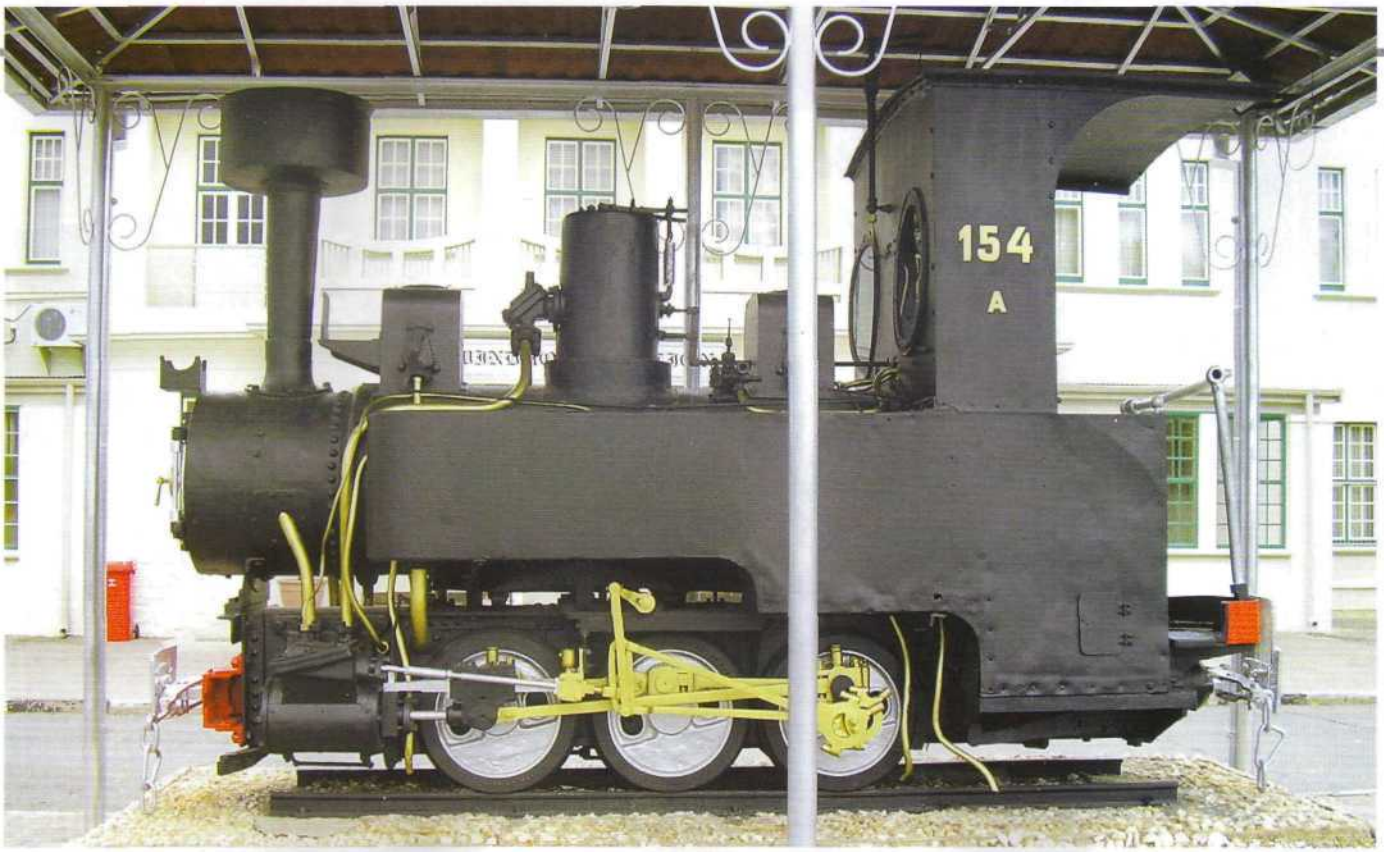

The 0-6-0 locomotive on display at Windhoek in Namibia. It has decided German features - but can anyone confirm its origins?

Unusual rail vehicles in Namibia

DURING his worldwide travels, *Mike Peck* visited Namibia recently and while there, outside the station at Windhoek - the capital, (pronounced Vintook with a clipped Southern African accent), he came across a grand assortment of railway locomotives and other oddments.

The plinthed and canopy-covered star was undoubtedly a little 0-6-0 engine. Whether this machine was classified as a tank engine or a tender engine is debatable as it was built to run back-to-back with a sister engine; the only difference being apparently that the cab top of one was higher than the other so that it constantly overlapped. The engine was No 154A - its sister engine being No 154B.

Water was taken from a water wagon, with what appeared to be a rubber hose running from the leading locomotive along the side of the cab. The locomotive was built in 1903 but nowhere was the manufacturer's name displayed. Perhaps a reader recognises the loco?

Other items on display at Windhoek included a large armoured personnel carrier on bogies that seemed a rather odd vehicle - for undoubtedly some subversive track interference would have rendered it immediately useless. Other items there included a vertical boiler, which although out of use, its last boiler inspection and stamped-on certificate were fairly recent.

An amazing conversion of an armoured personnel carrier to run on rails!

Outside the museum was a vertical boiler with a duplex water pump mounted on the side. But does anyone recognise the cylinder and trunk guide on the left (and right) behind the boiler?
ALL: MIKE PECK

The 'Dave Bower' steam tractor

AN UPDATE has been received from Dutchman *Roelant van Eijk* of Savage Engineers Ltd, regarding the construction of their new 'Dave Bower'-branded steam tractor, to which the final drawings are largely inspired by the 1900-1910 Savage Bros of Kings Lynn Class 3 Engine.

Some recent delays had been experienced in the manufacture of the boiler, relating to some welding issues, but these have now been overcome and the boiler was expected to leave the boiler works, pressure-tested, by the time these details appear in print.

During this time, other parts have been manufactured and recently, some of the sub-assemblies have been started such as the front-axle with its leaf spring. Also, the wheels have been vulcanized. Various parts of the cylinder assembly have also been trial-fitted and this was later pressure tested to around 325psi.

Several pictures of these items and other aspects of the tractor's construction can be viewed at www.savage-engineers-ltd.com website. The company has recently started advertising in some of the leading relevant magazines around the world, notably the UK, Germany and USA; the web-visitor statistics so far indicate that these adverts are not going unread.

Roelant van Eijk can be reached via email at steamtractor@hotmail.com