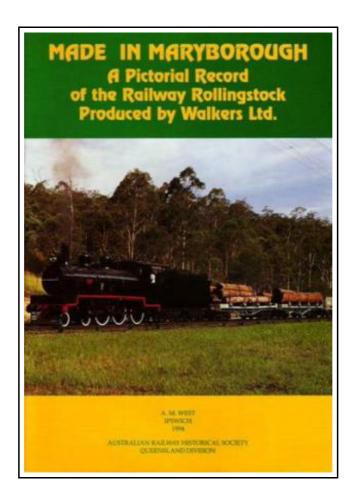
Made in Maryborough - A Pictorial Record of the Railway Rollingstock Produced By Walkers Ltd.



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Reviews

Undoubtedly, this is actually the greatest job by any author. This can be for those who statte there was not a worthy of studying. I am delighted to inform you that this is actually the greatest publication i actually have read within my very own daily life and could be he greatest book for ever. (Perry Reinger)

MADE IN MARYBOROUGH - A PICTORIAL RECORD OF THE RAILWAY ROLLINGSTOCK PRODUCED BY WALKERS LTD.



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Australian Railway Historical Society (QLD), Brisbane, Queensland, Australia, 1994. Soft Cover. Book Condition: New. No Jacket. First Edition. 56 pages b/w photos - unpaginated - The history of Walkers Ltd., of Maryborough, Queensland, goes back to 1863, when John Walker and three friends met in Geelong in Victoria with a view to the establishment of an engineering business in that State. The result of that meeting was the Union Foundry of John Walker & Co. at Ballarat. In 1867 a branch works was established in Queensland at Maryborough, over 1,300 km. to the north-east. In 1871, the Ballarat Works tendered for the construction of a steam locomotive for the Rockingham Jarrah Timber Company of Western Australia, but was unsuccessful. The firm's first locomotive issued from the Maryborough works in 1873, a second followed in 1876 and a third in 1878. The Ballarat assets were disposed of in 1879 and five years later John Walker & Co. Ltd. was floated. The name changed to Walkers Ltd. in 1888. Apart from its general engineering work, in the ensuing century Walkers Ltd., although having waxed and waned as a shipbuilder, has remained a leading force in the manufacture of railway rollingstock. However, the company's first major contract in the locomotive field did not come until 1896, when an order for thirty B15 class locomotives came from the Queensland Railways. Thereafter the company built 553 steam locomotives for six different purchasers on three different gauges. Additionally, the company contracted to repair and reboiler 610 mm gauge steam locomotives and converted one machine, a Krauss 0-6-2T, to that gauge from its original 762 mm. This job was done for Messrs. Gibson & Howes, the proprietors of the Bingera Sugar Mill. The engine is now preserved. The company was also agent, at one time for Dick,...

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