

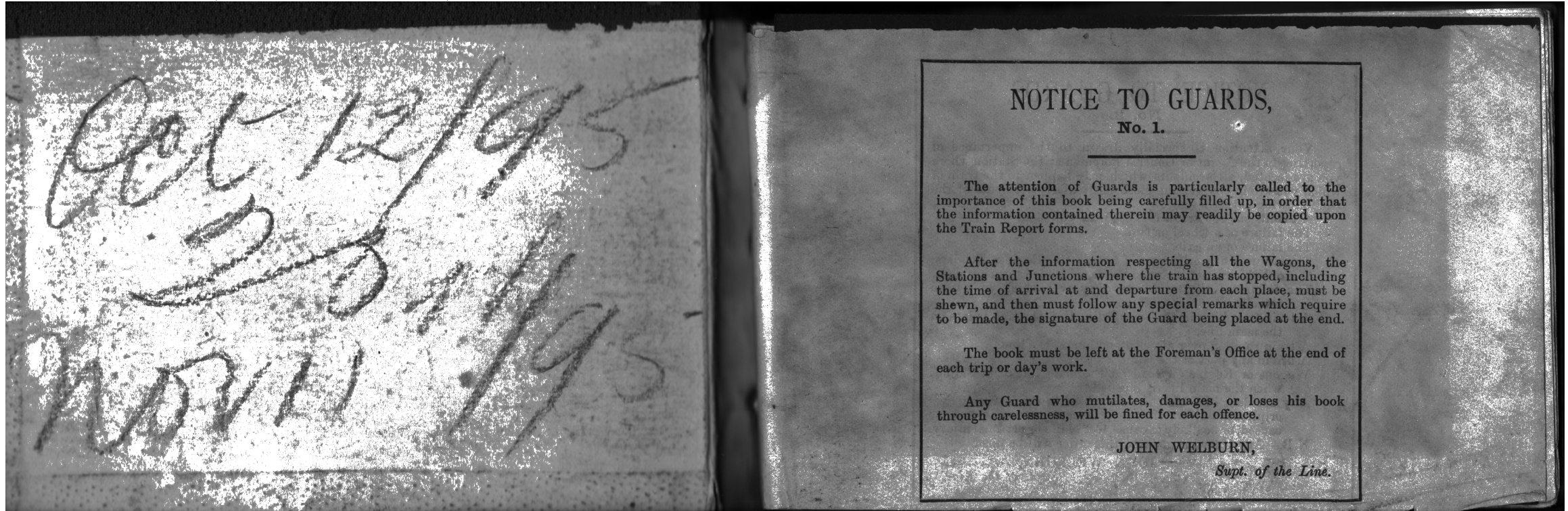
NORTH EASTERN RAILWAY
GUARD'S TRAIN RECORD AND WAGON NUMBER BOOK
CHRIS COULTHARD
STANHOPE STATION
12 OCTOBER 1895 – 11 NOVEMBER 1895

Book comprises covers + 98 leaves. Cover and 76 used pages scanned. 22 unused pages not scanned.



CHRIS COULTHARD, STANHOPE STATION, 12 OCTOBER 1895 – 11 NOVEMBER 1895

COVER



CHRIS COULTHARD, STANHOPE STATION, 12 OCTOBER 1895 – 11 NOVEMBER 1895

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NOTICE TO GUARDS, No. 2.

Your attention is specially drawn to the importance of reporting to the Agent or General Foreman at the Station where you are located, all accidents which may happen to the train of which you are in charge, but more particularly accidents of the following nature:—

- All collisions or narrow escapes from collision.
- The failure of a wheel or tyre.
- The failure of an axle.
- The failure of any other part of Locomotive Engines, Tenders, or Vehicles, not included above, which led to an accident.
- The failure of the permanent way over which your train travelled.
- A train travelling in the wrong direction through points on the main line.
- A train running over any obstruction on the line.
- A fire in any part of the train.
- Wagons or Engine off road on the main line or in Sidings when the main line is blocked.
- Any accident of a kind not comprised in the foregoing descriptions, but which was of such a nature as to have caused, or be likely to cause, loss of life or personal injury.

N.B.—Any Guard neglecting this order will be fined.

JOHN WELBURN,
Supt. of the Line.

NOTICE TO GUARDS,

No. 3.

Whenever a wagon unfit to travel is detached at a Station the Guard must call the attention of the Agent or person in charge to the fact; he must make a full report of all such cases to the Foreman at the Station where he is stationed, and also report the same in his handbook.

Whenever a coupling chain of a wagon breaks, the Guard of the train must take possession of the coupling or broken link, and, on arrival at the Station where he is located, he must hand the same to the Wagon Inspector, telling him from what wagon the chain or link has been broken, and immediately make a special report of the case to his foreman.

Examination of Wagon Labels.—At the completion of each journey, the wagons must be carefully examined, to ascertain whether the labels are on them.

JOHN WELBURN,
Supt. of the Line.

CHRIS COULTHARD, STANHOPE STATION, 12 OCTOBER 1895 – 11 NOVEMBER 1895

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Guard's Book No. Engine received 1-30^h †m. Dismissed 12-10^a †m.
Report of No. 12-10-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100 Goods train..... day of Oct 1895
..... †m. from Stanhope to Stanhope State of Weather Windy

Engine No. 185 Driver J. Hoeman Guard C. Coultard
No. of Van 74 Guard commenced duty at 5-15^a †m. Finished duty 12-10^a †m.
Hours on duty 11^h 45^m † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Stanhope		2-10	12				
Swing Sta	2-20	2-25	4				
Jugah	2-40	3-5	19				
Burghley	3-10	3-15					
Stanhope	3-20	4-20					
H. G. G.	4-25	4-47				12 ^h 10 ^m	
Sheldon	5-15	5-47				23	
— 2 nd class	5-50	6-5		30			
To New-	6-30	7-20					

[Continued on next page.]

REMARKS.

30 mts short
— 12^h 10^m
Alteray to Stanhope & Swindon
Travelling for Staff

July water & coal
Travelling for Staff

CHRIS COULTHARD, STANHOPE STATION, 12 OCTOBER 1895 – 11 NOVEMBER 1895

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STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
Stanhope	8-5	9-20				30
Maggie	9-37	10-0	34			
N. Hill	10-25	10-50			34	
West	10-53	11-10	12	16		
Stanhope	12-0	12-10			12	16

Windy

REMARKS.

*Left water empty & returned 20 mts for stuff
 Attached to switch to signal
 Left water
 Returned to N. Hill Coal siding to attach laden tuff*

(For Wagon Numbers see next four pages.)

Owning Company.	Nos. of Wagons.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
Ch	15306	Goods	Stanhope	to Lane	Stanhope	
	27564	-	-	agony	-	-
	5607	-	-	to Lane	-	-
	4764	-	-	Seeds	-	-
	25675	-	-	agony	-	-
	22219	-	-	to Lane	-	-
	18196	-	-	to Lane	-	-
	33219	-	-	Seeds	-	-
	38006	-	-	to Gillies	-	-
	66498	-	-	Seeds	-	-
	1974	-	-	to Lane	-	-
	72627	-	-	Seeds	-	-

Owning Company.	Nos. of Wagons.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
Ch	4		to Lane	to Lane	Stanhope	Stanhope
	4		to Lane	to Lane	Stanhope	Stanhope
	3		-	Side	-	-
	8		-	to Lane	-	-
	4		-	to Lane	-	-
		30	Stanhope	to Lane	Stanhope	Stanhope
	4		to Lane	to Lane	Stanhope	Stanhope
	5		-	to Lane	-	-
	9		-	to Lane	-	-
	5		-	to Lane	-	-
	3		-	to Lane	-	-
	3		-	to Lane	-	-
	5		-	to Lane	-	-

Guard's Book No. Engine received 5-30a m. Dismissed 5-40p m.
 Report of No. 14172 down Goods train 15 day of Oct 1895
 from Stanhope to Hope to Stanhope State of Weather Wet

Engine No. 535 Driver J. Kelly Guard C. Coulthard
 No. of Van 74 Guard commenced duty at 5-15a m. Finished duty 6-10p m.
 Hours on duty 12-55 mts † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Stanhope		6-0	16				
Hope	6-12	6-20	18				
Walter	7-5	8-20	5	15	34		
St. Paul	8-25	9-4					
Steel Works	9-14	9-20		1	4		
Wolfehampton	9-23	9-28			1		
St. Paul	9-43	9-52				16	
Hope	9-55	10-15					
St. Paul	10-18	10-32	29	1			

REMARKS.

Shunt
 Attached to Stanhope
 Shunt water & coals
 Ready for staff

July water to shunt

[Continued on next page.]

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
Walter	10-2	12-18				
St. Paul	1-20	1-25				
Walter	1-20	1-46				
St. Paul	2-0	2-10			24	1
St. Paul	2-15	2-40	7	10		
St. Paul	2-40	3-0				
Walter	3-15	3-20				
St. Paul	3-45	4-10			4	5
Steel Works	4-18	4-25			1	
Wolfehampton	4-28	4-32				
Walter	4-40	5-19				10
St. Paul	5-23	5-33				
Walter	5-20					

REMARKS.

Walter branch shunt into Spring & Blagden & 5 mts for staff
 2 for in front

to July water

Shunt to allow O.P. to proceed

Detached on 10-10-95
 (For Wagon Numbers see next four pages.)

Owning Company.	NOS. OF WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
DR	12		Stanhope	Stanhope		
	4			Stanhope		
	3		Stanhope	Stanhope		
	13			Stanhope		
	2			Stanhope		
	58066	Coal	Stanhope	Stanhope		
	65026					
	45115					
	46930					
	65773					
	51746	Coal	Stanhope	Stanhope		
	65588	Coal	Stanhope	Stanhope		

Owning Company.	NOS. OF WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
DR	51256	Coal	Stanhope	Stanhope		
	98266					
	53776		Stanhope	Stanhope		
	14235	Goods	Stanhope	Stanhope		
	60524			Stanhope		
		15	Stanhope	Stanhope		
		1	Stanhope	Stanhope		
	29		Stanhope	Stanhope		
		1				
		10	Goods	Stanhope		
		1	Stanhope	Stanhope		

Guard's Book No. Engine received 5-30 a.m. Dismissed 4-15 p.m.
 Report of No. 1412 down Goods train 16 day of Oct 1895
 from Stanhope to Stanhope State of Weather Fine

STATION.	Arrived at †	Departed at †	WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
Stanhope		6-0	2			
Stanhope	6-10	6-28	18			
Stanhope	7-0	8-9	1	33	20	
Stanhope	8-24	9-5				
Stanhope	9-15	9-20			1	
Stanhope	9-40	9-55				33
Stanhope	10-0	10-20	6			
Stanhope	10-23	10-30	8	1		
Stanhope	10-40	12-20	11			

[Continued on next page.]

Engine No. 535 Driver J. Barty Guard C. Coulthard
 No. of Van 71 Guard commenced duty at 5-15 a.m. Finished duty 4-15 p.m.
 Hours on duty 1 1/2 † State whether a.m. or p.m.

REMARKS.

Stanhope
 - July water to coal
 - Change for staff
 - July water
 - July water to be 10 miles to go to belong to 7 mts for staff

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.				Remarks
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Linn M	1-20	1-23					See
Shedon	1-35	1-55			25	1	
- Cpts	2-0	2-15		8			Wet
- Jet	2-20	2-25					See
Wright	2-55	3-7	6				
- Grant	3-10	3-17					
Shipy	3-28	3-31					
Steel Hk	3-37	3-42			4		
Thyus	4-0	4-7				8	
St Hope	4-10	4-15			2		

REMARKS.

Loaded to Shedon
 Holy water

Loaded to a head
 to Jet

To see Signal to Stop in Section

(For Wagon Numbers see next four pages.)

Owning Company.	Nos. of WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
NRh	46516	lml	Shipy	St Hope	Wright	Shipy
-	58599	-	St Hope	-	-	-
-	59446	-	St Hope	Steel Hk	-	Steel Hk
-	47732	-	Handolph	-	-	-
-	47796	-	-	-	-	-
-	56680	-	-	-	-	-

Owning Company.	Nos. of WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
NRh	2		New Asia	lml	St Hope	Wright
-	4		St Hope	Shipy	Jet	-
-	14		Shipy	Shipy	-	-
-	53935	lml	Shipy	Wright	Wright	Wright
-		33	Shipy	-	-	-
-	4		New Asia	lml	St Hope	Shipy
-	2		-	lml	-	-
-	8		Thyus	lml	Thyus	-
-		1	-	-	-	-
-	11		Shipy	Wright	Wright	-
-		8	Shipy	-	Shipy	Thyus

Guard's Book No. Engine received 5:00 a.m. Dismissed 4:12 p.m.
 Report of No. 1 pt 2 down Goods train 17 day of Oct 1895
 from Stanhope to Stanhope State of Weather Fine

Engine No. 535 Driver J. Kelly Guard C. Coulthard
 No. of Van 74 Guard commenced duty at 5:15 a.m. Finished duty 4:43 p.m.
 Hours on duty 11:28 † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Stanhope		5-53					
Frankton	6-3	6-13	11				
Howell	6-18	6-38	24				
Wetherby	7-10	8-18	5	31	35		
Leeds	8-38	9-8					
Great Wharfedale	9-18	9-25		4	4		
Wharfedale	9-28	9-33					3
Thorncliffe	9-51	10-0					32
Stanhope	10-3	10-28					1
Stanhope	10-32	10-45					

[Continued on next page.]

REMARKS.

Shuty
 Attending to switches & signals
 Shuty taking water & coal
 Waiting for staff

Shuty taking water & applied to work
 Shuty waiting to attach

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Derby	10-55	12-14	22				
Leeds	12-22	12-37					
Leeds North	1-14	1-23					
Sheffield	1-35	1-55				22	
Leeds	2-0	2-14		22			
Leeds So	2-22	2-28					
Wharfedale							
Wetherby	2-55	3-0					
Leeds	3-3	3-22					
Leeds	3-34	3-38					22
Leeds	3-52	4-0					
Stanhope	4-10						

REMARKS.

Wharfedale traffic to work & bring Gate to work
 Leeds
 Leeds in front
 Leeds water
 Leeds in front
 Leeds signal
 Leeds in front
 Waiting for staff

(For Wagon Numbers see next four pages.)

Owning Company.	Nos. of WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
H&E	48765	Coal	Radolph	Steel hks	W. Lee	Steel hks
-	47179	-	-	-	-	-
-	4695	Goods	to Limer	-	-	-
-	30708	-	-	-	-	-
-	73427	-	Stanhope	Stanhope	-	Stanhope
-		31	Stanhope	-	-	Stanhope
-		1	Stanhope	-	-	Stanhope
-		9	-	-	-	Stanhope

Owning Company.	Nos. of WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
H&E	11	-	Stanhope	Stanhope	Stanhope	Stanhope
-	4	-	Stanhope	Stanhope	Stanhope	Stanhope
-	4	-	-	Stanhope	-	-
-	12	-	-	Stanhope	-	-
-	4	-	-	Stanhope	-	-
-	9	-	Stanhope	Stanhope	Stanhope	Stanhope
-	14	-	Stanhope	Stanhope	-	-
-	2	-	Stanhope	Stanhope	Stanhope	-
-	1	-	-	Stanhope	-	-
-		22	Stanhope	-	Stanhope	Stanhope

Guard's Book No. Engine received 5-30a tm. Dismissed 3-50a tm.
 Report of No. 11 down Goods train 18 day of Oct 1895
 tm. from Stanhope to Stanhope State of Weather Clear

Engine No. 535 Driver J. Kelly Guard C. Coulthard
 No. of Van 74 Guard commenced duty at 5-15a tm. Finished duty 6-25a tm.
 Hours on duty 1-10 mins † State whether a. m. or p. m.

STATION.	Arrived at †	Departed at †	WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Stanhope		5-50					1
Stanhope	6-0	6-18	22				1
Stanhope	6-25	6-30					1
Stanhope	7-0	8-20	2	30	22		1
Stanhope	8-35	9-3					1
Stanhope	9-13	9-18		7			1
Stanhope	9-21	9-25			2	3	
Stanhope	9-42	9-50				3/4	
Stanhope	9-50	10-25					

[Continued on next page.]

REMARKS.

Stanhope
 Attached to Limer
 Stanhope
 Stanhope
 Waiting for Stoffs

1/10th of the engine in front of Stanhope at 25 miles detached by off guard and
 to be coupled to the engine

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
<i>Boyer</i>	10-28	10-50					<i>See</i>
<i>Bishoply</i>	11-0	12-25	11				
<i>Trilob</i>	12-55	1-0	5				
<i>Shedon</i>	1-30	1-50			16		
<i>Epta</i>	1-55	2-10	8				
<i>Per</i>	2-17	2-15					
<i>Tranched</i>	2-30	2-35					
<i>Wagon</i>	2-40	2-43					
<i>Wagon</i>	2-45	2-57					
<i>July</i>	3-7	3-13					
<i>July</i>	3-25	3-40				8	
<i>July</i>	3-25	3-40					

REMARKS.

Assess 105 up to attach
Wagon built for 10 tons of long & long Gons to 112-114 for Staff
July water
coupled to Stanhope to No 7 down
Signs
W
Wagon for Staff
Wagon detached

(For Wagon Numbers see next four pages.)

Owning Company.	Nos. of WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
<i>Ch</i>	4		<i>July</i>	<i>Shedon</i>	<i>July</i>	<i>Wagon</i>
-	5		-	<i>Ashlan</i>	-	-
-	10		-	<i>Carnesly</i>	-	-
-	3		-	<i>Normanly</i>	-	-
-	46936	Coal	<i>Shedon</i>	<i>July</i>	<i>Wagon</i>	<i>Shedon</i>
-	60544	Good wood	<i>Shedon</i>	-	-	<i>Shedon</i>
-		30	<i>Shedon</i>	-	-	<i>Shedon</i>
-		4	<i>Shedon</i>	-	-	<i>Shedon</i>
-		3	-	-	-	<i>Hollyham</i>
-	4		<i>Shedon</i>	<i>Shedon</i>	<i>Shedon</i>	<i>Shedon</i>
-	1		<i>Shedon</i>	<i>Shedon</i>	<i>Shedon</i>	<i>Shedon</i>
-	5		<i>Shedon</i>	<i>Shedon</i>	<i>Shedon</i>	<i>Shedon</i>

Owning Company.	Nos. of WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
-		8	<i>Shedon</i>	-	<i>Shedon</i>	<i>Shedon</i>
-						
-						
-						
-						
-						
-						
-						
-						
-						

Guard's Book No. Engine received 5-30a tm. Dismissed tm.
 Report of No. up to 2 down Goods train 19 day of Oct 1895
 from Stanhope to Wylton to Stanhope State of Weather Cold

Engine No. 535 Driver, J. Paby Guard, C. Coulthard
 No. of Van 76 Guard commenced duty at: 5-15a tm. Finished duty tm.
 Hours on duty † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.					
			Attached.		Detached.			
			Loaded.	Empty.	Loaded.	Empty.		
Stanhope		6-0						
Stanhope Sta	6-8	6-18	7					
Wylton	7-0	8-10		10	7			
Halpury	8-25	9-5						Fine
Phym	9-25	9-45					10	
Stanhope	9-48	10-25	20					
Phym	10-40	10-45						
Stanhope	10-57	12-25	2					
Stanhope	1-20	1-28						

REMARKS.

Shuly
 ready to switch to Signal
 Jaly water to Cuck
 ready for Staff
 Jaly water to demand 30 mts by in 5 up in front
 Jaly water to demand 10 mts by in 5 up in front
 Jaly water to demand 12 mts by in 5 up in front

[Continued on next page.]

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
Sheldon	1-40	1-55			22	
Epito	2-0	2-15	29			
St	2-18	2-20				
Wylton	2-47	2-52				
H. Hunt	2-55	3-15				
Halpury	3-20	3-26				
Stanhope	3-52	4-0	1		29	

REMARKS.

Jaly water
 coupled to banked
 Signal
 ready for Staff
 Jaly in front

(For Wagon Numbers see next four pages.)

Guard's Book No. Engine received 9-30a m. Dismissed 9-40 m.
 Report of No. 12 ^{upt 9 down} Goods train 22 day of Oct 1895
 from 12 65 7 1/2 m. to Stanhope State of Weather Stormy

Engine No. 14 Driver J. Paul Guard C. Coulthard
 No. of Van 74 Guard commenced duty at 9-15a m. Finished duty 9-30a m.
 Hours on duty 12 1/2 † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.					
			Attached.		Detached.			
			Loaded.	Empty.	Loaded.	Empty.		
Stanhope		10-10	16					
Byes	10-13	10-20	4					
Byes	10-20	11-15						
Sheldon	12-10	12-55			20			Jan
Byes	1-0	1-20		33				
Lulso	1-25	1-35						
Byes	2-15	2-23						Stormy
Byes	3-15	3-40	12			33		
Stanhope	3-45	4-30	12		12			

REMARKS.

Shanty
 Detained warty for Steff
 Laly water & Coals
 O.K. to pass
 Warty for Steff
 & Shanty
 Laly water & Shanty & detained 15 mts for Steff

(Continued on next page.)

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.					
			Attached.		Detached.			
			Loaded.	Empty.	Loaded.	Empty.		
Byes	4-55	11-15	12					Jan
Byes	5-33	5-40						
Lulso	5-50	6-13						Jan
Sheldon	6-25	6-35			24			
Byes	6-40	7-15		33				
Lulso	7-20	7-24						Dull
Do Church	7-30	7-35						
Byes	7-40	7-45						
Byes	8-20	8-35						
Byes	8-39	8-50				33		
Stanhope	8-57							

REMARKS.

Shanty
 Tuff in front
 - - - & coupled to Sheldon
 Laly water & white tuff in front
 Tuff in front
 Signals
 Attached to Switches & Signals

(For Wagon Numbers see next four pages.)

Owning Company.	Nos. of WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
Q & H	11		Acme to Cleveland	Stanhope	Sheldon	
-	5		-	Stanhope		
-	4		Sheldon	Sheldon	Sheldon	
-		33	Sheldon	Blaine	Sheldon	Sheldon
-	24		Sheldon	Blaine	Sheldon	Sheldon
-		33	Sheldon		Sheldon	Sheldon

CHRIS COULTHARD, STANHOPE STATION, 12 OCTOBER 1895 - 11 NOVEMBER 1895

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STATION.	Arrived at †	Departed at †	WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
Stanhope		10-8	2			
Sheldon	10-12	10-28	29			
Blaine	10-40	10-55				
Sheldon	11-25	11-25			3	
Sheldon	12-12	12-30			30	
Sheldon	12-25	12-50	33			
Blaine	1-5	1-17				
Sheldon	1-65	3-0				
Sheldon	3-25	3-47	13		31	

[Continued on next page.]

Engine No. 14 Driver J. Bail Guard C. Coulthard
 No. of Van 74 Goods train 23 day of Oct 1895
 Hours on duty 133 Guard commenced duty at 9-15 a.m. Finished duty 11-0 a.m.
 † State whether a.m. or p.m.

REMARKS.

Shut up detached 8 mts for sleep
 - many for sleep by 10 o'clock down goods
 Only water
 Suffice in front
 Many for sleep by 10 o'clock goods

CHRIS COULTHARD, STANHOPE STATION, 12 OCTOBER 1895 - 11 NOVEMBER 1895

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Guard's Book No. Engine received *9-20a* m. Dismissed m.
 Report of No. *54pt 9 down* Goods train *24* day of *Oct* 189*5*
 m. from *12-20* to *12-21* State of Weather *Clear*

STATION.	Arrived at †	Departed at †	WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
<i>Stanhope</i>		<i>10-15</i>	<i>6</i>			
<i>Hayes</i>	<i>10-10</i>	<i>10-25</i>	<i>29</i>			
<i>Bealby</i>	<i>10-35</i>	<i>11-2</i>				
<i>Hilger</i>	<i>11-32</i>	<i>11-50</i>			<i>5</i>	
<i>Spencer</i>	<i>12-0</i>	<i>12-12</i>				
<i>Shildon</i>	<i>12-38</i>	<i>1-15</i>			<i>30</i>	
<i>Chilton</i>	<i>1-20</i>	<i>1-35</i>	<i>33</i>			
<i>Bealby</i>	<i>1-38</i>	<i>1-40</i>				
<i>Stanhope</i>	<i>1-50</i>	<i>2-2</i>				

[Continued on next page.]

Engine No. *14* Driver *J. Carl* Guard *C. Coulthard*
 No. of Van *74* Guard commenced duty at *9:50a* m. Finished duty m.
 Hours on duty † State whether a.m. or p.m.

REMARKS.

Shunt
Bealby
 Detached wain for stuff by No 6 down goods
 + 10 mts buffer in front
 + coupled to Shildon
 Delivered water & coals
 Coupled to No 10 for
 Tuffe in front

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
<i>Shildon</i>	<i>2-27</i>	<i>3-7</i>				
<i>Shildon</i>	<i>3-40</i>	<i>3-50</i>				<i>17</i>
<i>Stanhope</i>	<i>3-55</i>	<i>4-34</i>		<i>16</i>		<i>16</i>
<i>Hayes</i>	<i>4-28</i>	<i>4-56</i>	<i>34</i>			<i>16</i>
<i>Hilger</i>	<i>5-30</i>	<i>5-45</i>		<i>4</i>		
<i>Bealby</i>	<i>6-5</i>	<i>6-10</i>				
<i>Shildon</i>	<i>6-22</i>	<i>6-33</i>				
<i>Shildon</i>	<i>6-50</i>	<i>7-0</i>			<i>30</i>	
<i>Chilton</i>	<i>7-15</i>	<i>7-32</i>	<i>30</i>			
<i>Bealby</i>	<i>7-35</i>	<i>7-52</i>				
<i>Stanhope</i>	<i>7-45</i>	<i>8-0</i>				
<i>Bealby</i>	<i>8-1</i>	<i>8-9</i>				
<i>Stanhope</i>	<i>8-12</i>	<i>8-18</i>				
<i>Stanhope</i>	<i>8-25</i>	<i>8-45</i>				

REMARKS.

Shunt
 Coupled for stuff by No 10 up goods
 Delivered water & delivered 19 mts wain for stuff
 + 8 mts OTJ to Bealby
 Signals
 Coupled front + coupled to Shildon
 Delivered water & 7 mts wain for Bealby
 Bealby - 9-28 - 9-48 Wain for stuff
 Bealby - 9-53 - 10-3 Bealby 30 mts
 Shildon to allow 005 to run (For Wagon Numbers see next four pages.)
 Bealby - 10-10

Guard's Book No. *11* Engine received *9-30a* tm. Dismissed *2-5-8* tm.
 Report of No. *11* Goods train *26* day of *Oct* 189*5*
 tm. from *Stanhope* to *Stanhope* State of Weather *Drizzling*

Engine No. *5-35* Driver *J. Hunt* Guard *C. Coulthard*
 No. of Van *74* Guard commenced duty at *9-15a* tm. Finished duty *9-28* tm.
 Hours on duty *12-13* hrs † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
<i>Stanhope</i>		<i>10-0</i>	<i>1</i>	<i>10</i>			<i>—</i>
<i>Thym</i>	<i>10-5</i>	<i>10-30</i>	<i>35</i>		<i>1</i>	<i>10</i>	<i>—</i>
<i>Bushy</i>	<i>10-40</i>	<i>10-44</i>					<i>—</i>
<i>Wick</i>	<i>11-18</i>	<i>11-23</i>				<i>5</i>	<i>met.</i>
<i>J. Hunt</i>	<i>11-58</i>	<i>12-12</i>					<i>Stay</i>
<i>Sheldon</i>	<i>12-25</i>	<i>1-5</i>				<i>30</i>	<i>—</i>
<i>L. M. S.</i>	<i>1-10</i>	<i>1-20</i>				<i>33</i>	<i>—</i>
<i>L. S.</i>	<i>1-35</i>	<i>1-40</i>					<i>—</i>

[Continued on next page.]

REMARKS.

Stay

Wagon for Staff

57 Mts for Staff

~~*and signal for Staff*~~

Staff in front

July water & Coals

Staff to pass

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
<i>Bushy East</i>	<i>1-18</i>	<i>1-55</i>					<i>Jan</i>
<i>Sh. July</i>	<i>2-27</i>	<i>2-17</i>					<i>—</i>
<i>Thym</i>	<i>3-15</i>	<i>3-25</i>				<i>33</i>	<i>—</i>
<i>Sh. July</i>	<i>3-28</i>	<i>4-30</i>	<i>24</i>				<i>—</i>
<i>L. M. S.</i>	<i>5-42</i>	<i>5-45</i>					<i>—</i>
<i>Sheldon</i>	<i>5-55</i>	<i>6-5</i>				<i>24</i>	<i>—</i>
<i>L. M. S.</i>	<i>6-10</i>	<i>6-32</i>			<i>30</i>		<i>—</i>
<i>W. Hunt</i>	<i>7-5</i>	<i>7-55</i>					<i>—</i>
<i>Sh. July</i>	<i>8-8</i>	<i>8-12</i>					<i>—</i>
<i>Sh. July</i>	<i>8-35</i>	<i>8-47</i>				<i>30</i>	<i>—</i>
<i>Stanhope</i>	<i>8-55</i>						<i>—</i>

(For Wagon Numbers see next four pages.)

REMARKS.

Staff in front

Waiting for Staff

July water & detached 15 Mts for Staff

Signals

July water

Waiting for Staff

Signals

Attending to Staff

Guard's Book No. Engine received 12-0 a.m. Dismissed 11-50 p.m.
 Report of No. 9-16-18 down Goods train 20 day of Oct 1895
 from Stanhope to Sheldon to Bush State of Weather Fair

STATION.	Arrived at †	Departed at †	WAGONS.					
			Attached.		Detached.			
			Loaded.	Empty.	Loaded.	Empty.		
Stanhope		12-48	30					
L. W.	1-47	1-55						
Sheldon	2-5	2-35			30			
Epta	2-40	3-25		28				
Det	3-18	3-30						
H. W.	3-55	4-15						W
Bush	4-47	7-57	30			28		
Stanhope	8-18	8-30						Full.
Stanhope	8-45	8-50						

[Continued on next page.]

Engine No. 535 Driver, M. D. D. Guard, C. Coulthard
 No. of Van. 74 Guard commenced duty at 11-45 a.m. Finished duty 12-25 a.m.
 Hours on duty 12-40 † State whether a.m. or p.m.

REMARKS.

Stanhope
 L. W. in front coupled to Sheldon
 July loads
 - water
 D. W. to front & coupled to Bush
 H. W. in front
 Only bush in front
 No 13 up sand in front
 Signals

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.					
			Attached.		Detached.			
			Loaded.	Empty.	Loaded.	Empty.		
B. W.	9-18	9-28						L
Sheldon	9-35	9-45			30			W
Epta	9-50	10-12		35				
Det	10-15	10-20						
Stanhope	11-27	11-48				35		
Stanhope	11-55							

REMARKS.

Signals
 July water
 L. W. in front
 H. W. sand & attached to Stanhope

(For Wagon Numbers see next four pages.)

Guard's Book No. *13* Engine received *12-0a* p.m. Dismissed *11-30h* p.m.
 Report of No. *13* Goods train *1* day of *Nov* 189*5*
 from *Stanhope to Sheldon* State of Weather *Fine*

Engine No. *535* Driver *M Ladd* Guard *C Coulthard*
 No. of Van *74* Guard commenced duty at *11-50* a.m. Finished duty *12-0* p.m.
 Hours on duty *12 1/2* † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
<i>Stanhope</i>		<i>12-52</i>	<i>30</i>				
<i>Sheldon</i>	<i>2-0</i>	<i>2-10</i>				<i>30</i>	
<i>Chilton</i>	<i>3-5</i>	<i>3-25</i>		<i>18</i>			
<i>H West</i>	<i>3-50</i>	<i>3-55</i>					
<i>Bishoply</i>	<i>4-25</i>	<i>5-50</i>				<i>18</i>	
<i>Stanhope</i>	<i>6-0</i>	<i>6-55</i>					
<i>Popple</i>	<i>7-3</i>	<i>7-23</i>	<i>24</i>				
<i>Bishoply</i>	<i>7-29</i>	<i>7-45</i>	<i>6</i>				

REMARKS.
*Things & Wags detached by (no) down yard & put
 in front & coupled to Sheldon
 July 2nd
 water
 Drains
 Wagon back to front of water
 28 Wags for off 52 Wags to allow no 13 & 15 up to proceed
 At 11-50 to start to start
 † detached 9 Wags no 13 up goods in front*

[Continued on next page.]

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
<i>Stanhope</i>	<i>8-3</i>	<i>8-9</i>					<i>Shorty</i>
<i>Wagon</i>	<i>8-25</i>	<i>8-30</i>					
<i>Sheldon</i>	<i>9-5</i>	<i>9-15</i>			<i>30</i>		
<i>Chilton</i>	<i>9-20</i>	<i>9-57</i>	<i>36</i>				
<i>Popple</i>	<i>11-10</i>	<i>11-22</i>				<i>36</i>	
<i>Stanhope</i>	<i>11-30</i>						

REMARKS.
*No 13 up goods in front
 Signals
 July water
 Turn road to attend to send to*

(For Wagon Numbers see next four pages.)

Guard's Book No. Engine received 600 tm. Dismissed 5-25 tm.
 Report of No. 9-15 down Goods train 6 day of Nov 1895
 tm. from Stanhope to Sheldon to Stanhope State of Weather Fine

Engine No. 14 Driver John Carl Guard C Coulthard
 No. of Van 74 Guard commenced duty at 5-45a tm. Finished duty 5-58p tm.
 Hours on duty 12-13 Mts † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Stanhope		6-45	29	1			
Ld North	7-52	8-5					May
Sheldon	8-20	8-50			29	1	
Ld Wm	8-55	9-15			33		
Ld So	9-18	9-23					
Ch	9-27	9-33					
Stanhope							
Stanhope	9-50	10-10					Wed
Stanhope	10-32	11-25					

[Continued on next page.]

REMARKS.
 25 Mts duty to 20 Mts at Stanh
 057 & include
 July ends
 - water
 - off in front
 - boxed signs
 - should allow 057 to proceed
 - change for 057 & proceed at Stanhope

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Stanhope	11-37	11-43					Wed
Stanhope	12-8	12-15				33	
Stanhope	12-17	12-48					
Stanhope	12-51	12-55					
Ld North	1-0	1-18	29				
Sheldon	2-20	2-35					
Sheldon	2-48	3-0			29		Thurs
Ld Wm	3-5	3-30		16			Thurs
So Stanh	3-42	3-52					Thurs
Stanhope	4-20	4-35					Wed
Stanhope	4-52	5-14				16	
Stanhope	5-25						

REMARKS.
 - 117 down Stanh
 - July water to 057 to proceed
 - in front
 - Attached to Stanh
 - Ld North front & coupled to Sheldon
 - - - to July water
 - 8 Mts work off of 7 Mts work of No 13 down & coupled to Stanhope
 - 117 - - -

(For Wagon Numbers see next four pages.)

Guard's Book No. Engine received *6:00* pm. Dismissed *5:30* pm.
 Report of No. *2 up & down* Goods train. *2* day of *Nov* 189*5*
 from *Stanhope* to *Stanhope* State of Weather *Fair*

Engine No. *14* Driver *J. Bail* Guard *C. Coulthard*
 No. of Van *74* Guard commenced duty at *5:45* pm. Finished duty *6:30* pm.
 Hours on duty *45 min* † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
<i>Stanhope</i>		<i>6-45</i>	<i>26</i>			
<i>Bishoply</i>						
<i>W. Hill</i>	<i>7-25</i>	<i>7-30</i>				
<i>W. Hill</i>	<i>7-35</i>	<i>7-50</i>				
<i>Shedden</i>	<i>8-25</i>	<i>8-45</i>			<i>26</i>	
<i>Ch. Hill</i>	<i>8-50</i>	<i>9-25</i>	<i>23</i>			
<i>Ch. Hill</i>	<i>9-45</i>	<i>10-0</i>				
<i>Ch. Hill</i>	<i>10-28</i>	<i>11-10</i>				
<i>Bishoply</i>	<i>11-25</i>	<i>11-32</i>				<i>15 Goods</i>

[Continued on next page.]

REMARKS.

Shy & 15 Mts (w/ up in front -
Carried Signal
D. S. T. to Shredden
July Coach
water & traffic in front
Shuffler in front
Wagon for Shuffler by Shredden

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
<i>Shredden</i>	<i>11-40</i>	<i>11-47</i>				<i>8</i>
<i>Shredden</i>	<i>11-50</i>	<i>12-57</i>				
<i>Shredden</i>	<i>1-0</i>	<i>1-15</i>	<i>27</i>			
<i>W. Hill</i>	<i>2-5</i>	<i>2-15</i>				
<i>Ch. Hill</i>	<i>2-27</i>	<i>2-33</i>				
<i>Shredden</i>	<i>2-45</i>	<i>2-55</i>			<i>27</i>	
<i>Ch. Hill</i>	<i>3-0</i>	<i>3-20</i>	<i>13</i>			
<i>Ch. Hill</i>	<i>3-20</i>	<i>3-28</i>				
<i>W. Hill</i>	<i>3-57</i>	<i>4-2</i>				
<i>Ch. Hill</i>	<i>4-15</i>	<i>4-28</i>				
<i>Bishoply</i>	<i>4-45</i>	<i>5-27</i>				<i>13</i>
<i>Shredden</i>	<i>5-35</i>					

(For Wagon Numbers see next four pages.)

REMARKS.

July water & detached 27 Mts (w/ 8 & 9 up to Shredden
Shuffler in front
July water
D. S. T. to Shredden & completed to Bishoply
Signal
Wagon for Shuffler
+ 25 Mts

Guard's Book No. Engine received 5-300 m. Dismissed 1-04 m.
 Report of No. 11 Goods train. day of Nov 1895
 from Stanhope to Stanhope State of Weather Part

Engine No. 212 Driver, Edward Stanger Guard, C. C. Coulthard
 No. of Van 74 Guard commenced duty at 5-52 m. Finished duty 12-30 m.
 Hours on duty 11 1/2 † State whether a. m. or p. m.

STATION.	Arrived at †	Departed at †	WAGONS.				REMARKS.
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Stanhope		6-0					
Bishop	6-10	6-27					
Widley	6-55	8-18	33				
Salisbury	8-32	9-10					
Stanhope	9-38	9-47			24	9	Fair
Stanhope	9-50	10-5					
Stanhope	10-8	10-20					
Bishop	10-20	12-20					

Shunt to bridge to bridge
 Signal
 July water
 Waiting for staff
 July water coupled to Bishop
 Downy No 5 up to attach
 Work bank broken down by ladder into wood &
 10 mts long to long gate & light to Sheldon W. J. Stanger

[Continued on next page.]

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.				REMARKS.
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Sheldon	12-55	1-25		10			W. J. Stanger
Stanhope	1-28	1-35					Fair
Stanhope	1-43	1-47					
Stanhope	1-50	1-57					
Stanhope	1-57	2-2					
Stanhope	2-13	2-25					
Stanhope	2-30	2-40	1				
Stanhope	2-43	3-2					
Stanhope	3-15	3-30					
Bishop	3-43	3-48			10		
Stanhope	3-52	3-55			1		
Stanhope	4-0						

July water + maffin in frame
 Shunt to allow of 8 ft to proceed
 + shunting
 Waiting for staff

(For Wagon Numbers see next four pages.)

