

## Hatton Bank and Bank Engine

Hatton Bank is situated between Warwick and Hatton on the former GWR main line. The distance between the two stations is four miles. Over this distance the track rises about 140', A lot of this gradient is at one in one hundred.

With banking assistance from Warwick, freight or mineral trains can be loaded about one half heavier all the way from London to Birmingham. This locomotive 61xx would be similar to engines that were used as the Warwick bank engine.

The engines mostly used were the 41xxs, 51xxs and 81xxs 2 6 2 wheel formation of 5' 8" diameter. These engines were built for mixed traffic purposes and quite suitable for this work. They were classified D. They carried 1900 gallons of water and about three and half tons of coal. Normally the engine was available 24 hours a day. It was brought off Leamington Loco Shed at 5.45 am. and returned at noon for coal and relief of enginemen and again at 9.00 pm. for same purpose. It was returned to shed when the fresh loco arrived at Warwick.

At Warwick was a water column and ash pit at the Bay platform for servicing purposes.



61xx loco

### Method of working.

A train would run through Warwick station and the driver would stop clear of the Down Bay points. The signaller would set the road for the bank engine to buffer up to the rear of the standing train. It was not coupled up. The guard would hand the bank engine driver a tally of his train and then return to his van. The bank engine driver would whistle up two crows and one (a crow is one long, then three short and one long whistle). This could be heard all over Warwick. The train driver on hearing this would reply in the same manner and both engines would start off together.

The bank engine driver would look out for signals. If the train was going towards Birmingham the banker would propel through to Hatton North Signal Box. If towards Stratford on Avon, it would be stopped at the South Box. The banker was returned to Warwick to do the same again.

Peter Chater. Memories of the 1940s.