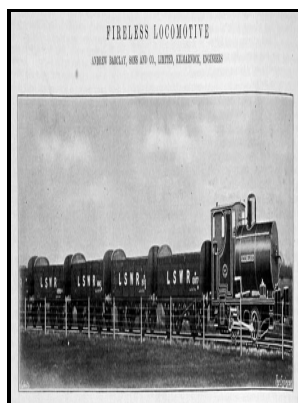


Locomotive builders of Kilmarnock.

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Notes: Offprint from Industrial Railway Record, no. 69, January 1977.

This edition was published in 1977



Filesize: 61.95 MB

Tags: #Builders_1

Locomotive Builders of Kilmarnock

They did not restrict themselves to industrial locomotives, however, and were soon accepting contracts for narrow gauge tender locomotives for overseas, as well as products such as steam cranes and even supplied railway wagons from a works at Bridgwater in Somerset.

Industrial Locomotive Society

The tractors were built by Julian Grove at 8 Holland Street. The firm was conservative in its designs - not an unsatisfactory feature in many ways, in view of the long life span of a locomotive, and customers' general desire for standardisation of their fleet of locomotives - but traditional methods, such as the use of riveting, were retained after competitors had changed to improved technology, such as welding, and Peckett's spurned the development of the diesel locomotive until too late. The cars were heavy and very expensive.

About

A number of Bagnall locomotives were used on New Zealand's industrial railways, while five found their way onto bush tramways. Bagnall's built a vast range of locomotives for many diverse customers during its 100 years of uninterrupted locomotive production. There were branches in Auckland, Wellington, Christchurch, Timaru and Invercargill, with head office in Dunedin.

Locomotive Builders of Kilmarnock

Not only did competitors beat Dispatch to new sales, but they also sold lokeys to replace unsatisfactory Dispatch products.

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