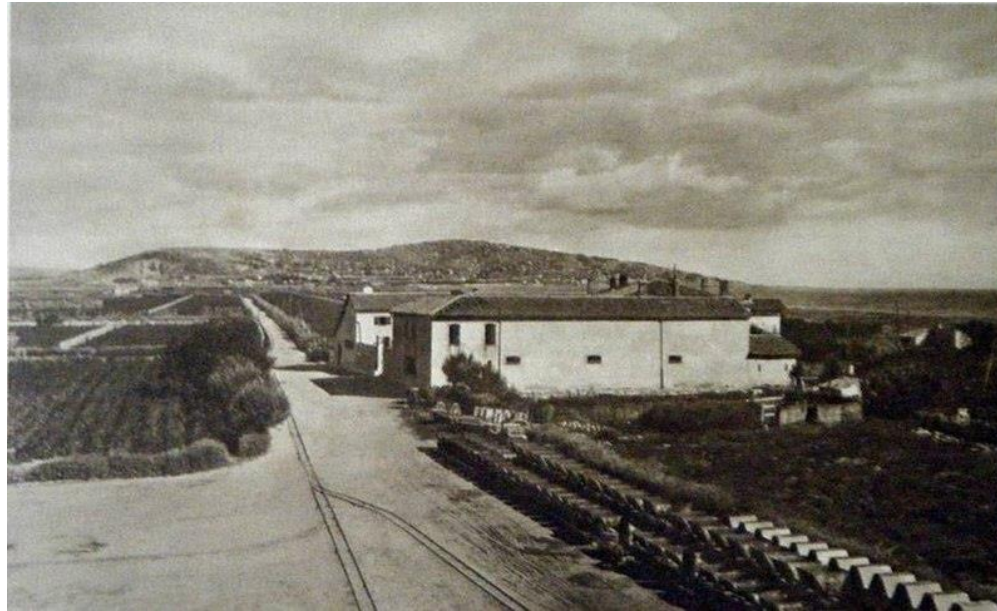


Decauville Railways in Winyards and Cellars, 1883

Weinberge, Keltereien und Keller

Vignobles, Pressoirs et Caves

- Initially, 400 mm or 500 mm gauge
- 4,5 or 7 kg/m rails
- Typically only 25 to 470 m long per site (one exception: 1000 m long near the Pyrénées)
- Customers (1883)
 - 250 in France
 - 48 Italy



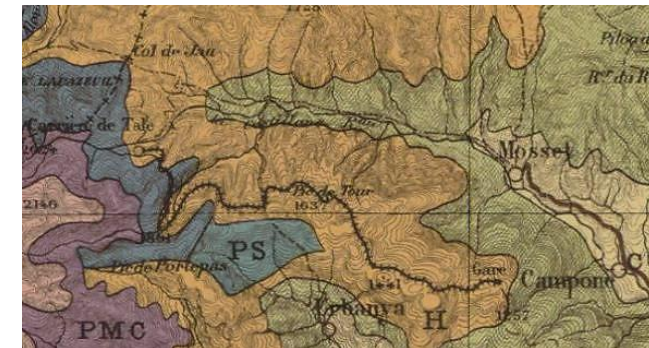
SERVICE DES CAVES ET VIGNOBLES			
Larg. Poids de voie de rail	metres	Larg. Poids de voie de rail	metres
Allier (18 clients).		Marne (30 clients).	
0,40 4.5	50	0,40 4.5	145
DE BELLOYNET, propriétaire au château de Lys.....		0,40 4.5	200
Ardèche (11 clients).		0,50 4.5	153
0,50 7.	21	0,50 4.5	110
GIRAUD Louis et C ^e , vins, à St-Péray..		0,40 4.5	500
Aude (23 clients).		0,40 4.5	135
0,40 4.5	540	0,40 4.5	225
HENRY ANDOQUE DE SIZOUX, au château de Mouson.....		Pyrénées-Orientales (18 clients).	
0,40 4.5	400	0,50 7.	1.000
VICOMTESSE DE CASPAGNON, au château de Bizamet.....		Seine (129 clients).	
0,50 4.5	400	0,50	250
EUGÈNE MINNEBOIS, domaines de Roux et Foulquier. Béchouage des vignes à la vapeur.....		0,40 4.5	250
Charente (15 clients).		0,40 4.5	70
0,40 4.5	85	Seine-et-Marne (60 clients).	
J. DESOIS et CAIGNON, à Blanzac.....		0,50 7.	500
Cher (11 clients).		Tarn (11 clients).	
0,40 4.5	300	0,40 4.5	200
0,40 4.5	30	Vienne (Haute-) (7 clients).	
GAT-LUCOT, à La Bourgeoise.....		0,50 7.	80
BESLIGNON fils aîné.....		Italie (48 clients).	
Dordogne (15 clients).		0,50 4.5	30
0,50 4.5	25	Italie (48 clients).	
MARQUIS DE LAU, propriétaire au château de Montardy-Saint-Apre....		0,40 4.5	375
0,40 4.5	30	0,40 4.5	243
GASLOPP, brasseur à Thiviers. Service de la cave.....		0,40 4.5	430
0,40 4.5	50	0,40 4.5	120
POISS, Escor et C ^e , négociants en vins à Creysse-sur-Bergerac.....		Indre-et-Loire (10 clients).	
Gironde (63 clients).		0,40 4.5	140
0,40 4.5	80	Maine-et-Loire (13 clients).	
DE BOISSAC, propriétaire au château Malescot Saint-Eupère.....		0,40 4.5	375
		0,40 4.5	243
		0,40 4.5	430
		0,40 4.5	120

Decauville Railway of the Cobazet Estate, 1885–1950

Landgut in den Pyrenäen

Domaine dans les Pyrénées

- 600 mm gauge
- 12 km long
- Near Mosset in the Pyrénées
- Track laying at 300 m per day
- Transport of talc-containing soapstone (French: Stéatite) from the quarry at 1,600 m to an aerial tramway at 1,220 m above sea level
- To make *Poudre Chefdebien*, which was used to treat vine diseases
- Funnel shaped sand boxes on loco
- HOe model by Jouef/Egger-Bahn

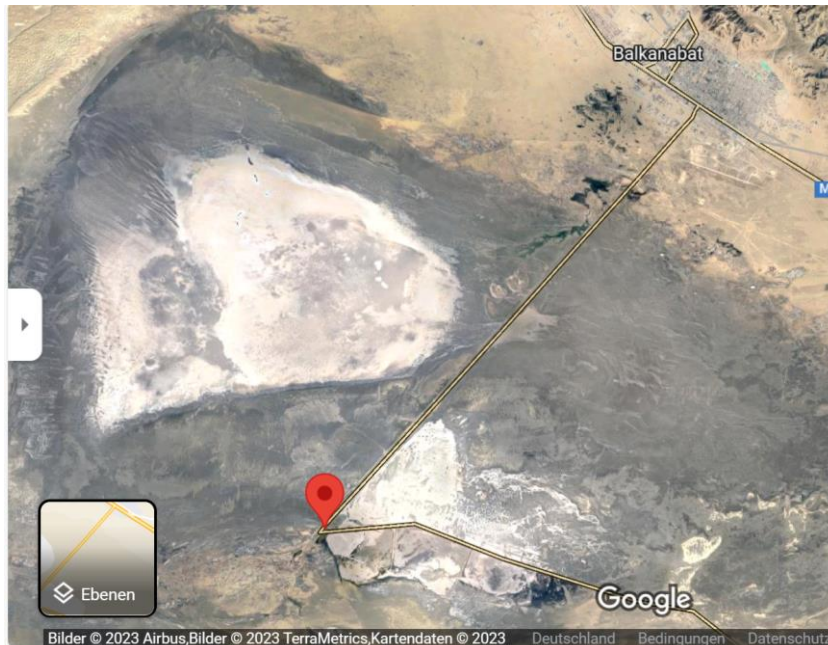


Decauville Railway at Naphta Mountain, 1885–1889

Naphtaberg,
Turkestan

Montagne Naph-
ta, Turkestan

- 500 mm gauge
- Horse-drawn railway (Pferdebahn)
- At Bala-Ischem near Balkanabat in Turkestan, now Turkmenistan
- Ozokerite deposits
- *Oil fired locos:*
 - *Малютка/Maljutka* («Baby»)
 - *Быстрый/Bystry* («Fast»)

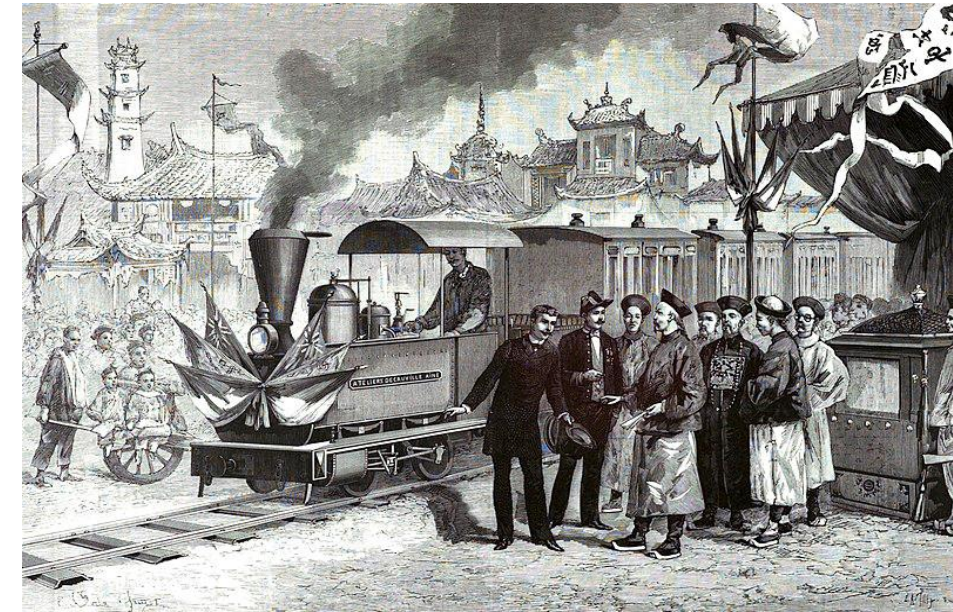
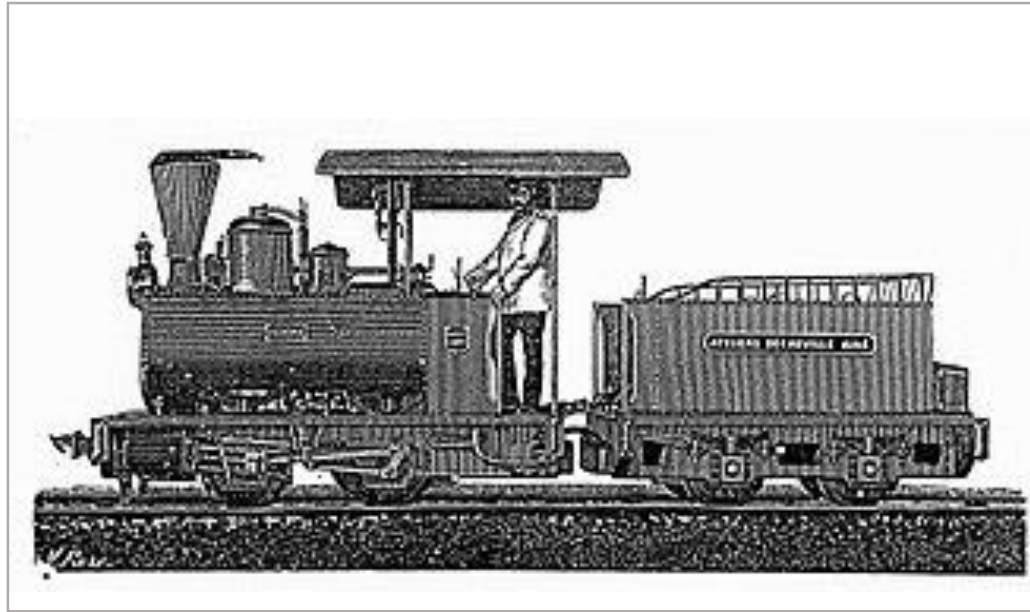


Decauville Railway at Tien-Tsin – Tshing-Yang, 1886

Erste Decauville-Bahn in China

Premier chemin de fer Decauville en Chine

- 600 mm gauge
- 2 km long
- Officially opened on 21 Nov 1886
- The military administration objected to the progress, as reported in March 1887

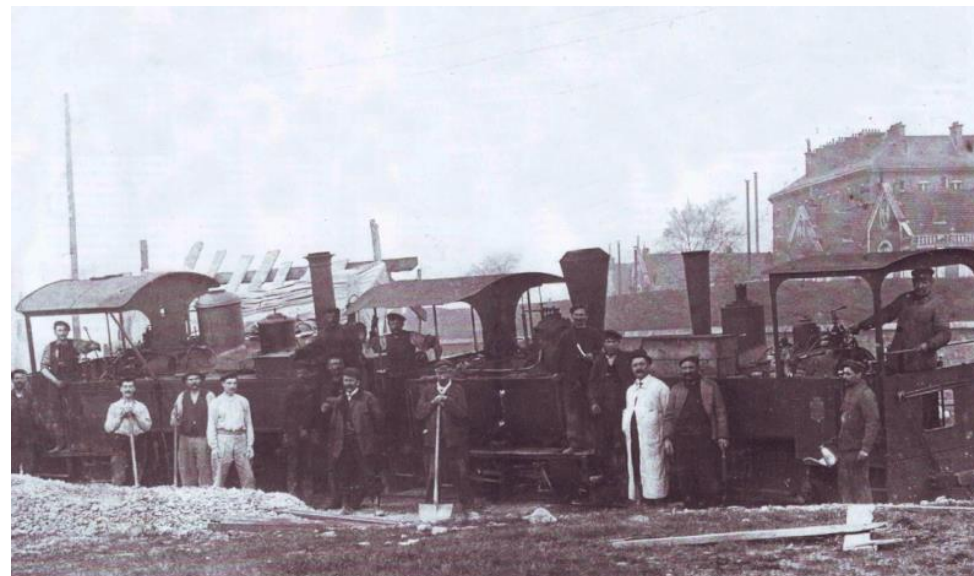


Maréchaux-Quarry near Paris, France, 1885–1930

Steinbruch, 36 km
südöstlich von Paris

Carrière, 36 km au
sud-est de Paris

- 600 mm gauge
- 6.5 km long
- From les Essarts-le-Roi to Senlisse
- In its heyday, it transported 30,000 t of millstones and 750,000 paving stones per year
 - 230 employees in the quarries
 - 20 for the railway

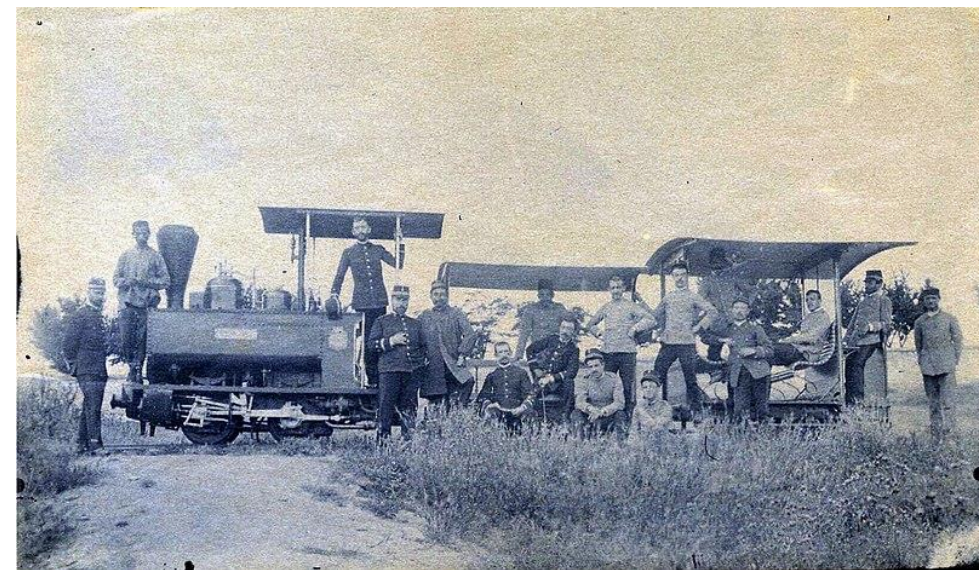
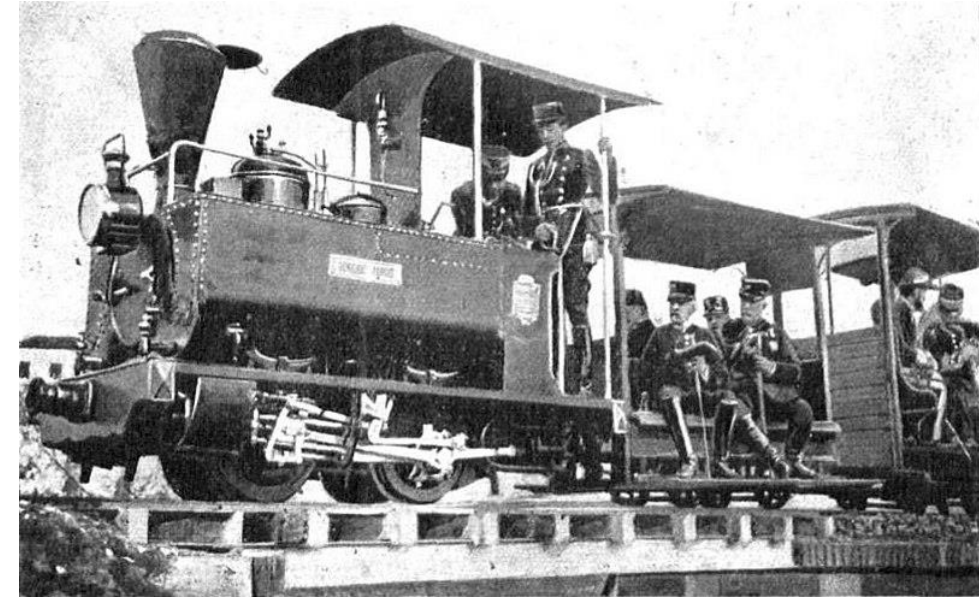
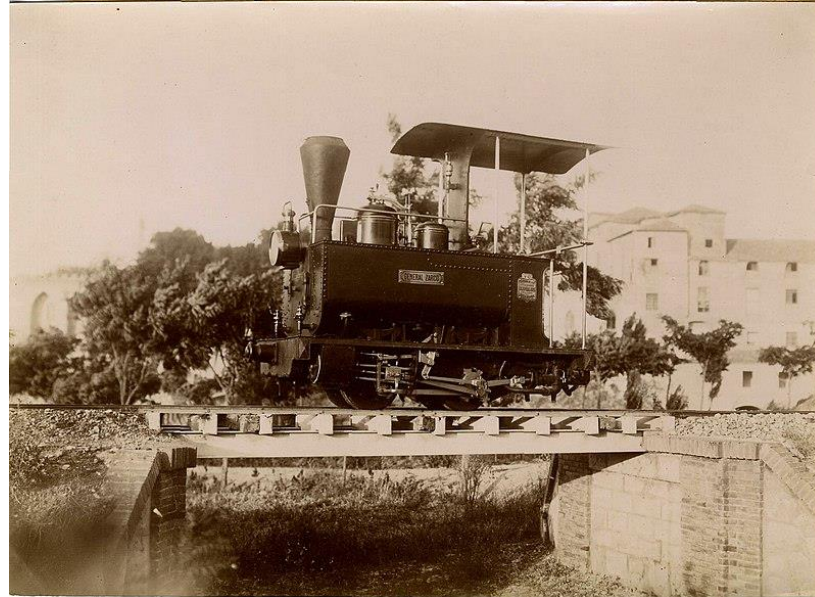


Military Académie, Guadalajara, Spain, 1885

Militärakademie in
Spanien, 50 km nörd-
lich von Madrid

Académie des Ingéni-
eurs, Guadalajara

- 500 mm gauge
- Dec 42/1885, 0-4-0T,
Général Zarco, 3 t
- King Don Alfonso XIII in-
spected the railway on
30 April 1904



Yokohama Water Works, Japan, 1886–1887

Trinkwasserleitung,
Japan

Conduite d'eau
potable japonaise

- 500 mm gauge
- Hand operated
- Henry Spencer Palmer
- Hirano Tomij at IHI, Decauville agent
- Color photos by Shinichi Suzuki
- 12.000 Tubes
 - 6 tubes faulty
 - 3 joints leaked

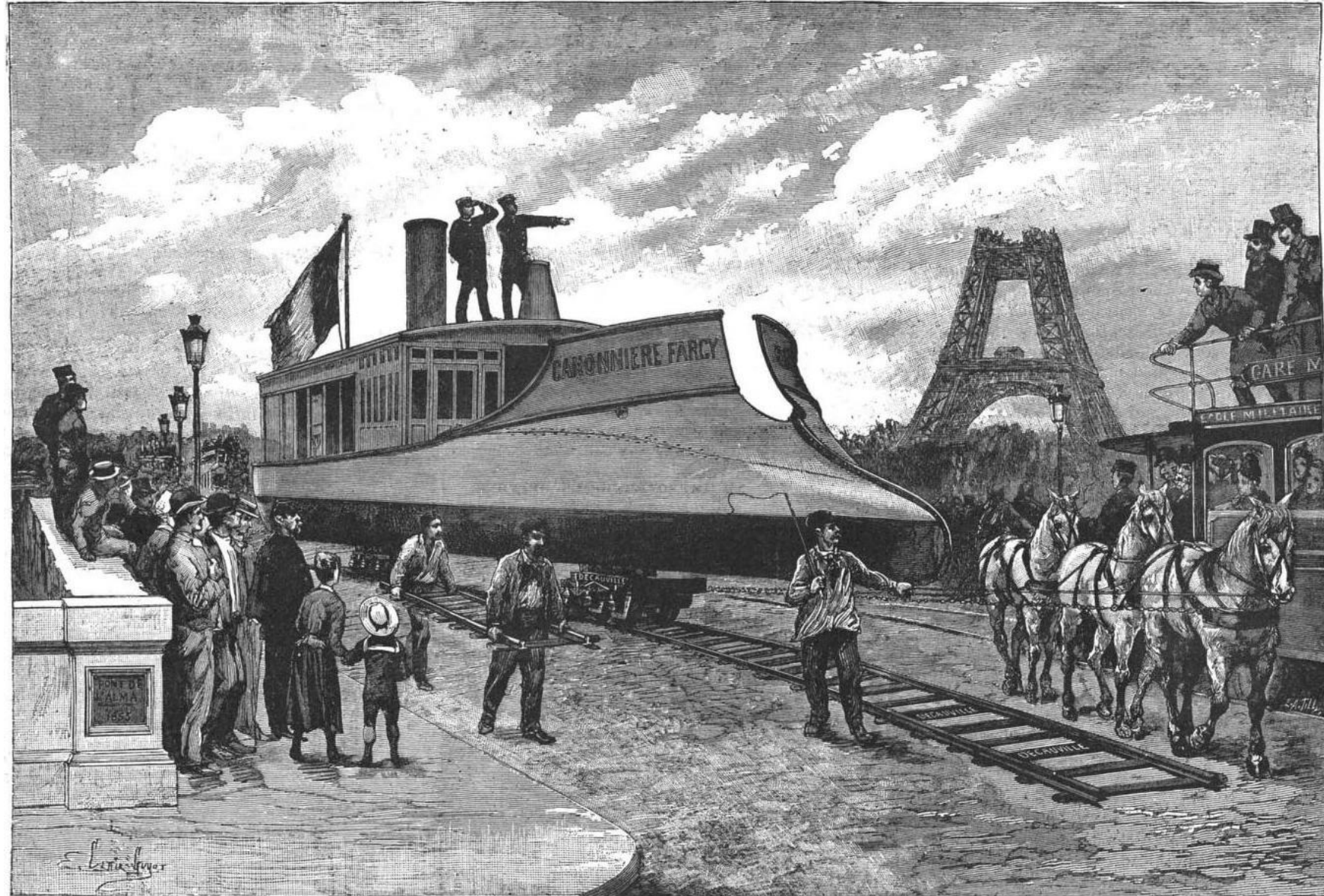


Gunboat *Cannoniere Farcy* in Paris, 1888

Kanonenboot in Paris

Transport d'un bateau

- 19,8 m long x 4,9 m wide
- Draught: 0.6 m (2 ft)
- From the bottom of the Seine to Palace of Industry
- Two triple-axle 9-t-trucks
- Turn-tables at corners
- 1000 m of track for the 2000 m long distance laid by 8 men at 1.5 km/h
- Transport needed 15 hours because of trams
 - Boat was 1.5 cm wider than the entrance door

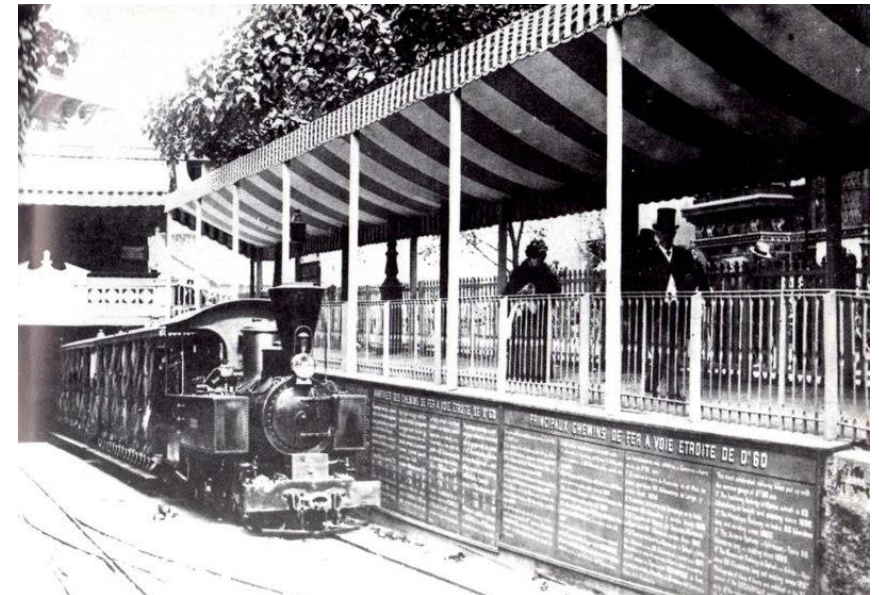
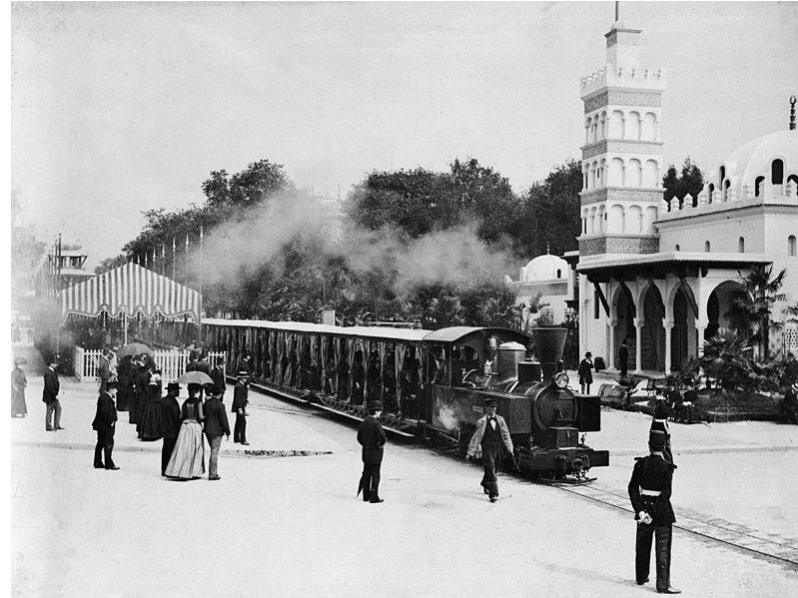


Decauville Railway at Exposition Universelle, 1889

Weltausstellung in Paris

Chemin de fer intérieur de l'Exposition Universelle de 1889

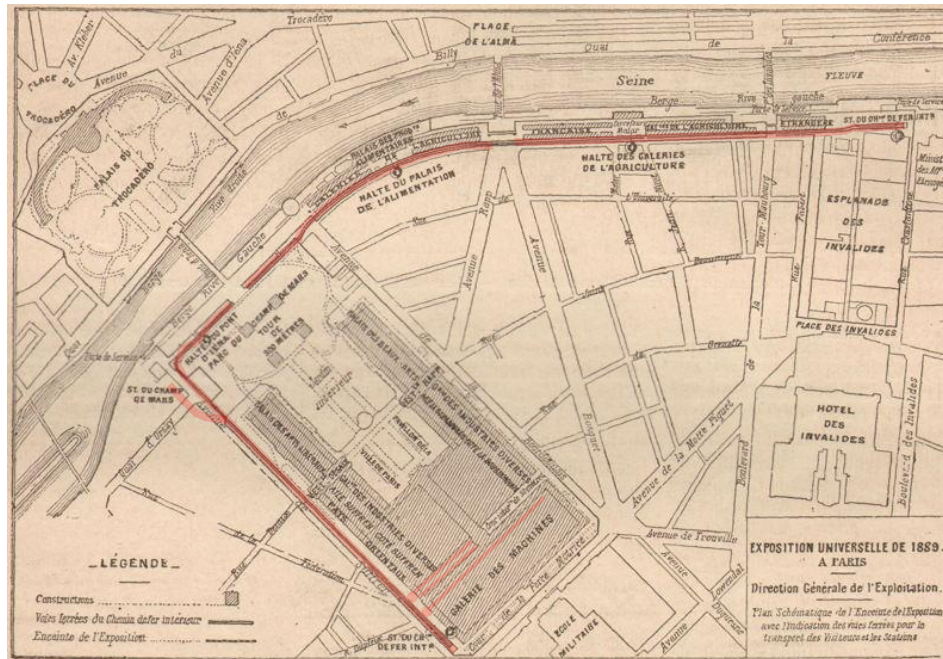
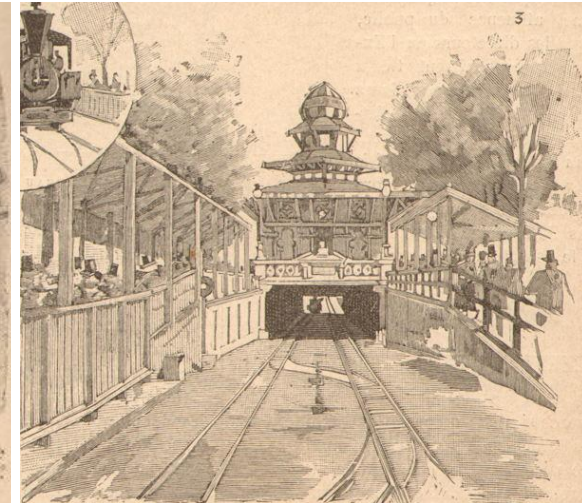
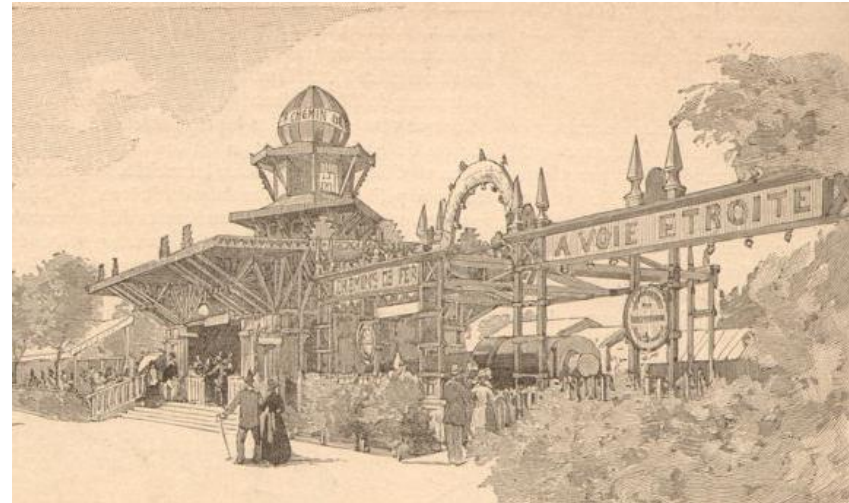
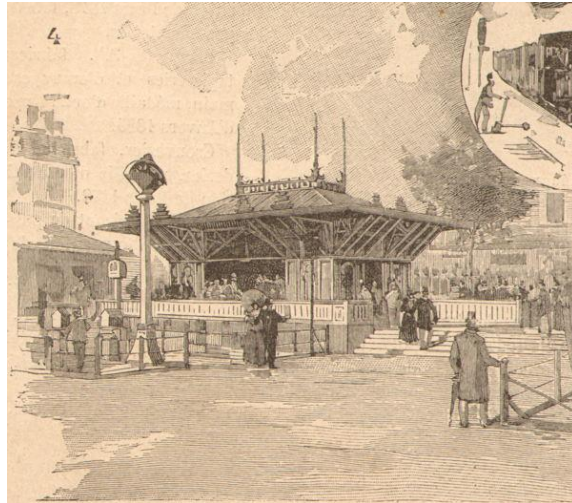
- 6 May to 31 October 1889
- 6.342.446 passengers
- 4 km/h to 10 km/h
- Every 10 minutes
- 90-150 trains per day
- Up to 50 m long trains
- Cost: 120 £ per day
- Tickets: 240 £ per day



Decauville Railway at Exposition Universelle, 1889

Weltausstellung Expo Universelle

- 600 mm gauge
- 3 km long
- 106 m long tunnel
- Approx 12 locos:
 - 2 Couillet
 - 1 Péchot
 - 9 Tubize
- 100 wagons
- Rolling stock sold to:
 - Sweden
 - Madagaskar
 - Vietnam
 - Royan
 - Calvados

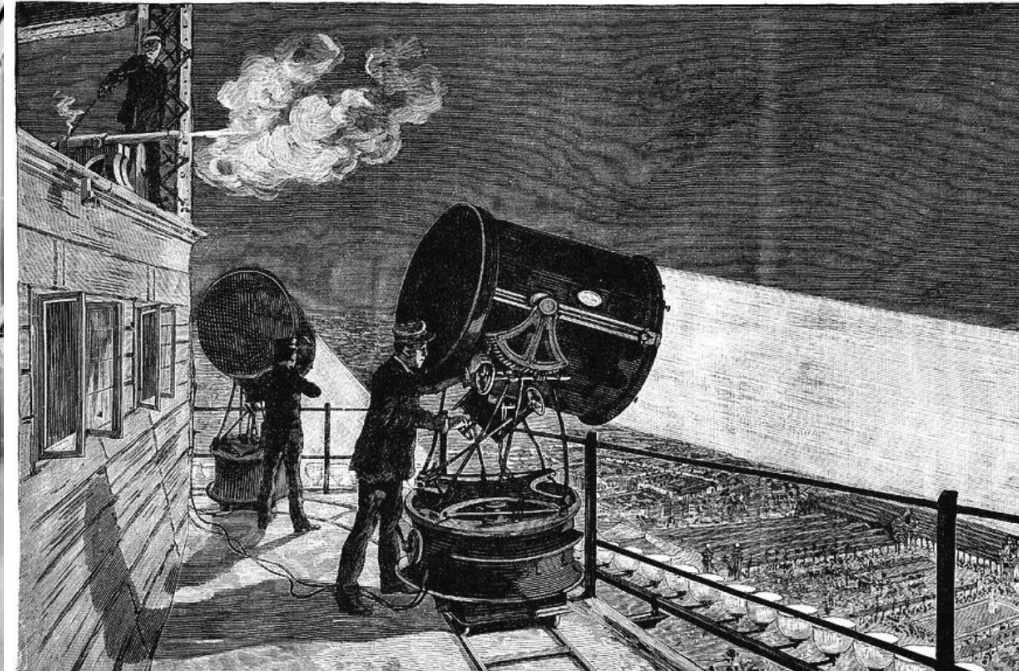
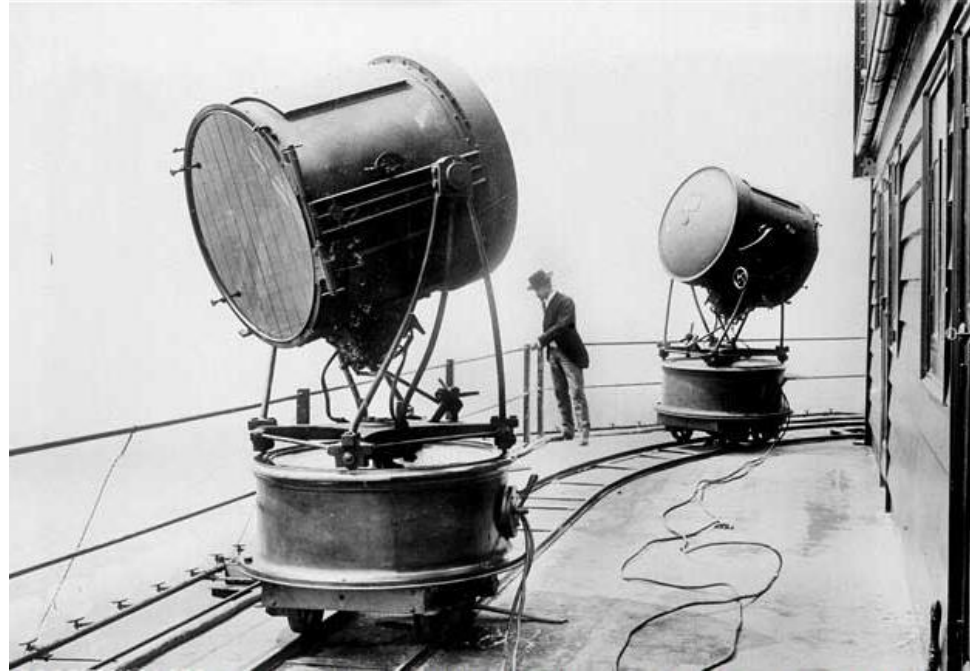


Searchlights on the 4th level of the Eiffel Tower, 1889

Eiffelturm, Paris

Tour Eiffel, Paris

- Probably one of the shortest Decauville loops ever
- Two Mangin type lamps of the by Sauter & Lemonnier with 900 mm diameter and 100 A current each, built in collaboration with Augustin Fresnel



H. Koppers' Cotton factory Helvetia, Egypt, 1890

Baumwollfabrik in Ägypten

Usine de coton en Égypte

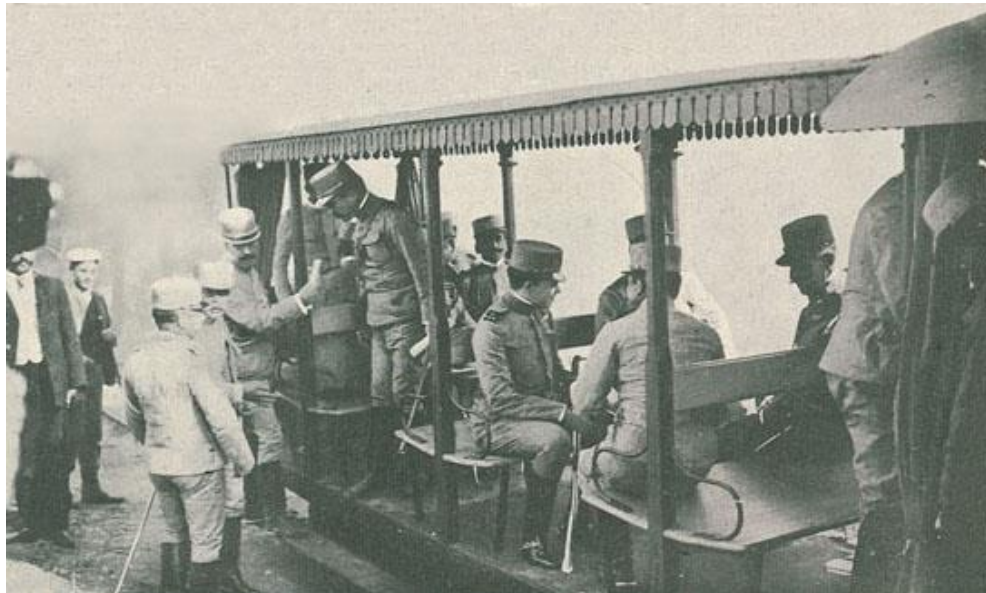
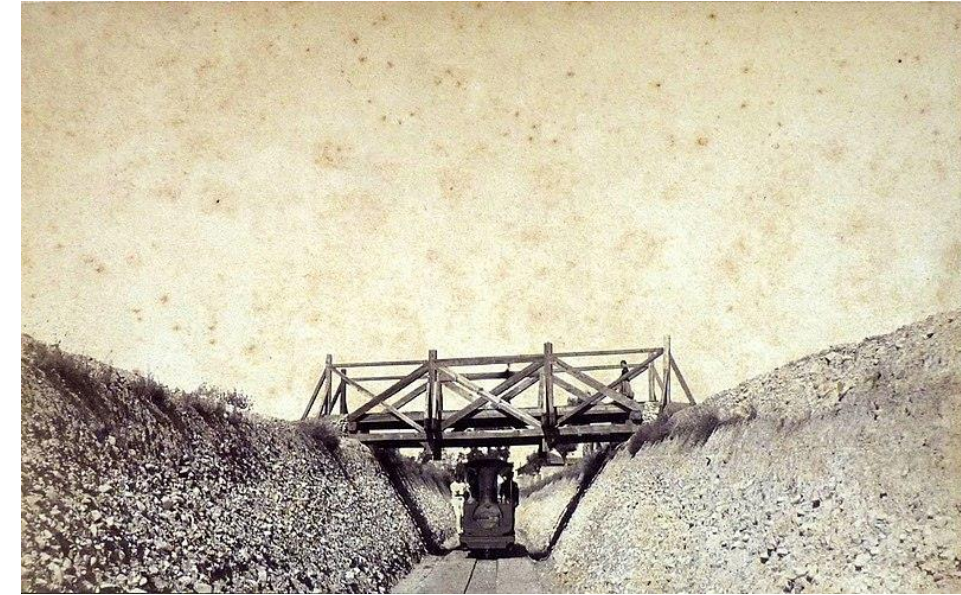
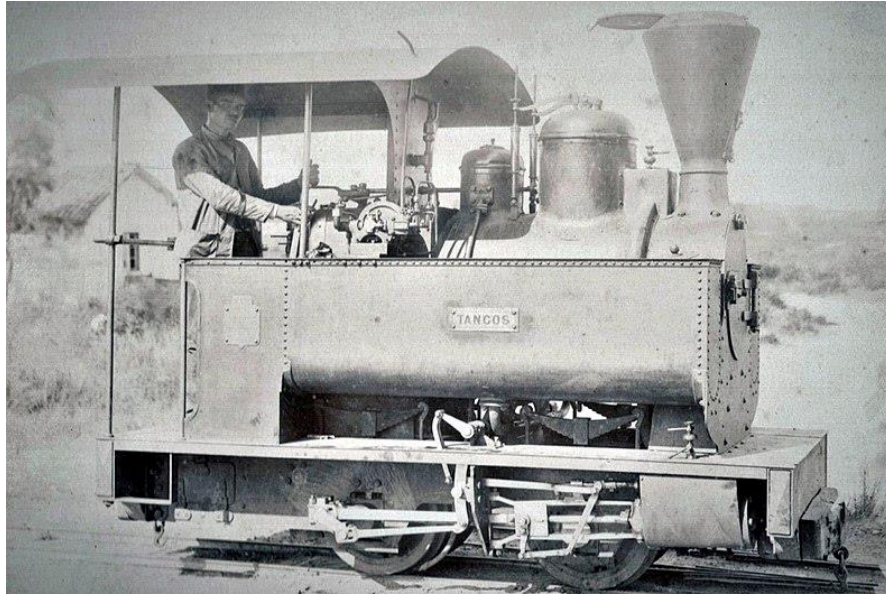
- 400 and 600 mm gauge
- Built by the Swiss business man H. Kopper built around 1890
- The factory was located on the Nile at Kifta near Cairo. It used egrening machines to separate the bolls and seeds from the cotton fibres and pressed the latter into transportable bales
- In the egrening machine hall was a three-rail track with 400 and 600 mm gauge. After processing, the sacked cotton bales were transported on bogie flat wagons pulled by animals for shipment to the Nile



Escola Practica de Engenharia, Tancos, Portugal 1889

Militärschule, Portugal École militaire, Tancos

- 500 mm gauge
- 1.3 km long
- In 1887 Decauville supplied two 0-4-0 side tanks: *Almoural* (Dec 20/1882) and *Tancos* (Dec 103/1889), one small carriage (Dec type K) and four wagons (two type 65, one 4, and one 61)
- King Manuel II inspected the railway in 1910

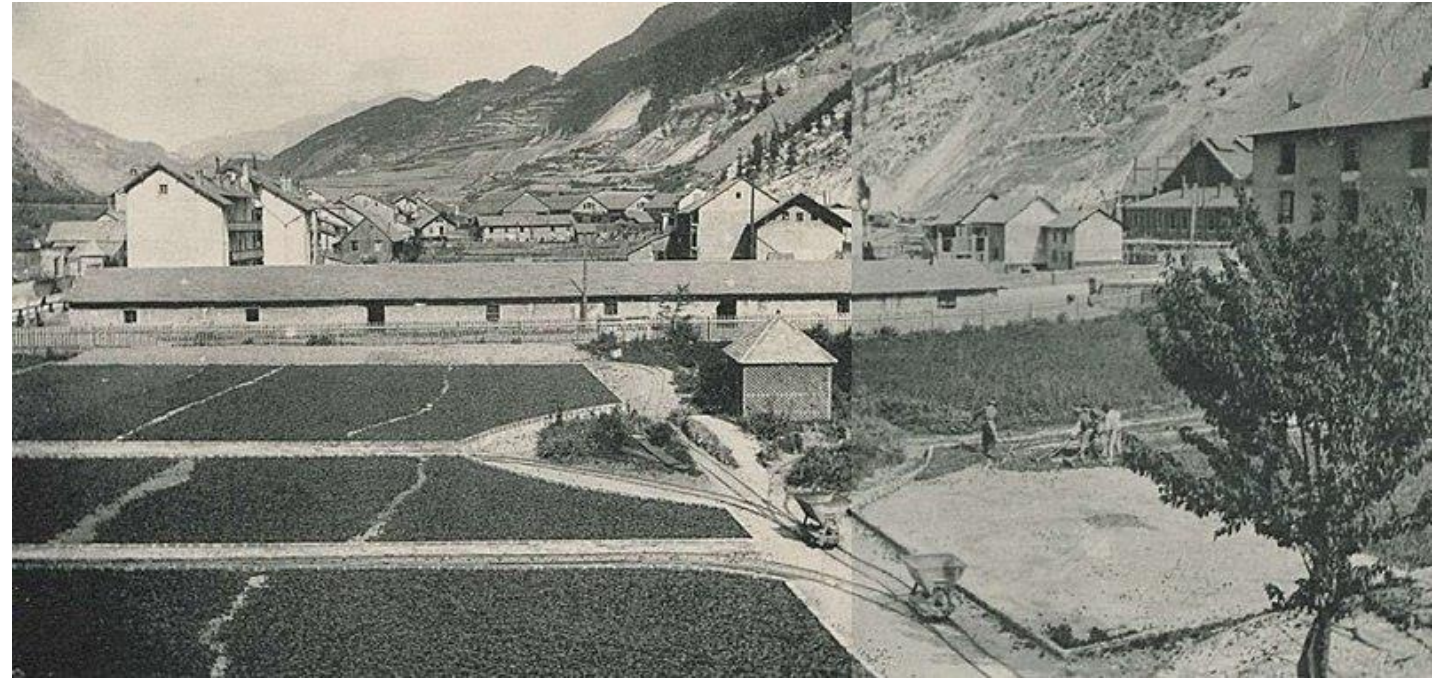


Drying of Pine Cones in Modane, Dépt. Savoie, France, 1892

Zirbelkieferzapfentrocknung
für Lebensmittel, Zirbenli-
kör und -schnapps in Modane

Sécherie des cônes de pin
cembro à Modane, Savoie

- 600 mm gauge
- 1892–1893
- In Modane in Savoie was a large, drying place for stone pine cones, which was accessed via a Decauville three-way switch
- The seeds were used to produce food as well as spirits such as stone pine liqueur and stone pine schnapps

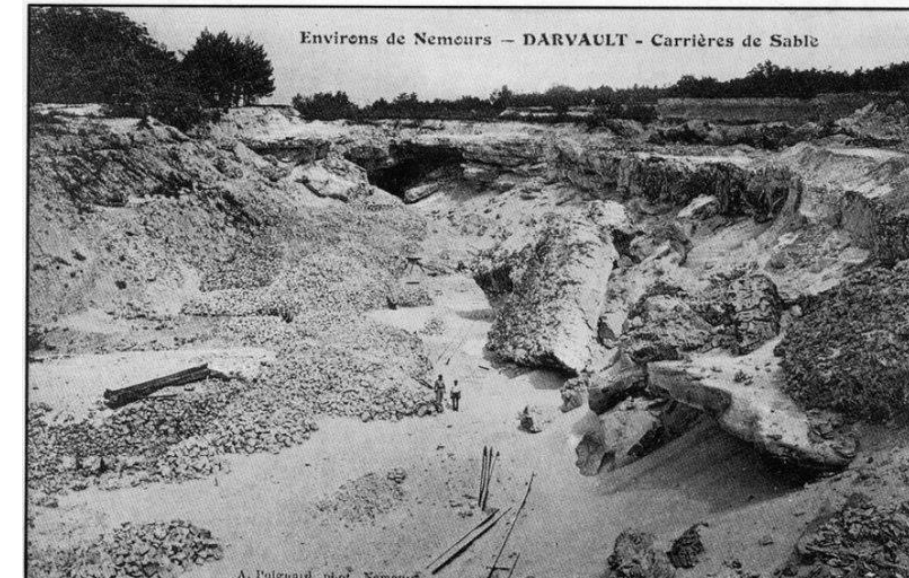


Tramway at Darvault near Nemours, France, 1893–1939

Sandgruben für Glasfabriken

Carrières de sable pour la fabrication du verre en Île-de-France

- High quality quartz glass is made from the white sand mined in Fontainebleau. It is used for making crystal glass and optical glass, e.g. for the optical instruments of NASA
- Weidknecht made the loco in 1891. Decauville used it as *Hermanville* in Calvados. On 3 July 1893 it was sold as *Henriette* to “C. Besse, Sablières, Darvault, S & M”

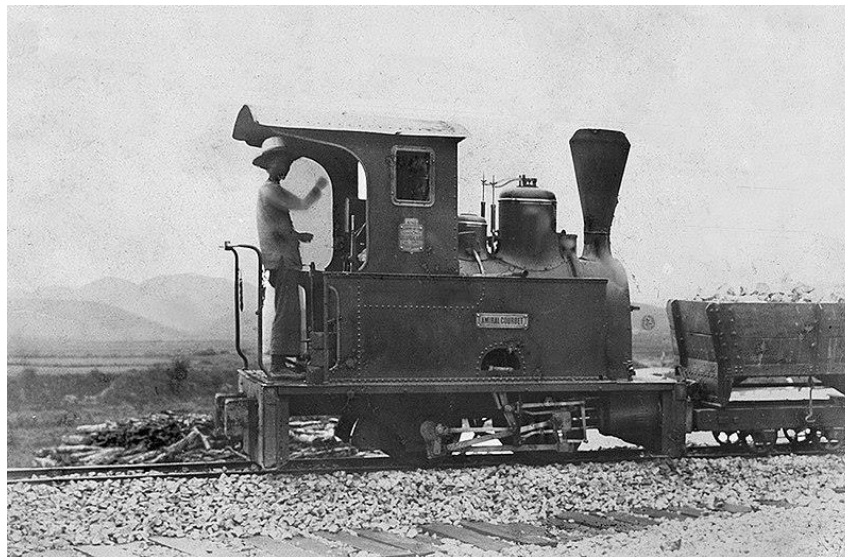


Railway Line Hanoi – Đồng Đăng, Vietnam, 1894

Bahnlinie Line Hanoi –
Đồng Đăng in Vietnam

Ligne Line Hanoi – Đồng
Đăng in Vietnam

- 600 mm gauge
- 168 km long
- 40 “Amiral Courbet”
- 62 “Langson”
- 80 “Haiphong”
- 83 “Eugène Étienne”
- 84 “Phu-Lang-Thuong”
- 85 “Comdt Rivière”
- 86 “Carnot”
- 126 “Comdt de Lagrée”
- 188 “Kinh Luoc”
- 195 “Francis Garnier”



Pier Railways on Anticosti Island, Québec, Canada, 1896

Insel Anticosti: Buchten von Sainte-Claire und Ellis

Île d'Anticosti : Baie-Sainte-Claire et Baie Ellis

- First 600 mm gauge, later 750 mm
- 1,6 km long
- 100 m long wooden pier
- The harbour was moved in 1899 by 13,5 km to the Baie Gamache (later Port-Menier)
- Import of Dec 416/1904, 5 t, 750 mm gauge. Mothballed in the cellar of the Club House, water tanks used for storing oil, scrapped in 1944/45
- Rail track re-gauged to standard gauge in 1910/1911



Musée des Arts et Métiers in Paris

Kunst- und Gewerbemuseum in Paris, Gleis mit Trambahnschiene rechts und Vignolschiene links

Rail de tramway rainuré à droite et rail Vignol à gauche

- 500 mm gauge
- To transport the exhibits from the showcases in the exhibition hall to the lecture halls
- The tracks consist of a grooved Broca tram rail on the right and a Vignol rail on the left, on which a flangeless wheel ran
- The groove of the tram rail is now filled with silicone or rubber

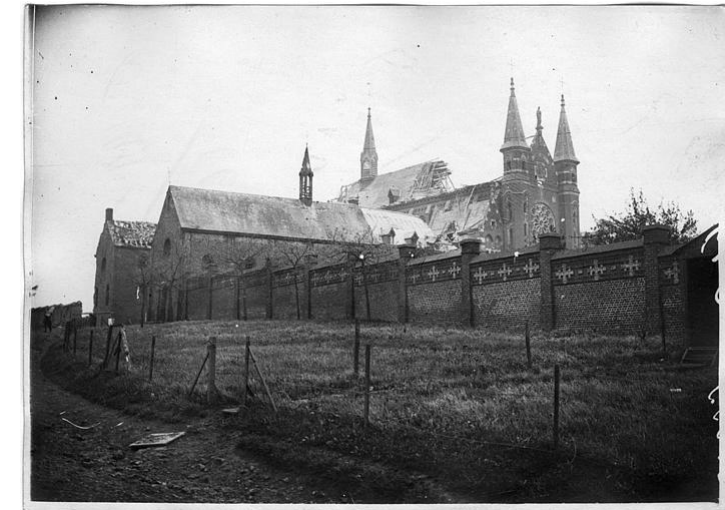


Mont des Cats Abbey near Dunkirk, France, ca 1898

Trappistenkloster auf dem Katsberg bei Dünkirchen in Frankreich

Abbaye Saint-Marie-du-Mont en Gode-waersvelde près de Dunkerque

- Transport of soil in the agriculture
- Transport of beer barrels in the brewery
- The monastery finances itself by making cheese of the '*Mont des Cats*' brand
- The Trappist beer '*Mont des Cats*' is no longer brewed on the monastery hill, but in Scourmont Abbey near Chimay in Belgium

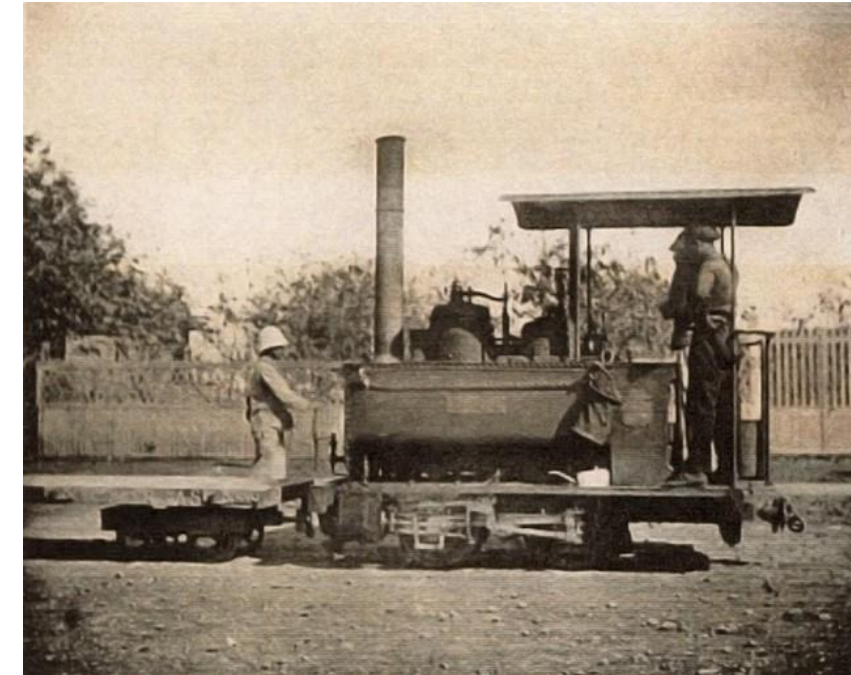


Diego Suarez – Camp d'Ambre, Madagascar, 1900

Militärische Feldbahn in Madagaskar

Voie ferrée militaire

- 600 mm gauge
- Originally 13 km long
- From Antsirane (now Antsiranana) to Fontaine Tunisienne
- Diagonal bridge and a radius of 40 m at the gorge
- 6.30 m deep cut
- Decauville rails with 7.5 kg/m or 9.5 kg/m with 8 sleepers per 5 m long element

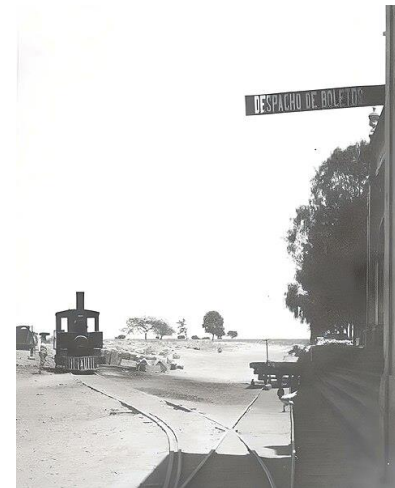
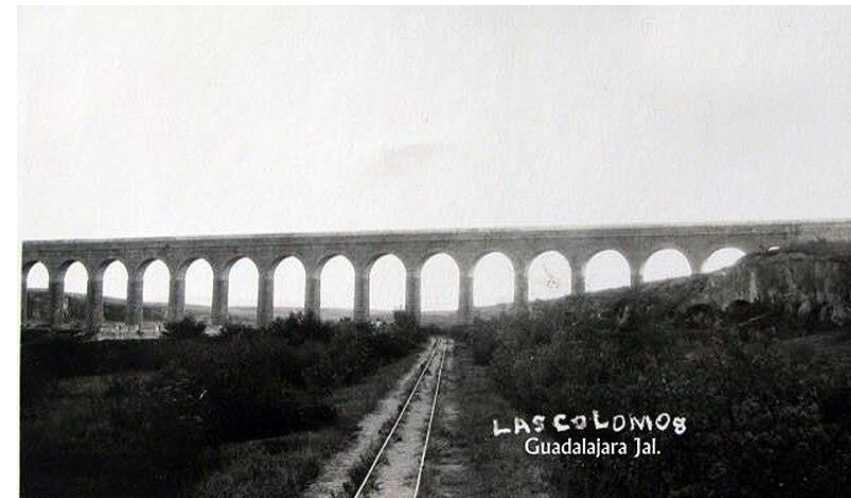
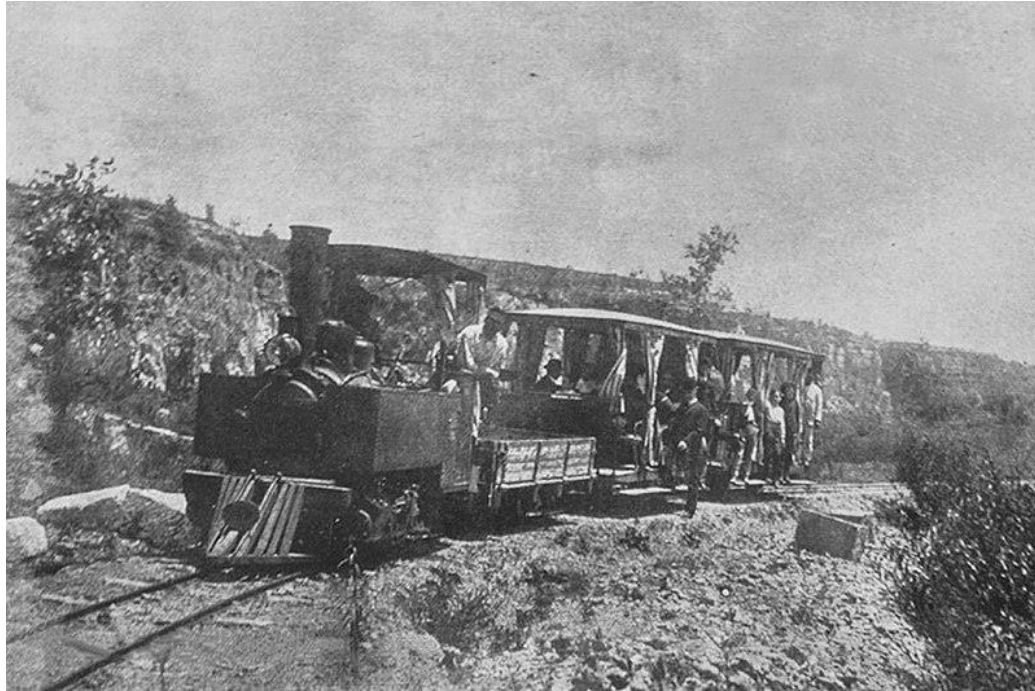


Decauville Railway of Guadalajara, Mexico, 1900–1903

Trinkwasserversorgung, Mexiko

Travaux d'eau, Mexique

- 500 mm gauge
- 5,5 km long
- From Guadalajara nach Colomos
- Transporting stones for building the aqueduct of the water works
- Decauville loco N° 297/1899 and *Baladeuse* wagons



Trâmuei and Trolleys in Beira under Portuguese Rule, 1901

Beira, Mosambik

Beira, Mozambique portugais

- 610 mm gauge
- 5.5 km long
- Decauville loco *D. Carlos* belonged to the construction company Pauling & Co, ca 1901–1906
- 500 mm gauge hand-operated trolleys for passenger transport



Relocation of the Papeete Post Office in Tahiti, 1902

Postamt, Tahiti

Bureau de poste, Tahiti

- In 1885, a 45 km long 600 mm gauge railway was proposed & approved on the island of Tahiti but never built
- Steeply inclined 600mm gauge railway used for building a water tower near Papeete in 1886

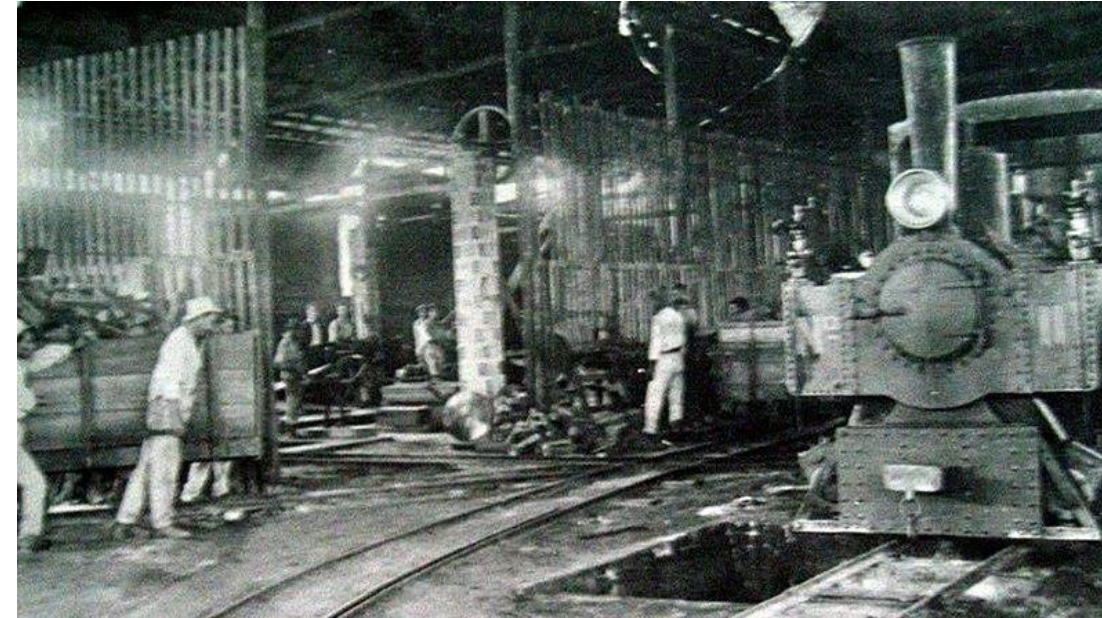
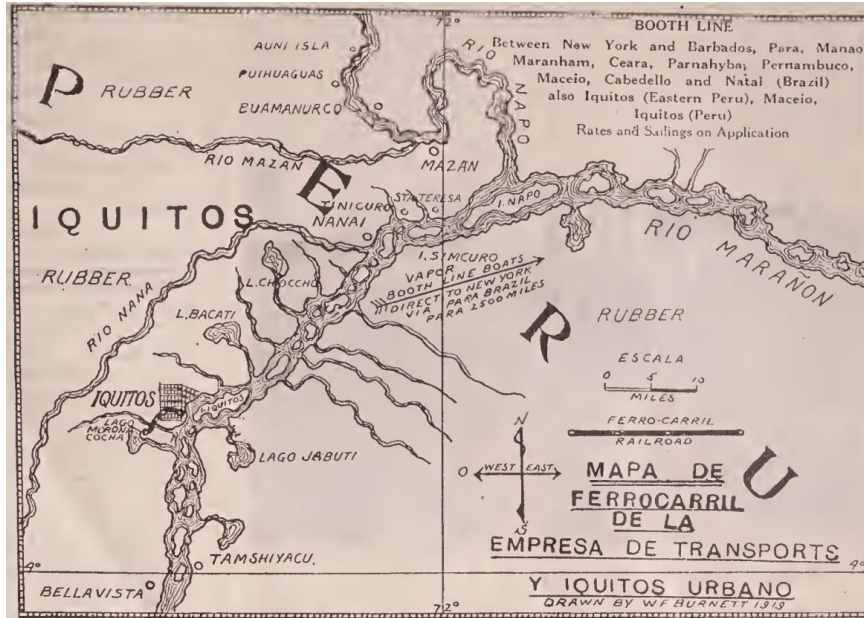


Empresa de Transportes y Iquitos Urbano, Peru, 1904–1935

Dampfstraßenbahn in Peru

Société de transport et urbanisme, Iquitos

- 600 mm gauge
- 8 km long
- From Iquitos to the Lago Moronacocha
- Dec 413/1904, No 1, Moronacocha, 0-4-0, 3,25 t
- Dec 445/1906, No 2, Arana, 0-4-0, 5 t
- O&K, No 3, 0-4-0

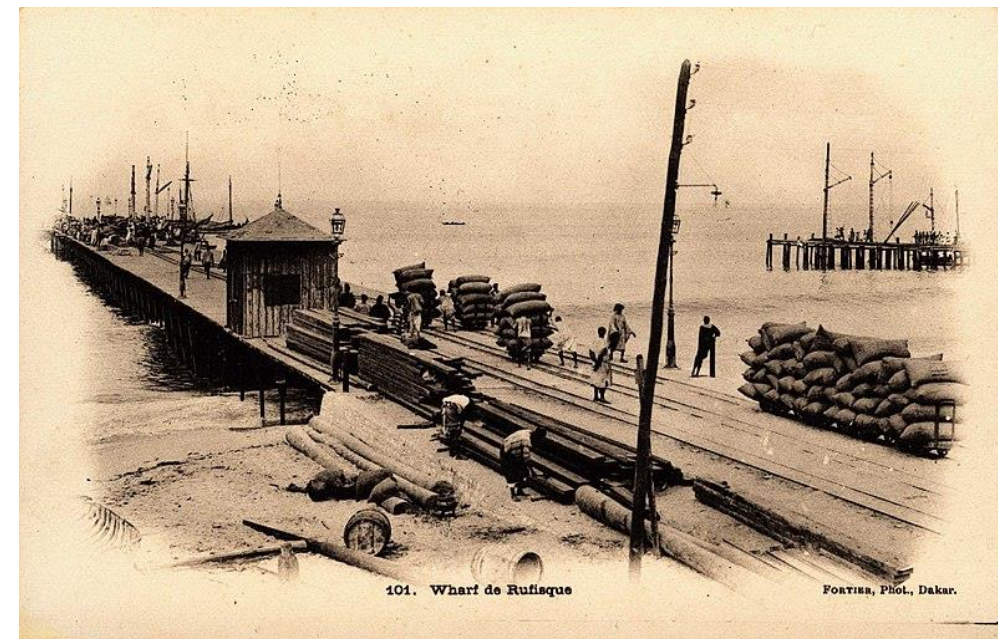
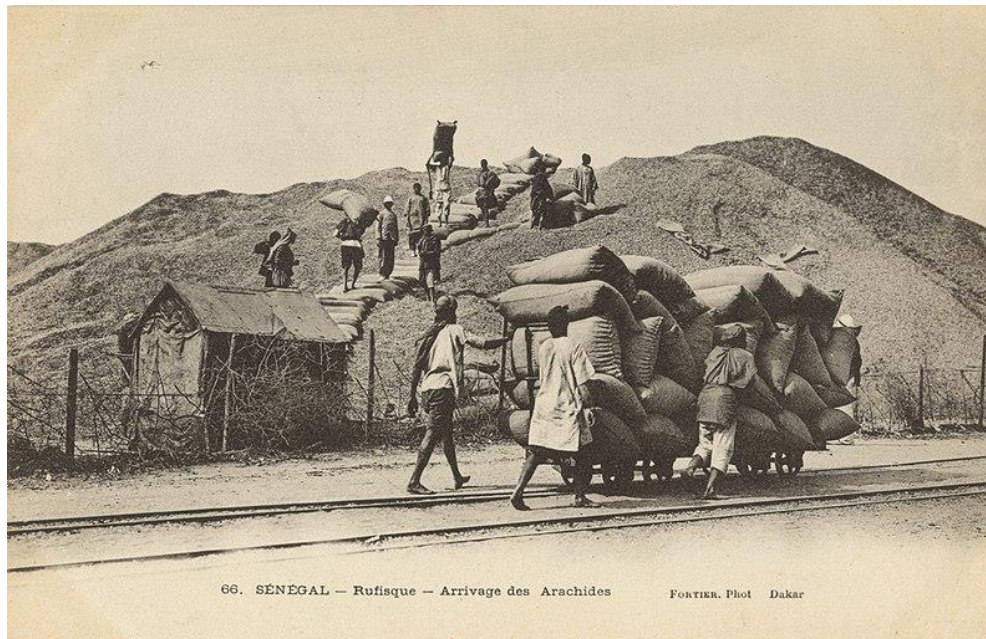
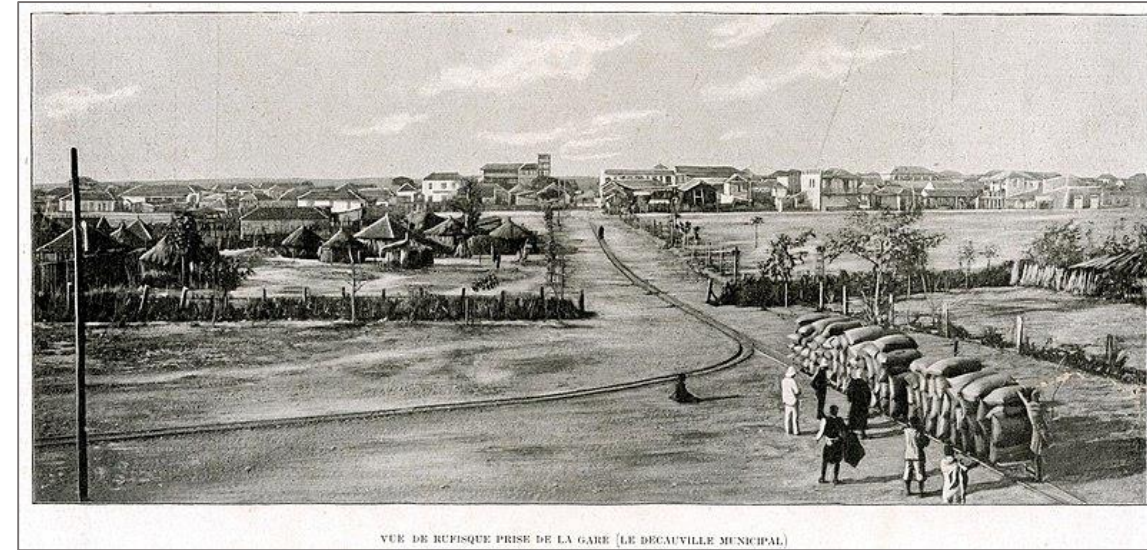
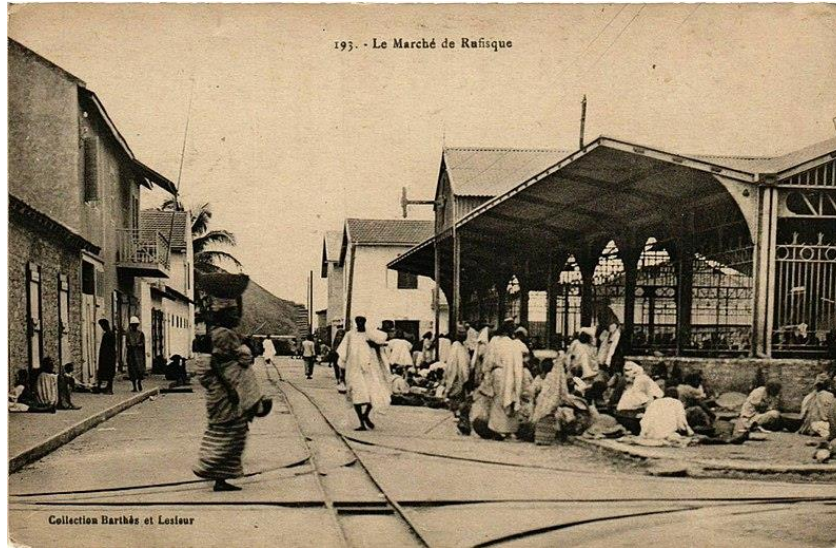


Le Decauville Municipal de Rufisque, Senegal, 1905

Erdnuss-Transport in Senegal

Transport d'arachides au Sénégal

- 400 and 600 mm gauge
- 14 km long
- Near Dakar, Senegal
- Mainly for transporting peanuts
- A toll of 2-3 Franc per ton of peanuts had to be paid
- Dakar had a deeper harbour than Rufisque



Forrest Tramway at Marchenoir, France, 1906-1908

Waldbahn von Marchenoir (Loir-et-Cher)

Scierie de l'Exploitation de la Forêt de Marchenoir

- 600 mm gauge
- 40 km long network
- Three Locomotives
 - Dec N° 284/1899, 0-4-0, B n2t, 5 t, *Porthos*
 - Dec N° 508/1908, 0-4-0, B n2t, 5 t, *Françoise*
 - O&K
- *No rear panel at the loco*

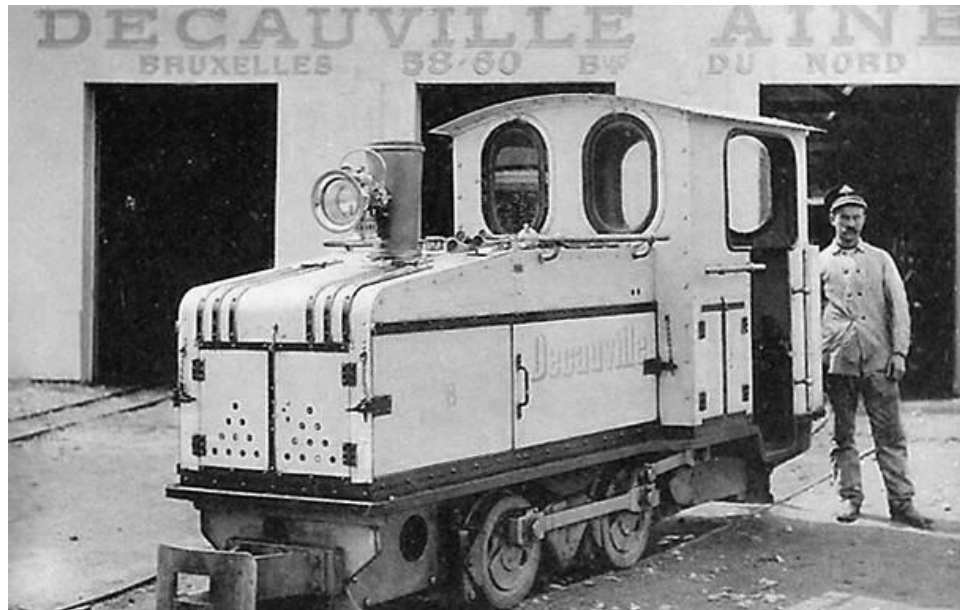


Decauville Railway at World Fair in Gent, 1913

Genter Weltausstellung, 1913

Exposition Universelle in Gent, 1913

- 600 mm gauge
- Eight Montania Benzol locos of the Paris branch of O&K and Arthur Koppel
- 10 loco drivers
- 12 conductors
- 1 railway attendant dressed in white
- 1 train dispatcher

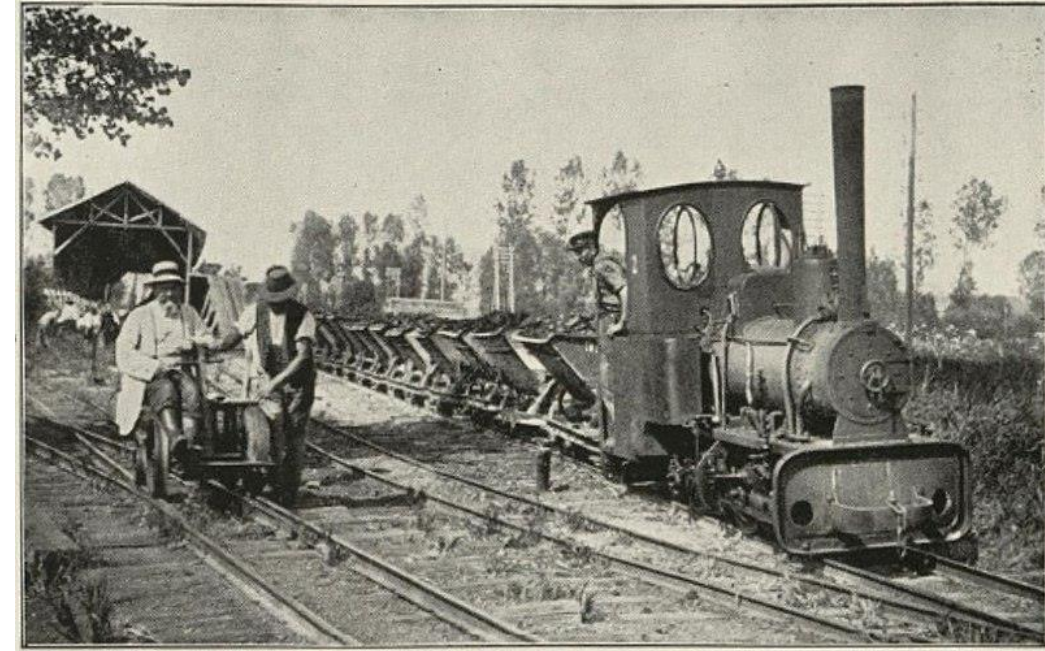
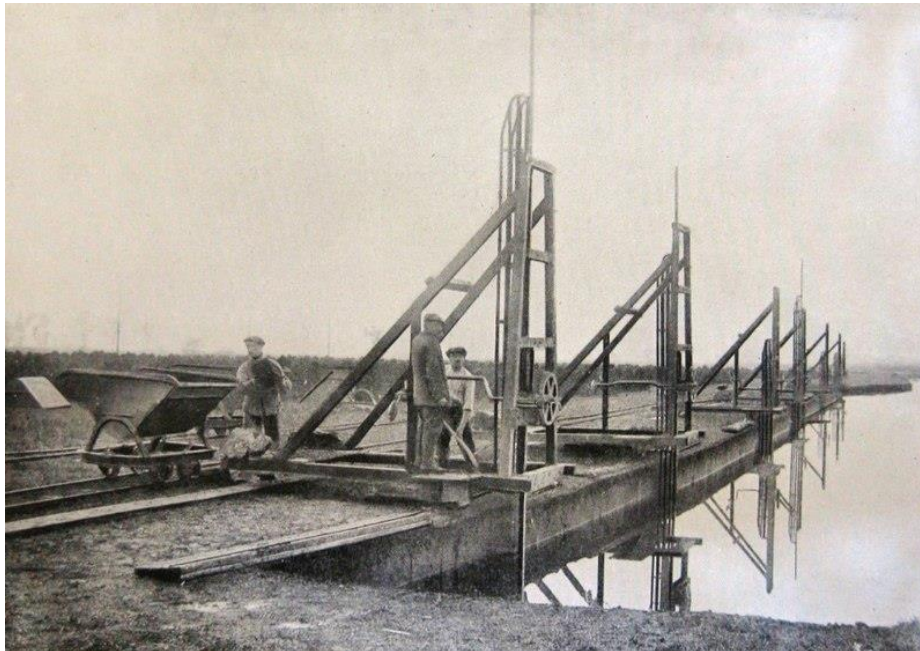
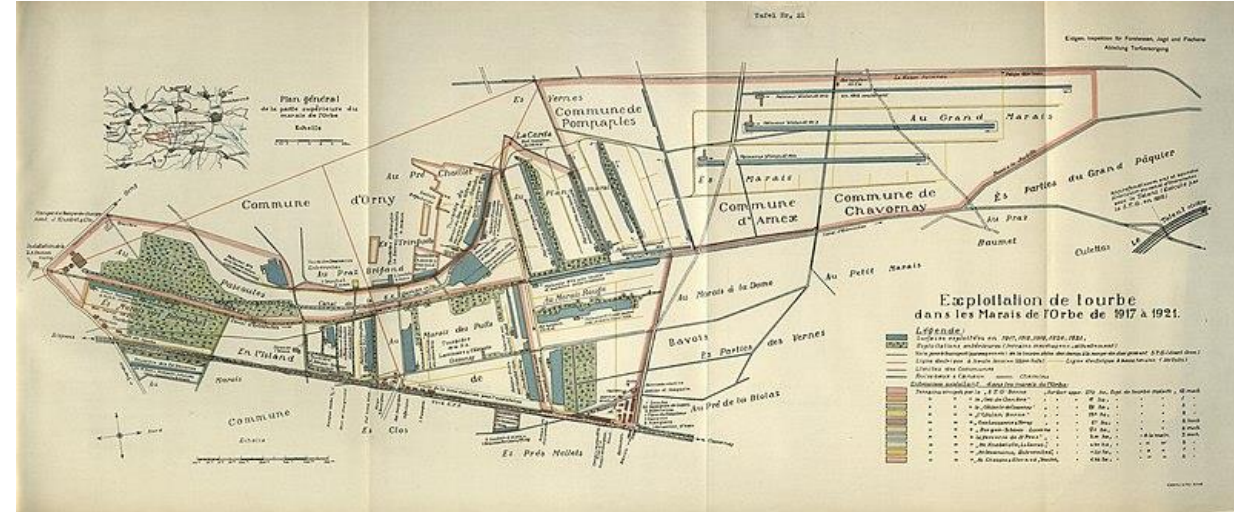


Peat Railways at Bavois in Switzerland, 1914–1918

Torfstiche in der Schweiz

Les carrières de tourbe en Suisse

- Portable track:
636 m 500 mm gauge
6358 m 600 mm gauge
- Total length: 13 km
- 4 locos
- 10 + 80 wagons
- 104 V-skip wagons
- 15 platform wag.
- 39 switches
- Also at Zuzwil SG, Les Ponts-de-Martel and Rechthalten



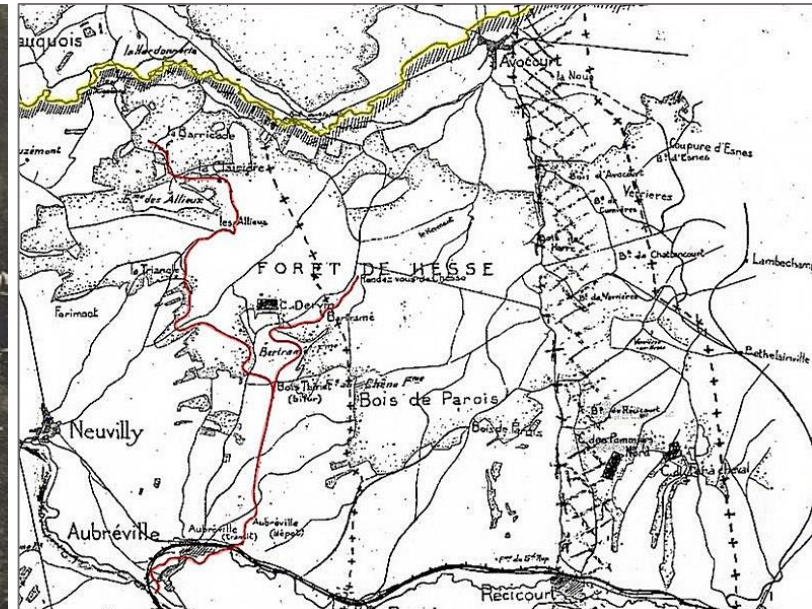
Forêt de Hesse near Aubréville, France, 1915

Bahnhof 'Frischling' (Wildschwein) im Hessewald

Près d'Aubréville, dépt. Meuse

From Aubréville to the Forêt de Hesse

- 600 mm gauge
- From the station 'Le Marcassin', horses pulled the trains to the front
- The mascot was a baby wild boar with the name Guigui or Guillaume



Kodza-Déré-Decauville near Thesaloniki, Greece, 1917

Nord-Griechenland Macédoine, Grèce

- 13,5 km long
- 600 mm gauge
- To prepare the battle of Skra-di-Legen (May 1917) of Greece/France/UK versus Bulgaria/(Germany)
- On 7 February 1918, the Greek King Alexander, the French general Adolphe Guillaumat, and the commander of the Greek 1st Division, inspected the village of Pigí by the Decauville railway

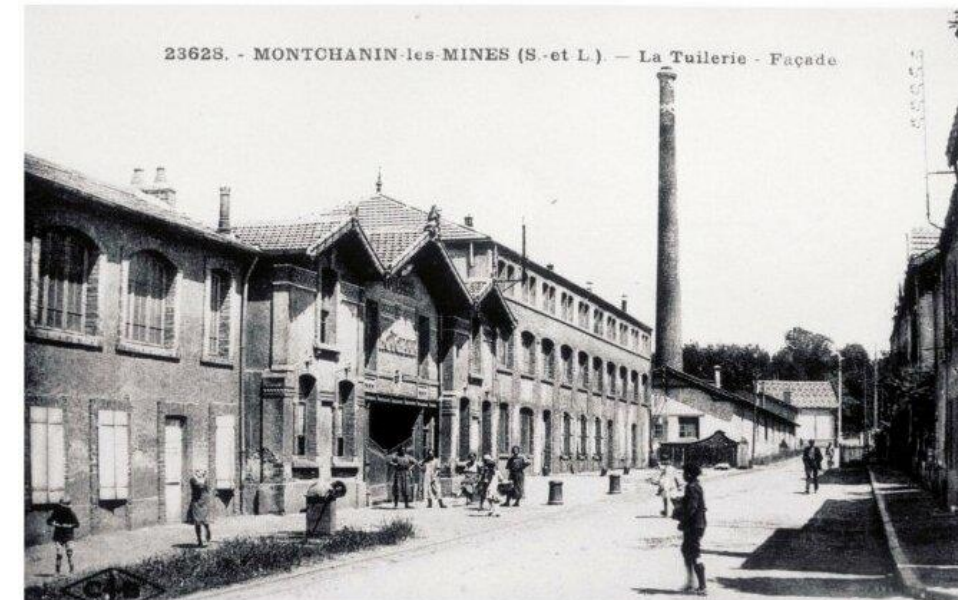
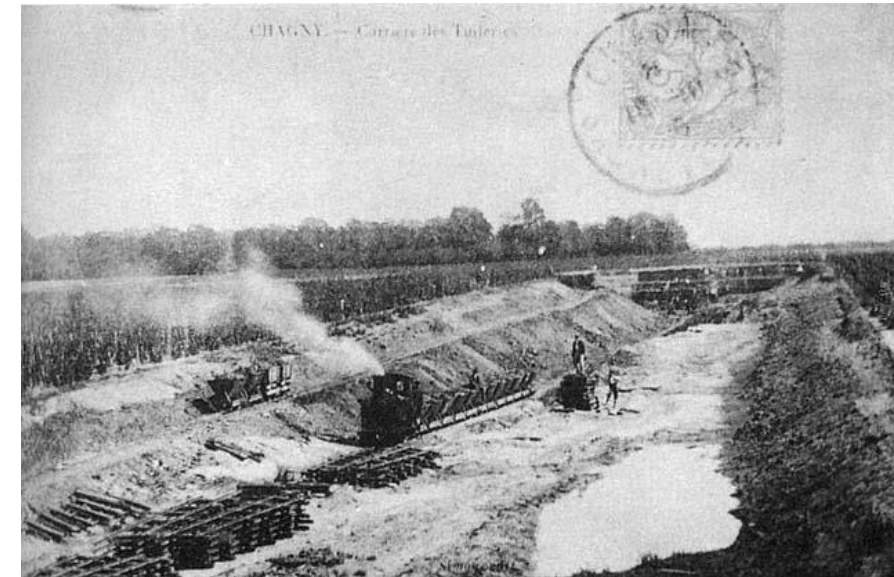


Brick factories at Chagny, France, ca 1918–1962

Ziegeleien bei Chagny

Grandes Tuileries de Bourgogne Chagny-Montchanin

- 13 Locos: Decauville 353 and 636, Weidknecht, O&K, Henschel 13442, 13552 and 14448, Hohenzollern 3702, Baldwin built in 1917, Krauss 6999, O&K 13324, Baldwin 46261 and 46620
- See also: Quarry of Bernard Mestrallet in Chagny with a narrow-gauge pneumatic drill

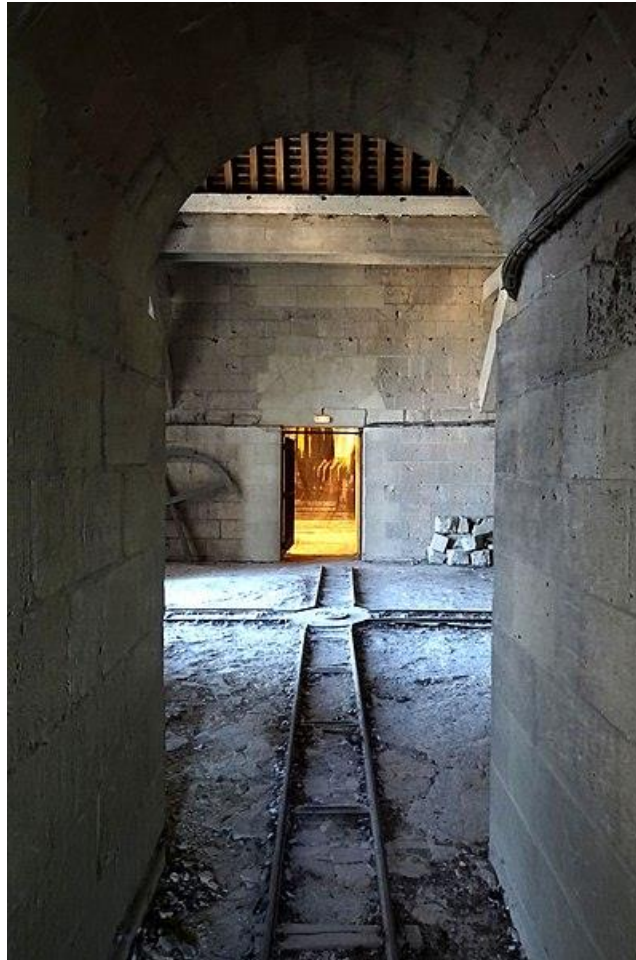


Cathedral of Noyon, France, 1918–1938

Dachgeschoss der Kathedrale von Noyon

Les combles de la cathédrale de Noyon

- 400 mm gauge (?)
- In the second level underneath the roof, which burnt and collapsed after being bombed on 1 April 1918



Excavation of Tutankhamun's Tomb in Egypt, 1922

Tutanchamuns Grab in Ägypten, Ausgrabung Tombeau de Toutankhamon en Égypte

- Harry Burton brought the finds by Decauville railway and ship to the Museum in Cairo
- The tracks were dismantled and re-laid in front of the railway, which was very difficult due to the heat
- The transport over the 10 km route took 15 hours
- It was documented with more than 10 photos

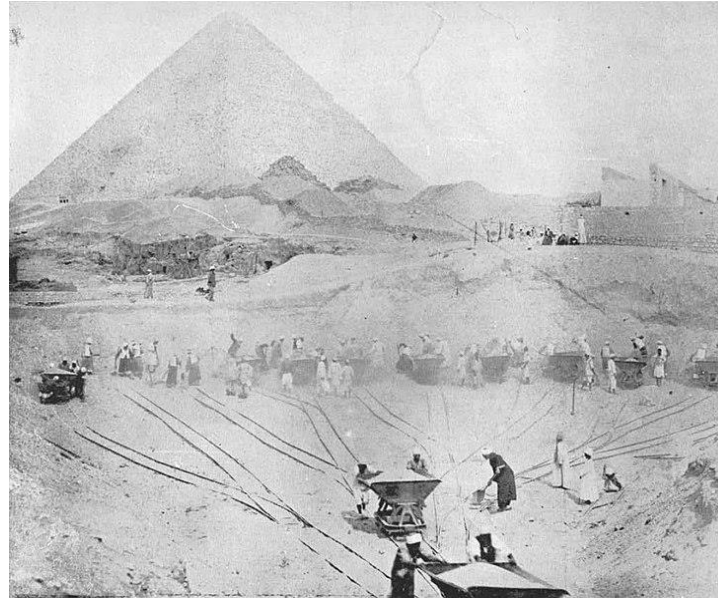


Excavation of the Sphinx Temple in Gizeh, Egypt, 1936

Ausgrabungen bei den Pyramiden von Gizeh

Fouilles archéologiques aux pyramides de Gizeh

- Selim Hassan of Cairo University used a Decauville railway to excavate the Sphinx Temple of the at Giza in 1936
- Gaston Maspero had bought 800 metres of track at a very reasonable price in 1885 for archaeological excavations in Egypt and larger Decauville skip trucks in May 1886 and he deeply regretted that he had not used these from the beginning



Logging by Legros Comp. near Ayem, Gabon, ca 1936

Waldbahn der Firma Legros in Gabun

Exploitation forestière à la Société Legros autour d'Ayem, Gabon

- Dec 1048/1927, 0-4-0T
- Dec 1073/1929, 0-4-0T
- Dec 1863/1933, 0-6-0T
- Three Campagne ("CLM tractors") were delivered around 1927
- Clearing at Aguémoné
- The late date of manufacture explains the unusual appearance of the 0-6-0T

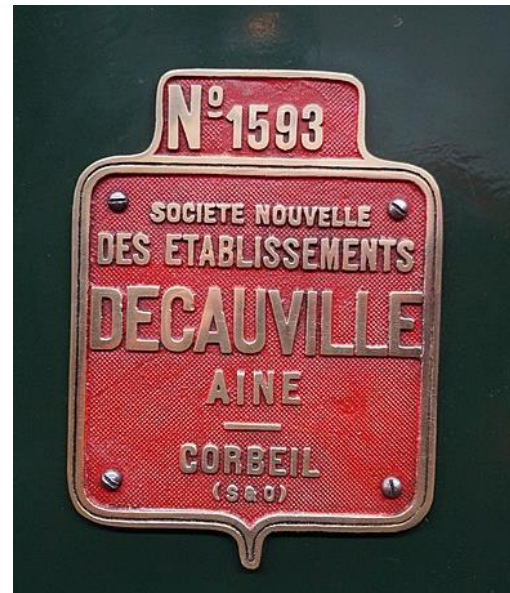


Decauville Locos at Frankfurter Feldbahnmuseum

FFM, Frankfurt

Musée des chemins de fer de campagne à Francfort

- Steam locomotive 03, Dec 648/1912, *Dimitrias, B n2t*, 20 hp, 5 t, 600 mm, Typ II new, now at Richmond Light Railway (RLR) in England, refurbished and operational
- Steam locomotive 07, Dec 1593/1915, *Progrès 8t, C n2t*, 60 hp, refurbished and operational
- Both have been used in Greece
- A total of 51 locos is known



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Technical Consultancy and Sales of Welding Machines and Railway Rolling Stock

Stephan Kallee has written [2400 Articles](#) in the German Wikipedia and created lists on [Decauville](#), [O&K](#), [Hanomag](#) and [Henschel](#) locomotives etc

Nr.	Baujahr	Bauart	Spurweite	Leergewicht	Dienstgewicht	Name	Betreiber	Anmerkungen
N° 1	1878	B n2t	500 mm	1,25t	1,75t	Lilliput	Decauville, Petit Bourg	 Gebaut von Corpet-Louvet, N° CL 242/1878 für die Vorstellung auf der Weltausstellung Paris 1878 im Jardin d'Acclimatation, Paris. Später über die Firma Kortmann & Cie an eine Parkseisenbahn in Rotterdam verkauft. ^{[215][216][217][218]}
N° 2	1879	B n2t	500 mm	2,75t	3,5t	Passe Partout	Lepoutre et Héricourt, Entrepreneur in Paris	 ^{[36][215][219]}
N° 85	Um 1889	B'B n4vt Mallet	600 mm	9,5t	12t	Commandant Rivière	Bahnstrecke Hanoi-Dông Dáng, später Phu Ninh Giang-Cam Giang Tramway, Vietnam	 ^[220]
N° 86	1889	B'B n4vt Mallet	600 mm	9,5t	12t	Carnot	Bahnstrecke Hanoi-Dông Dáng, später Phu Ninh Giang-Cam Giang Tramway, Vietnam	 ^{[221][222]}
N° 87	1892	B'B n4vt Mallet	600 mm	9,5t	12t	Bénouville	Chemins de fer du Calvados, Bayeux, Frankreich	
N° 88	Um 1889	B n2t	600 mm	3,2t		Maria	Enrique Ayulo & Cie (Decauville Agent in Lima, Peru)	Für Palacios Zuckerplantage in Peru ^[249]
N° 89	Um 1890	B n2t	600 mm	3,2t		Inquisitor	Enrique Ayulo & Cie (Decauville Agent in Lima, Peru)	Für Pioggo Bitumen- und Petroleumprodukte in Peru ^[249]
N° 90	1890	B n2t	600 mm	5t		Carbon	Melbourne Metropolitan Gas Company, später Puffing Billy Railway	 Gebaut als Couillet N° 986 ^{[259][260]}

Wir sammeln das Wissen der Menschheit – auch Deines...



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Wikipedia has [1235 photos in the Decauville category](#) plus approx. [815 photos of Decauville locomotives](#) plus many photos in other subcategories

Medien in der Kategorie „Decauville“

Folgende 200 Dateien sind in dieser Kategorie, von 1.235 insgesamt.

(vorherige Seite) (nächste Seite)

					
Djidjelli (Jijel), Algerie, Place Louis XV, voie ferrée, Decauville, travaux.jpg 1.020 × 687; 278 KB	Donkey-drawn Decauville V skip waggon at a tunnel near Castelsagrat (Photo E. Diu, Collection C. Boyer).jpg 1.528 × 1.080; 445 KB	Drehscheibe in einem Ziegelofen für rechtwinklige Geleiseführung.jpg 1.222 × 777; 483 KB	Drinking-water for the men in the trenches - One of the French water-supply trains waiting on a light railway.jpg 1.419 × 1.000; 392 KB	During building of the Congo-Océan Railway, men working in forced labor as porters carried supplies over difficult terrain (Archives nationales d'outre mer).jpg 780 × 541; 133 KB	Dvůr Králové N. II Městské Lomy.jpg 551 × 340; 53 KB
					
Dynamo pour distribution à 3 fils à accouplements directs pour distributions	Decauville et Pont de la route de Merty vallée des 4 vaux, Vannes-le-	Déchargement des fascines arrivant par rail, ca.1895.png	Déplacement du bureau de poste de Papete en Polynésie Française,	Déplacement du bureau de poste de Papete en Polynésie Française,	Déplacement du bureau de poste de Papete en Polynésie Française,

Conclusions: Summary on Decauville's History

Zusammenfassung der Geschichte von Decauville

Conclusions : Résumé de l'histoire de Decauville

- The portable track was invented by Paul Decauville in 1875
- The gauge grew from initially 400 mm over 500 mm to 600 mm and beyond
- A Decauville railway existed in nearly every French colony and further afield
- Decauville focussed on portable track and V-skip wagons and sold locomotives
- Decauville produced cars since 1898
- 1000 employees in 1957 declined to 560 in 1962 and less. They produce now parts for roll-off skip trucks and cranes

