

BASHERS, GADGETS AND MOURNERS

This book sets out in detail the design, build and operation of the LNWR Coal Tanks. The narrative has been set amidst some of the technical and social changes of their age and includes many personal first-hand accounts of locomotive operation, maintenance, and the pioneering days of railway preservation.

A notable element is the inclusion of a free 55-minute audio documentary on CD. This features interviews with a few of those who have contributed their recollections and gives voice to some of their quotations featured in the book. This addition makes it a singular work; one that brings together some of the many aspects of life surrounding the steam locomotive into one readable and accessible publication.

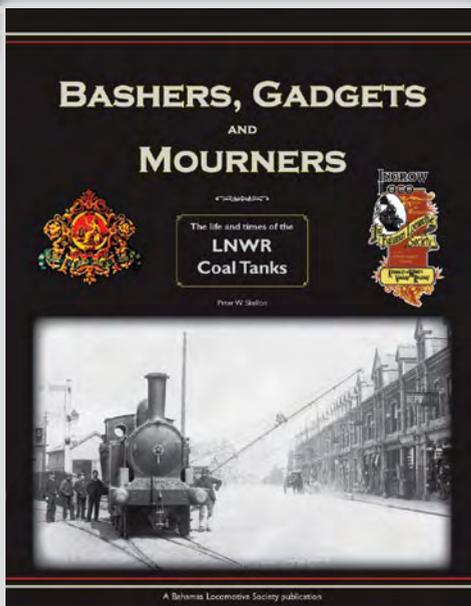
As a social history it provides a glimpse into a lost era, as a technical work it enlarges on some little-known aspects of steam locomotive development and operation, and as a witness to early locomotive preservation it provides an insight into the problems encountered by those who helped forge the heritage railway movement of today.

Bashers, Gadgets and Mourners is likely to make a notable contribution to railway literature, and its depth of content and documentary style provides an alternative approach to recording our railway heritage.

The book is the result of seven years research and has been prepared as the interpretative element of the project to overhaul engine No. 1054, the only surviving example from 300 of its type. This overhaul, the third and most thorough and comprehensive in 'preservation', has had the support of the Heritage Lottery Fund. All the work has been undertaken by members of the Bahamas Locomotive Society at *Ingrow Loco*, the Society's Museum and Workshop on the Keighley & Worth Valley Railway in Yorkshire.

The author, Peter W Skellon, is one of the BLS volunteers who have restored, operated, and maintained 1054 since the locomotive's owner, the National Trust, placed it into their care during 1973.

Published by the Bahamas Locomotive Society, the book is illustrated with more than 180 photographs and 60 line illustrations, 19 of which were specially prepared for this publication. It also includes 16 short biographies. These feature some of the people who were involved in the design, construction, operation and maintenance of these engines, and also a few of those who, suitably enthused, wished to record and save 'this gentle and homely relic of a more tranquil age' from 'the oxy-acetylene cutting apparatus'.

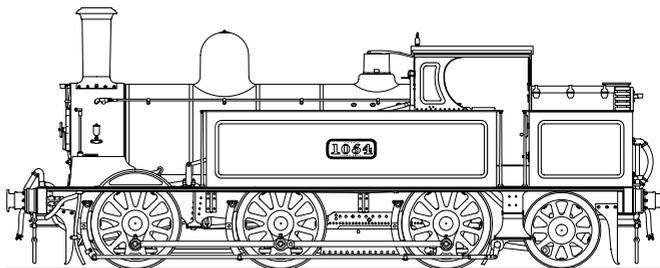


The
life and times
of the
LNWR
Coal Tanks



The LNWR Coal Tanks

The Coal Tanks were the product of a forward-looking policy of engineering standardisation in an era that was only a couple of generations removed from the birth of the locomotive itself.



Following their introduction in 1881, they received a variety of enhancements. These reflected the ongoing developments in technology, such as: increased boiler pressure, improved engine exhaust system, reliable boiler feed injectors, safer methods of determining boiler water level, and early vacuum brake systems. The Coal Tanks built ten years later incorporated these features from new and so were a distinct 'Mark 2' variety.

Such was the simplicity and quality of their design that during the next fifty or so years they would continue to receive minor improvements and refinements. This enabled them to fit into the changing nature of railway operation and prolong their working life into a new era, in some instances working over terrain that proved unsuitable for locomotives of later design.

The last surviving member of the class was the first locomotive to be purchased for 'preservation' from funds raised by public subscription. The success of this outcome prompted others to pursue similar ventures, the result of which is today's heritage railway industry.

This engine, No.1054, is a worthy representative of an era that saw far-reaching social change. The mix of hardship and welfare experienced by those who built and operated the Coal Tanks, and other locomotives of that generation, engendered a strong work ethic, loyalty and public service, and so moulded a strong and lasting tradition of personal values.

With the survival of 1054, that tradition has been retained and, in so doing, continues to remind us of the industrial and railway heritage that has shaped our world today.

BASHERS, GADGETS AND MOURNERS

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256 pages, 216 x 272mm
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*"...I was quite unprepared for a book of this quality.
Pete Skellon has given us a masterpiece."
- Edward Talbot*

Please complete the form and send, together with a cheque (payable to Bahamas Loco Trading Ltd) for £25 to: BLS, 22 Windsor Street, Barrow-in-Furness, Cumbria, LA14 5JR.

Please allow 7 days for delivery.

All proceeds from the sale of this book go towards the locomotive's upkeep.

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