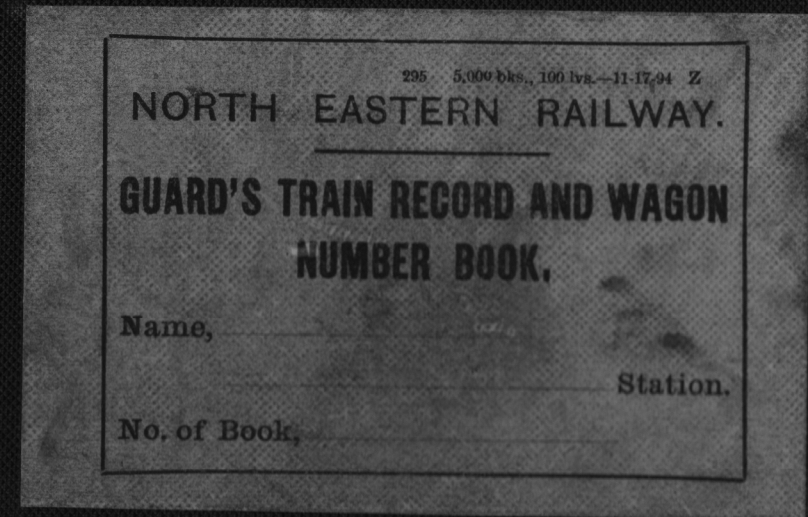


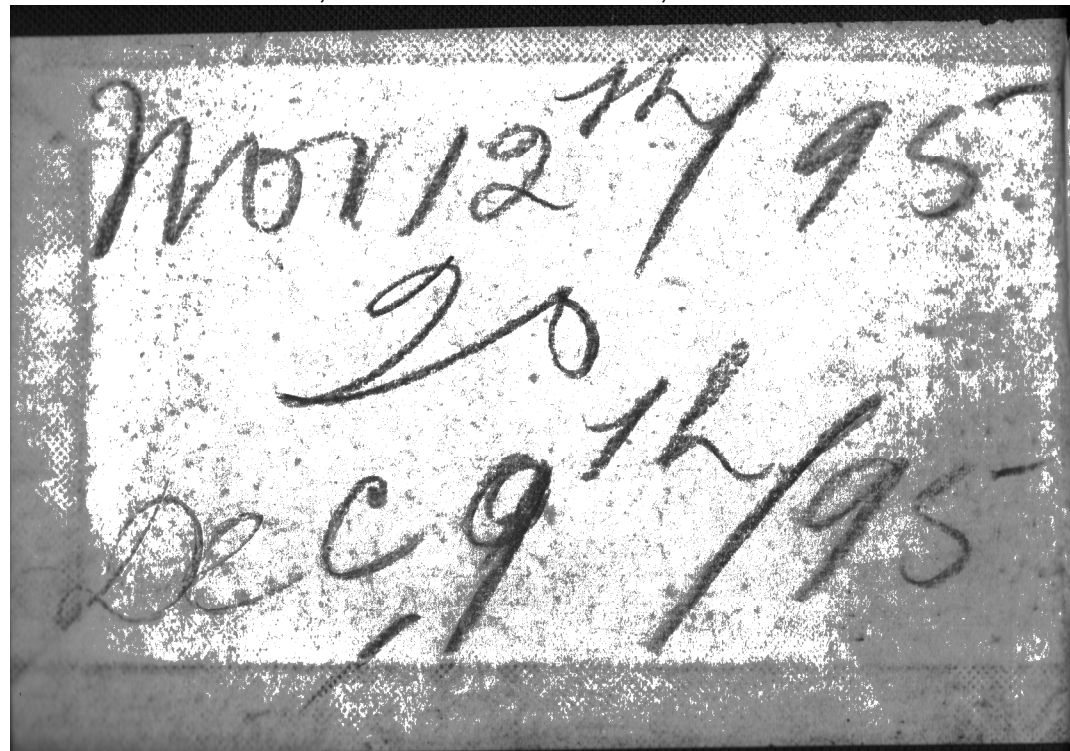
NORTH EASTERN RAILWAY
GUARD'S TRAIN RECORD AND WAGON NUMBER BOOK
CHRIS COULTHARD
STANHOPE STATION
12 NOVEMBER 1895 – 9 DECEMBER 1895

Book comprises covers + 96 leaves (+ 2 leaves missing from centre of book).
Cover and 70 used pages scanned. 26 unused pages not scanned.

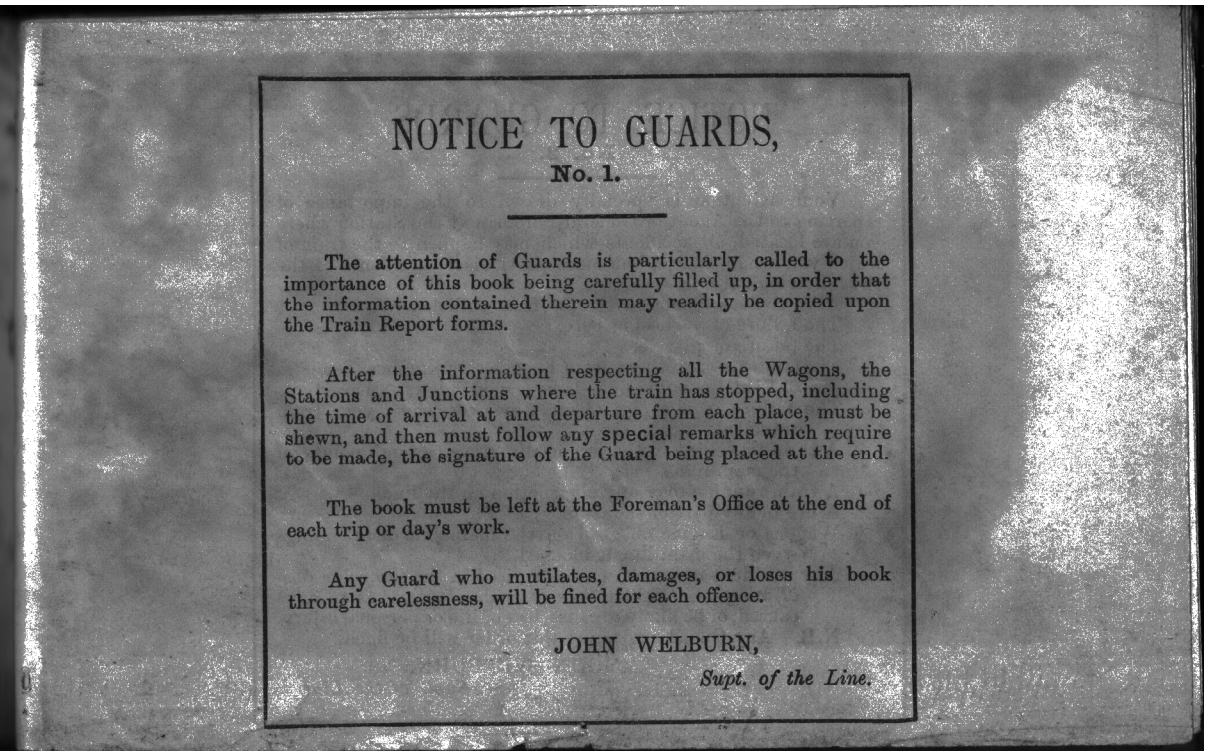


CHRIS COULTHARD, STANHOPE STATION, 12 NOVEMBER 1895 - 9 DECEMBER 1895

COVER



CHRIS COULTHARD, STANHOPE STATION, 12 NOVEMBER 1895 - 9 DECEMBER 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.

Guard's Book No. Engine received 5-30a †m. Dismissed 11-30a †m.
Report of No. 1st 4 down Goods train 12 day of Nov 1895
..... †m. from Stanhope to Stanhope State of Weather Wet

Engine No. 1222 Driver, Jerry Wright Guard, C. Coultard
No. of Van 74 Guard commenced duty at 5-15a †m. Finished duty 12-a †m.
Hours on duty 6-1/2 † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.				REMARKS.
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
<u>Stanhope</u>		<u>5-50</u>					
<u>Chapel</u>	<u>6-0</u>	<u>6-20</u>	<u>23</u>	<u>1</u>			
<u>Bartholomew</u>	<u>6-25</u>	<u>6-30</u>			<u>1</u>		
<u>W. Hill</u>	<u>7-0</u>	<u>8-15</u>	<u>40</u>	<u>23</u>			<u>Jan</u>
<u>Solihull</u>	<u>8-28</u>	<u>9-5</u>					
<u>Thrym</u>	<u>9-35</u>	<u>9-47</u>			<u>40</u>		
<u>Stanhope</u>	<u>9-50</u>	<u>10-5</u>					
<u>Bartholomew</u>	<u>10-15</u>	<u>10-50</u>					
<u>Thrym</u>	<u>11-0</u>	<u>11-12</u>					
<u>Stanhope</u>	<u>11-15</u>	<u>11-27</u>					

[Continued on next page.]

Shy

Fully water + coal
waiting for staff

Wagon 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 + 101 + 102 + 103 + 104 + 105 + 106 + 107 + 108 + 109 + 110 + 111 + 112 + 113 + 114 + 115 + 116 + 117 + 118 + 119 + 120 + 121 + 122 + 123 + 124 + 125 + 126 + 127 + 128 + 129 + 130 + 131 + 132 + 133 + 134 + 135 + 136 + 137 + 138 + 139 + 140 + 141 + 142 + 143 + 144 + 145 + 146 + 147 + 148 + 149 + 150 + 151 + 152 + 153 + 154 + 155 + 156 + 157 + 158 + 159 + 160 + 161 + 162 + 163 + 164 + 165 + 166 + 167 + 168 + 169 + 170 + 171 + 172 + 173 + 174 + 175 + 176 + 177 + 178 + 179 + 180 + 181 + 182 + 183 + 184 + 185 + 186 + 187 + 188 + 189 + 190 + 191 + 192 + 193 + 194 + 195 + 196 + 197 + 198 + 199 + 200 + 201 + 202 + 203 + 204 + 205 + 206 + 207 + 208 + 209 + 210 + 211 + 212 + 213 + 214 + 215 + 216 + 217 + 218 + 219 + 220 + 221 + 222 + 223 + 224 + 225 + 226 + 227 + 228 + 229 + 230 + 231 + 232 + 233 + 234 + 235 + 236 + 237 + 238 + 239 + 240 + 241 + 242 + 243 + 244 + 245 + 246 + 247 + 248 + 249 + 250 + 251 + 252 + 253 + 254 + 255 + 256 + 257 + 258 + 259 + 260 + 261 + 262 + 263 + 264 + 265 + 266 + 267 + 268 + 269 + 270 + 271 + 272 + 273 + 274 + 275 + 276 + 277 + 278 + 279 + 280 + 281 + 282 + 283 + 284 + 285 + 286 + 287 + 288 + 289 + 290 + 291 + 292 + 293 + 294 + 295 + 296 + 297 + 298 + 299 + 300 + 301 + 302 + 303 + 304 + 305 + 306 + 307 + 308 + 309 + 310 + 311 + 312 + 313 + 314 + 315 + 316 + 317 + 318 + 319 + 320 + 321 + 322 + 323 + 324 + 325 + 326 + 327 + 328 + 329 + 330 + 331 + 332 + 333 + 334 + 335 + 336 + 337 + 338 + 339 + 340 + 341 + 342 + 343 + 344 + 345 + 346 + 347 + 348 + 349 + 350 + 351 + 352 + 353 + 354 + 355 + 356 + 357 + 358 + 359 + 360 + 361 + 362 + 363 + 364 + 365 + 366 + 367 + 368 + 369 + 370 + 371 + 372 + 373 + 374 + 375 + 376 + 377 + 378 + 379 + 380 + 381 + 382 + 383 + 384 + 385 + 386 + 387 + 388 + 389 + 390 + 391 + 392 + 393 + 394 + 395 + 396 + 397 + 398 + 399 + 400 + 401 + 402 + 403 + 404 + 405 + 406 + 407 + 408 + 409 + 410 + 411 + 412 + 413 + 414 + 415 + 416 + 417 + 418 + 419 + 420 + 421 + 422 + 423 + 424 + 425 + 426 + 427 + 428 + 429 + 430 + 431 + 432 + 433 + 434 + 435 + 436 + 437 + 438 + 439 + 440 + 441 + 442 + 443 + 444 + 445 + 446 + 447 + 448 + 449 + 450 + 451 + 452 + 453 + 454 + 455 + 456 + 457 + 458 + 459 + 460 + 461 + 462 + 463 + 464 + 465 + 466 + 467 + 468 + 469 + 470 + 471 + 472 + 473 + 474 + 475 + 476 + 477 + 478 + 479 + 480 + 481 + 482 + 483 + 484 + 485 + 486 + 487 + 488 + 489 + 490 + 491 + 492 + 493 + 494 + 495 + 496 + 497 + 498 + 499 + 500 + 501 + 502 + 503 + 504 + 505 + 506 + 507 + 508 + 509 + 510 + 511 + 512 + 513 + 514 + 515 + 516 + 517 + 518 + 519 + 520 + 521 + 522 + 523 + 524 + 525 + 526 + 527 + 528 + 529 + 530 + 531 + 532 + 533 + 534 + 535 + 536 + 537 + 538 + 539 + 540 + 541 + 542 + 543 + 544 + 545 + 546 + 547 + 548 + 549 + 550 + 551 + 552 + 553 + 554 + 555 + 556 + 557 + 558 + 559 + 560 + 561 + 562 + 563 + 564 + 565 + 566 + 567 + 568 + 569 + 570 + 571 + 572 + 573 + 574 + 575 + 576 + 577 + 578 + 579 + 580 + 581 + 582 + 583 + 584 + 585 + 586 + 587 + 588 + 589 + 590 + 591 + 592 + 593 + 594 + 595 + 596 + 597 + 598 + 599 + 600 + 601 + 602 + 603 + 604 + 605 + 606 + 607 + 608 + 609 + 610 + 611 + 612 + 613 + 614 + 615 + 616 + 617 + 618 + 619 + 620 + 621 + 622 + 623 + 624 + 625 + 626 + 627 + 628 + 629 + 630 + 631 + 632 + 633 + 634 + 635 + 636 + 637 + 638 + 639 + 640 + 641 + 642 + 643 + 644 + 645 + 646 + 647 + 648 + 649 + 650 + 651 + 652 + 653 + 654 + 655 + 656 + 657 + 658 + 659 + 660 + 661 + 662 + 663 + 664 + 665 + 666 + 667 + 668 + 669 + 670 + 671 + 672 + 673 + 674 + 675 + 676 + 677 + 678 + 679 + 680 + 681 + 682 + 683 + 684 + 685 + 686 + 687 + 688 + 689 + 690 + 691 + 692 + 693 + 694 + 695 + 696 + 697 + 698 + 699 + 700 + 701 + 702 + 703 + 704 + 705 + 706 + 707 + 708 + 709 + 710 + 711 + 712 + 713 + 714 + 715 + 716 + 717 + 718 + 719 + 720 + 721 + 722 + 723 + 724 + 725 + 726 + 727 + 728 + 729 + 730 + 731 + 732 + 733 + 734 + 735 + 736 + 737 + 738 + 739 + 740 + 741 + 742 + 743 + 744 + 745 + 746 + 747 + 748 + 749 + 750 + 751 + 752 + 753 + 754 + 755 + 756 + 757 + 758 + 759 + 760 + 761 + 762 + 763 + 764 + 765 + 766 + 767 + 768 + 769 + 770 + 771 + 772 + 773 + 774 + 775 + 776 + 777 + 778 + 779 + 780 + 781 + 782 + 783 + 784 + 785 + 786 + 787 + 788 + 789 + 790 + 791 + 792 + 793 + 794 + 795 + 796 + 797 + 798 + 799 + 800 + 801 + 802 + 803 + 804 + 805 + 806 + 807 + 808 + 809 + 810 + 811 + 812 + 813 + 814 + 815 + 816 + 817 + 818 + 819 + 820 + 821 + 822 + 823 + 824 + 825 + 826 + 827 + 828 + 829 + 830 + 831 + 832 + 833 + 834 + 835 + 836 + 837 + 838 + 839 + 840 + 841 + 842 + 843 + 844 + 845 + 846 + 847 + 848 + 849 + 850 + 851 + 852 + 853 + 854 + 855 + 856 + 857 + 858 + 859 + 860 + 861 + 862 + 863 + 864 + 865 + 866 + 867 + 868 + 869 + 870 + 871 + 872 + 873 + 874 + 875 + 876 + 877 + 878 + 879 + 880 + 881 + 882 + 883 + 884 + 885 + 886 + 887 + 888 + 889 + 890 + 891 + 892 + 893 + 894 + 895 + 896 + 897 + 898 + 899 + 900 + 901 + 902 + 903 + 904 + 905 + 906 + 907 + 908 + 909 + 910 + 911 + 912 + 913 + 914 + 915 + 916 + 917 + 918 + 919 + 920 + 921 + 922 + 923 + 924 + 925 + 926 + 927 + 928 + 929 + 930 + 931 + 932 + 933 + 934 + 935 + 936 + 937 + 938 + 939 + 940 + 941 + 942 + 943 + 944 + 945 + 946 + 947 + 948 + 949 + 950 + 951 + 952 + 953 + 954 + 955 + 956 + 957 + 958 + 959 + 960 + 961 + 962 + 963 + 964 + 965 + 966 + 967 + 968 + 969 + 970 + 971 + 972 + 973 + 974 + 975 + 976 + 977 + 978 + 979 + 980 + 981 + 982 + 983 + 984 + 985 + 986 + 987 + 988 + 989 + 990 + 991 + 992 + 993 + 994 + 995 + 996 + 997 + 998 + 999 + 1000

Owning Company.	Nos. OF WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
R6h	11		Wagons	Wagons	Wagons	Wagons
-	11		Wagons	Wagons		
-	11			Wagons		
-	53594	Wagon	Wagons	Wagons	Wagons	Wagons
-	52542					
-	56830					
-	49392					
-		14	Wagons	Wagons		Wagons
-		11	Wagons			Wagons
-		7	Wagons	Wagons		

Owning Company.	Nos. OF WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
R6h	17		Wagons	Wagons	Wagons	Wagons
-	6		Wagons	Wagons	Wagons	
-	4			Wagons		
-	4		Wagons	Wagons	Wagons	Wagons
-		2	Wagons		Wagons	Wagons
-		12	Wagons			
-		10	Wagons		Wagons	

Guard's Book No. Engine received 5:30 a.m. Dismissed 5:45 p.m.
 Report of No. 6 ... Goods train 15 ... day of Nov 1895
 from 8:15 a.m. to 8:45 p.m. State of Weather Fair

STATION.	Arrived at †	Departed at †	WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
Stanhope		5:50				
Wagons	6:0	6:20	22			
Wagons	7:0	8:10		29	22	
Wagons	8:25	9:8				
Wagons	9:18	9:24		6		
Wagons	9:23	9:58				35
Stanhope	9:50	10:10				
Wagons	10:25	10:25				
Wagons	10:35	1:10	23			

[Continued on next page.]

Engine No. 122 Driver J. W. Wright Guard C. Coulthard
 No. of Van 74 Guard commenced duty at 5:15 a.m. Finished duty 5:45 p.m.
 Hours on duty 12:30 p.m. † State whether a.m. or p.m.

REMARKS.

Wagons
 Attached to Stanhope
 Delivered water & coals
 Ready for Stanhope

Delivered water & coals to Stanhope
 Delivered water & coals to Stanhope
 Delivered water & coals to Stanhope

Guard's Book No. Engine received 5-30a fm. Dismissed 4-10h fm.
 Report of No. 11th Nov Goods train. 16 day of Nov 1895
 from St. John's to St. John's State of Weather Met

STATION.	Arrived at †	Departed at †	WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Stanhope		5-55					
Proserpine	6-3	6-28	35				
Widder	7-0	8-10		40	95		
Delany	8-25	9-10					
Threlkeld	9-36	9-48				40	
St John's	9-57	10-29	22				
Threlkeld	10-30	10-35					
Delany	10-45	11-4					
Christie	11-31	11-30					

[Continued on next page.]

Engine No. 1222 Driver, J. C. Wright Guard, C. Coulthard
 No. of Van 74 Guard commenced duty at 5-50a fm. Finished duty 10-30 fm.
 Hours on duty 11-25 † State whether a.m. or p.m.

REMARKS.

Shy
Atty to Smith
July water & coals
Waiting for Staff
July water & shag 15 Mc (w/brk) 15 feet
Left for 15 feet

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
General Pt	11-27	12-10					<u>Met</u>
Shedden	12-30	12-40			22		
Delany	12-45	2-5		24			
Delany	2-8	2-18					
Delany	2-20	2-23					
Widder	2-35	2-40					<u>Flas</u>
Widder	2-50	3-0	1	8			
Widder	3-5	3-20					
Delany	3-32	3-36					<u>Met</u>
Delany	3-50	3-57				32	
Delany	3-5	4-10			1		

REMARKS.

Left for front & sampled to Shedden
July water waiting for L.P.T.
Left for 15 feet
sampled & banked
Left for 15 feet
Waiting for Staff

(For Wagon Numbers see next four pages.)

Guard's Book No. Engine received 9:30a pm. Dismissed 1:19 pm.
 Report of No. 12 State of Weather Fair
 Goods train 19 day of Nov 1895
 from Stanhope to Shedden State of Weather Fair

Engine No. 1212 Driver, H Wright Guard, C Coulthard
 No. of Van 74 Guard commenced duty at 9:15a pm. Finished duty 1:19 pm.
 Hours on duty † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Stanhope		10-22	10				
Byes	10-25	10-37	18				
Bishoply	10-47	11-33					
Stanhope	12-15	12-20					
Stanhope	12-30	12-37					
Shedden	12-47	1-10			28		
Stanhope	1-15	1-25			32		
Stanhope	1-32	1-37					
Stanhope	1-40	1-45					

REMARKS.

10 into Shanty
Deposited wares for Shanty by No down goods
Left at front
Left water to Coals
Left at front

[Continued on next page.]

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Stanhope	1-38	2-8	1	1			
Stanhope	2-10	2-17			14		
Stanhope	2-28	3-25					
Stanhope	3-53	4-7					
Stanhope	4-12	4-35			32	1	32
Stanhope	4-40	4-55	27				32
Stanhope	5-30	6-7					
Stanhope	6-40	6-47					
Stanhope	6-45	7-0					27
Stanhope	7-5	8-35			22		
Stanhope	8-40	8-55					
Stanhope	9-28	10-8					
Stanhope	10-13	10-23					22
Stanhope	10-20						

REMARKS.

Attended to switch on opening of Colony Gate
Deposited wares for Shanty by No down goods
Shanty
Chained the Lion part of Laly water
Left at front
Deposited wares for Shanty by No down goods
Attended to switch

(For Wagon Numbers see next four pages.)

Guard's Book No. *9-200* Engine received *9-200* tm. Dismissed *10-25* tm.
 Report of No. *14* Goods train *21* day of *Nov* 189*5*
 tm. from *Stanhope to Stanhope* to *Stanhope* State of Weather *Wet*

Engine No. *185* Driver *Holliswood* Guard *Chris Coulthard*
 No. of Van *74* Guard commenced duty at *9-15* tm. Finished duty *10-55* tm.
 Hours on duty *13-40* † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
<i>Stanhope</i>		<i>10-20</i>					
<i>P. P. W.</i>	<i>10-23</i>	<i>10-31</i>	<i>20</i>				<i>Foggy</i>
<i>W. P. W.</i>	<i>10-30</i>	<i>10-52</i>	<i>15</i>				
<i>Bishoply</i>	<i>10-58</i>	<i>11-7</i>					
<i>Supply</i>	<i>11-22</i>	<i>11-29</i>					
<i>W. P. W.</i>	<i>11-45</i>	<i>12-3</i>			<i>5</i>		
<i>Shedon</i>	<i>12-10</i>	<i>12-15</i>			<i>30</i>		
<i>W. P. W.</i>	<i>1-20</i>	<i>1-35</i>			<i>32</i>		
<i>Full 20</i>	<i>1-38</i>	<i>1-41</i>					

REMARKS.

Shy & detained 20 Mts for Staff

Waiting for Staff

10 Mts traffic in front
July water & Coals

Send Signal & lamp to W. P. W.

[Continued on next page.]

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
<i>Supply</i>	<i>2-9</i>	<i>2-13</i>					<i>Supply</i>
<i>Supply</i>	<i>2-35</i>	<i>2-58</i>					
<i>Bishoply</i>	<i>3-10</i>	<i>3-32</i>					
<i>W. P. W.</i>	<i>3-42</i>	<i>3-52</i>			<i>32</i>		
<i>Stanhope</i>	<i>3-55</i>	<i>4-23</i>					<i>W. P. W.</i>
<i>W. P. W.</i>	<i>4-24</i>	<i>4-46</i>	<i>35</i>				<i>W. P. W.</i>
<i>W. P. W.</i>	<i>4-57</i>	<i>5-43</i>					
<i>W. P. W.</i>	<i>6-0</i>	<i>6-20</i>					
<i>W. P. W.</i>	<i>6-35</i>	<i>6-45</i>			<i>5</i>		
<i>Shedon</i>	<i>7-0</i>	<i>7-15</i>					<i>W. P. W.</i>
<i>Shedon</i>	<i>7-20</i>	<i>7-30</i>			<i>30</i>		
<i>W. P. W.</i>	<i>7-35</i>	<i>8-0</i>			<i>33</i>		
<i>W. P. W.</i>	<i>8-5</i>	<i>9-17</i>					
<i>So. Branch</i>	<i>8-30</i>	<i>9-35</i>					
<i>W. P. W.</i>	<i>9-47</i>	<i>9-57</i>					<i>W. P. W.</i>
<i>W. P. W.</i>	<i>9-5</i>	<i>9-10</i>					
<i>W. P. W.</i>	<i>9-43</i>	<i>9-17</i>					<i>33</i>
<i>Stanhope</i>	<i>10-20</i>						

REMARKS.

Signal

Waiting for Staff

July water & 8 Mts waiting for Staff

Signal to allow out of the hands

Waiting for Staff

Signal

July water & 8 Mts hands

Signal

Waiting for Staff
Already to hands

(For Wagon Numbers see next four pages.)

Guard's Book No. *930a* Engine received *9:30a* pm. Dismissed *10:25 1/2* pm.
 Report of No. *23* Goods train *23* day of *Nov* 189*5*
 from *Stanhope* to *Delphi* State of Weather *Clear*

Engine No. *14* Driver *J. C. Ail* Guard, *C. P. Coulthard*
 No. of Van *74* Guard commenced duty at *9:15a* pm. Finished duty *10:55 1/2* pm.
 Hours on duty *13-20* † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.						
			Attached.		Detached.				
			Loaded.	Empty.	Loaded.	Empty.			
<i>Stanhope</i>		<i>10-3</i>							
<i>Thyges</i>	<i>10-7</i>	<i>10-19</i>							
<i>Burkeby</i>	<i>10-30</i>	<i>1-7</i>							
<i>Project</i>									<i>Jan</i>
<i>BA Hunt</i>	<i>1-52</i>	<i>2-6</i>							
<i>L. M.</i>	<i>2-15</i>	<i>2-20</i>							
<i>Sheldon</i>	<i>2-26</i>	<i>3-10</i>					<i>25</i>		
<i>Epta</i>	<i>3-15</i>	<i>3-30</i>			<i>33</i>				
<i>Hunt</i>	<i>4-2</i>	<i>4-35</i>							<i>met</i>

REMARKS.
They
Wants for Staff & relief to J to Munde
Under Sign
Jeff on front
July make + coals
Charg for Staff by no work done

[Continued on next page.]

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.						
			Attached.		Detached.				
			Loaded.	Empty.	Loaded.	Empty.			
<i>Burkeby</i>	<i>5-6</i>	<i>5-18</i>							<i>Full</i>
<i>Thyges</i>	<i>5-22</i>	<i>5-46</i>					<i>33</i>		
<i>Sheldon</i>	<i>5-50</i>	<i>6-35</i>	<i>25</i>						
<i>H. M.</i>	<i>7-15</i>	<i>8-10</i>			<i>33</i>	<i>25</i>			
<i>Hunt</i>	<i>8-10</i>	<i>9-4</i>							
<i>Sheldon</i>	<i>9-19</i>	<i>9-32</i>							
<i>Project</i>	<i>9-58</i>	<i>10-15</i>					<i>33</i>		
<i>Sheldon</i>	<i>10-20</i>								

REMARKS.
Wants for Staff
July make + 15 mts wants for Staff
40 mts wants for Epta by Sheldon by in.
20 - - Staff + 20 mts to J to Munde
Wants for Staff
Sheldon mts wants for Staff to Munde

(For Wagon Numbers see next four pages.)

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.				Lan
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Shute Sta	7-12	7-20	6				
to Del	7-25	7-35					
to Del	7-8	7-20			5		
to East	7-40	7-45					
Shedon	9-5	9-20			30		
to Del	9-15	10-50		37			
to Del	12-2	12-17				37	
Stanhope	12-25						

REMARKS.

Reattached
 + 5 mts Signal
 + 5 - mts to front
 July note to Delivered 52 mts wait for empty
 then send empty to at Delivered to Delivered + Signal

(For Wagon Numbers see next four pages.)

Owning Company.	Nos. of WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
W & A	5		Newlands	Stanhope	Shedon	
	3		Clareville			
	8		Thyres	Thyres		
		33	Shedon	Shedon	Stanhope	
	1		Shedon	Shedon	Shedon	
	1		Sobriety	Sobriety		
	15		Shedon			
	7		Brown	Brown		
	5		Ashlan			
	1		Chas Toxby	Stanhope		
			Thyres			
		37	Shedon	Shedon	Thyres	

Engine No. Driver, Guard,

No. of Van Guard commenced duty at fm. Finished duty fm.

Hours on duty † State whether a.m. or p.m.

REMARKS.

Guard's Book No. Engine received 12-0 a.m. Dismissed 11-40 a.m.
 Report of No. 9 up 13 down Goods train 9 day of Nov 1895
 from Stanhope to Stanhope State of Weather Sun

Engine No. 535 Driver J. Baty Guard C. Coulthard
 No. of Van 74 Guard commenced duty at 11-50 a.m. Finished duty 12-00 a.m.
 Hours on duty 12-25 mts † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
Stanhope		12-45	26			
Spynn	12-50	1-2	9			
Willet	1-45	1-52			5	
W.A. Mt	2-7	2-13				
- East						
Full north	2-25	2-32				
Shedon	2-45	3-15			30	
- E.M.	3-20	3-40			33	
Ch. Mt	4-12	4-18				

REMARKS.
 to Harry
 - - -
 Signals
 Careful -
 71 - 8 leaped to Shedon
 July Coals
 water
 Harry for stuff

[Continued on next page.]

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
Bank of	4-50	7-8	35			30
Sh. Mt	7-30	7-35				
Willet	7-55	8-3			5	
Ch. Mt	8-8	8-15				
W.A. Mt	8-25	8-30				
Shedon	8-55	9-5			30	
- E.M.	9-10	9-45			35	
W.A. Mt	10-15	10-33				
Bank of	11-5	11-18				
Willet	11-12	11-28				35
Stanhope	11-27					

REMARKS.
 Harry had trapped by water White Gate det. by other by Shedon
 Harry for stuff
 Signals
 - - -
 July netted trapped in front
 Harry for stuff
 To tell Signalman to stop in Section
 Run round Train

(For Wagon Numbers see next four pages.)

Guard's Book No. 119 Engine received 12:00 pm Dismissed 12:00 pm
 Report of No. 16 Goods train 28 day of Nov 1895
 from Stanhope to Stanhope State of Weather Wet

STATION.	Arrived at †	Departed at †	WAGONS.					
			Attached.		Detached.			
			Loaded.	Empty.	Loaded.	Empty.		
Stanhope		12:52	35					
W. Hill	1:38	1:48			5			Foggy
W. Hill	2:16	2:17						
W. Hill	2:20	2:29						
Shedon	2:40	3:10				30		
W. Hill	3:15	3:35		20				
Stanhope	3:45	3:57						
W. Hill	4:15	4:20						
Shedon	4:35	4:38						

[Continued on next page.]

Engine No. 535 Driver J. Bailey Guard C. Coulthard
 No. of Van 74 Guard commenced duty at 11:50 pm Finished duty 12:00 pm
 Hours on duty 12:55 hrs † State whether a.m. or p.m.

REMARKS.

Duty + 7 hrs detained by Signals
 Trapped at front
 + coupled to Shedon
 Delay Levels
 - water
 Signals
 -
 Coupled to Bishoply

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Bishoply	7:55	7:22	30			20	Dull
W. Hill	7:56	8:0					
W. Hill	8:5	8:10					
Shedon	8:40	8:50				30	
W. Hill	8:55	9:32		27			
W. Hill	10:2	11:3					Wet
Bishoply	11:34	11:58				25	
Stanhope	12:8						

REMARKS.

W. Hill bank to front of water to the Gate + attached at Shedon
 Signals
 -
 Delay water
 W. Hill for Staff
 W. Hill + 15 C. + detached into Shedon

(For Wagon Numbers see next four pages.)

Guard's Book No. *904 1136* Engine received *1200* Dismissed *1205* tm.
 Report of No. *168* Goods train *30* day of *Nov* 189*5*
 from *Stanhope* to *Stanhope* State of Weather *Foggy*

Engine No. *212* Driver *C. J. H. H. H.* Guard *C. L. Coulthard*
 No. of Van *74* Guard commenced duty at *11:50* tm. Finished duty *12:15* tm.
 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>12-15</i>							
<i>Stanhope</i>	<i>12-18</i>	<i>1-2</i>	<i>25</i>						
<i>Stanhope</i>	<i>2-4</i>	<i>2-23</i>							
<i>Sheldon</i>	<i>2-30</i>	<i>3-0</i>			<i>25</i>			<i>Full</i>	
<i>Stanhope</i>	<i>3-5</i>	<i>3-35</i>			<i>33</i>				
<i>Stanhope</i>	<i>3-47</i>	<i>3-55</i>							
<i>Stanhope</i>	<i>4-23</i>	<i>4-38</i>							
<i>Stanhope</i>	<i>4-57</i>	<i>7-10</i>	<i>99</i>	<i>3</i>				<i>Low</i>	
<i>Stanhope</i>	<i>7-20</i>	<i>7-55</i>							

REMARKS.

Shanty

Supplied with fuel

Fully loaded

water

In yards

Waiting for staff

Only back before 10 min before fully water & attend out of service

Waiting for staff

[Continued on next page.]

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
<i>Stanhope</i>	<i>8-12</i>	<i>8-22</i>			<i>3</i>	<i>1</i>	<i>Good line</i>
<i>Sheldon</i>	<i>8-50</i>	<i>9-0</i>			<i>28</i>		
<i>Stanhope</i>	<i>9-5</i>	<i>9-40</i>	<i>40</i>				
<i>Stanhope</i>	<i>10-10</i>	<i>11-37</i>					
<i>Stanhope</i>	<i>11-20</i>	<i>11-35</i>				<i>40</i>	
<i>Stanhope</i>	<i>11-45</i>						

REMARKS.

Fully water & buffer report

Waiting for staff

Time round due to attend to matches

(For Wagon Numbers see next four pages.)

Guard's Book No. *130h* Engine received *12-15 a* Dismissed *12-15 a*
 Report of No. *19* Goods train *3* day of *Dec* 189*5*
 from *Stanhope* to *Stanhope* State of Weather *dry*

Engine No. *210* Driver *J. E. Huggins* Guard *C. Coulthard*
 No. of Van. *24* Guard commenced duty at *1-15* Finished duty *1-15*
 Hours on duty *12-0* † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
<i>Stanhope</i>		<i>2-5</i>	<i>12</i>	<i>13</i>		
<i>Stanhope</i>	<i>2-10</i>	<i>2-20</i>	<i>4</i>			<i>13</i>
<i>Shooby Sta</i>	<i>2-27</i>	<i>2-35</i>			<i>16</i>	
<i>Milling</i>	<i>2-38</i>	<i>3-5</i>	<i>35</i>			
<i>Bishop</i>	<i>3-13</i>	<i>3-25</i>				
<i>Stanhope</i>	<i>3-41</i>	<i>4-3</i>				
<i>Stanhope</i>	<i>4-18</i>	<i>4-25</i>			<i>5</i>	
<i>J. Smith</i>	<i>4-46</i>	<i>4-50</i>				
<i>Shooby</i>	<i>5-5</i>	<i>5-45</i>				
<i>Stanhope</i>	<i>5-50</i>	<i>6-7</i>			<i>33</i>	

REMARKS.

25 mts empty

Loaded 10 mts empty & attached to shuttle
waiting for staff

Left for report & coupled to shed
Left water & coals

[Continued on next page.]

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
<i>Stanhope</i>	<i>7-37</i>	<i>7-20</i>				
<i>Stanhope</i>	<i>8-13</i>	<i>9-50</i>				<i>33</i>
<i>Shooby Sta</i>	<i>9-58</i>	<i>10-15</i>	<i>22</i>			
<i>Stanhope</i>	<i>10-23</i>	<i>10-37</i>	<i>2</i>			
<i>Stanhope</i>	<i>11-17</i>	<i>11-30</i>		<i>26</i>	<i>24</i>	
<i>Bishop</i>	<i>12-6</i>	<i>12-20</i>				
<i>Stanhope</i>	<i>12-35</i>	<i>12-45</i>				<i>26</i>

REMARKS.

Waiting for staff

Shooby water & delivered 10 mts for staff by No 16 down
Obtained 10 mts of stone & 6 mts of Eng. Siding & attached to shuttle
out of Broadhead
Left water
Left for report

(For Wagon Numbers see next four pages.)

Guard's Book No. Engine received *1:30 p* m. Dismissed *2:0 p* m.
 Report of No. *11 up 8 1/2 down* Goods train *6* day of *Dec* 189*5*
 m. from *Stanhope to Stanhope* to State of Weather *Stormy*

Engine No. *210* Driver *H Wright* Guard *C Coulthard*
 No. of Van *74* Guard commenced duty at *1:57* m. Finished duty *2:30* m.
 Hours on duty *3 3/4* † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.						
			Attached.		Detached.				
			Loaded.	Empty.	Loaded.	Empty.			
<i>Stanhope</i>		<i>2-3</i>							
<i>Stanhope Sta</i>	<i>2-15</i>	<i>2-30</i>	<i>7</i>	<i>1</i>					
<i>Millers</i>	<i>2-35</i>	<i>2-45</i>	<i>23</i>			<i>1</i>			
<i>Stanhope</i>	<i>3-0</i>	<i>3-15</i>							
<i>Stanhope</i>	<i>3-58</i>	<i>4-3</i>							<i>Jan</i>
<i>Stanhope</i>	<i>4-10</i>	<i>4-14</i>							<i>Stormy</i>
<i>Shrewsbury</i>	<i>4-27</i>	<i>5-10</i>				<i>30</i>			
<i>Stanhope</i>	<i>5-15</i>	<i>5-50</i>				<i>23</i>			

REMARKS.

Stormy
Exposed signals
Stanhope departs
Attended to signals
Wagon for staff
Letter for staff
Large water & coal

[Continued on next page.]

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.						
			Attached.		Detached.				
			Loaded.	Empty.	Loaded.	Empty.			
<i>Stanhope</i>	<i>5-55</i>	<i>6-3</i>							<i>Stormy</i>
<i>Stanhope</i>	<i>6-18</i>	<i>6-57</i>							<i>Stormy</i>
<i>Stanhope</i>	<i>7-4</i>	<i>7-50</i>							
<i>Stanhope</i>	<i>8-35</i>	<i>8-45</i>				<i>33</i>			<i>Stormy</i>
<i>Stanhope</i>	<i>8-55</i>								

REMARKS.

Signals
Wagon for staff

(For Wagon Numbers see next four pages.)

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.				Remarks
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
So. Branch	6-52	7-5					J. M. M. M.
St. Mary	7-20	7-56					
W. J. M.	8-15	8-24				15	
St. Mary	8-30	9-30					
London Sta	9-25	9-18	6				
W. J. M.	9-48	10-7	22				
W. J. M.	10-43	11-60	8	15	28		
St. Mary	11-56	12-30					
St. Mary	12-42	12-52			7		
St. Mary	1-0	1-10					
St. Mary	1-13	1-23				15	
St. Mary	1-30					1	

REMARKS

Special
Wagon for Staff

Large wagon of detached 20 Wagon for Staff
Attached to Switch

Detached 20 Wagon for Staff on 11/12/85
I wanted to allow a new train to proceed
Attached to Switch
Wagon for Staff by light excursion train

(For Wagon Numbers see next four pages.)

Owning Company.	Nos. of WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
Ch		1	St. Mary	St. Mary	St. Mary	St. Mary
	5		St. Mary	London	St. Mary	St. Mary
	2					St. Mary
	3		St. Mary	London	St. Mary	
	1			London		
	4			London		
	2			London		
	3			London		
	4			London		
	5			London		
	4			London		
	2			London		

Owning Company.	Nos. of WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
Ch		15	St. Mary	St. Mary	St. Mary	St. Mary
	6		St. Mary	London	St. Mary	St. Mary
	8		St. Mary	London	St. Mary	St. Mary
	5			London		

