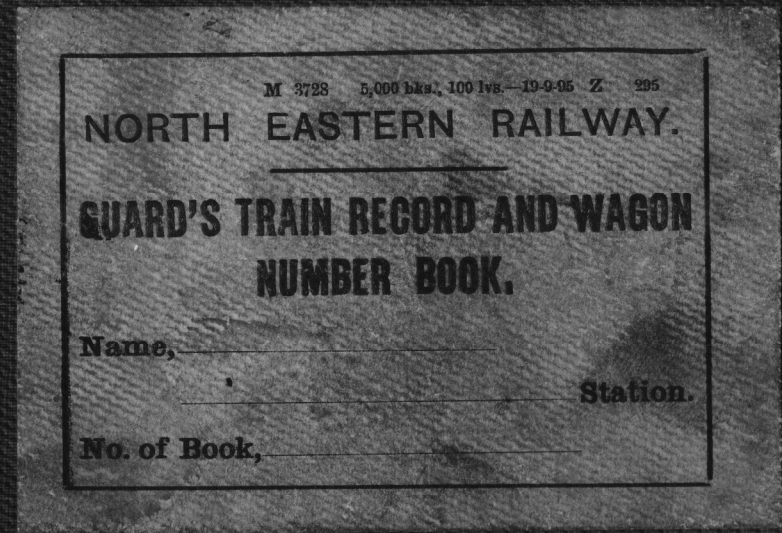


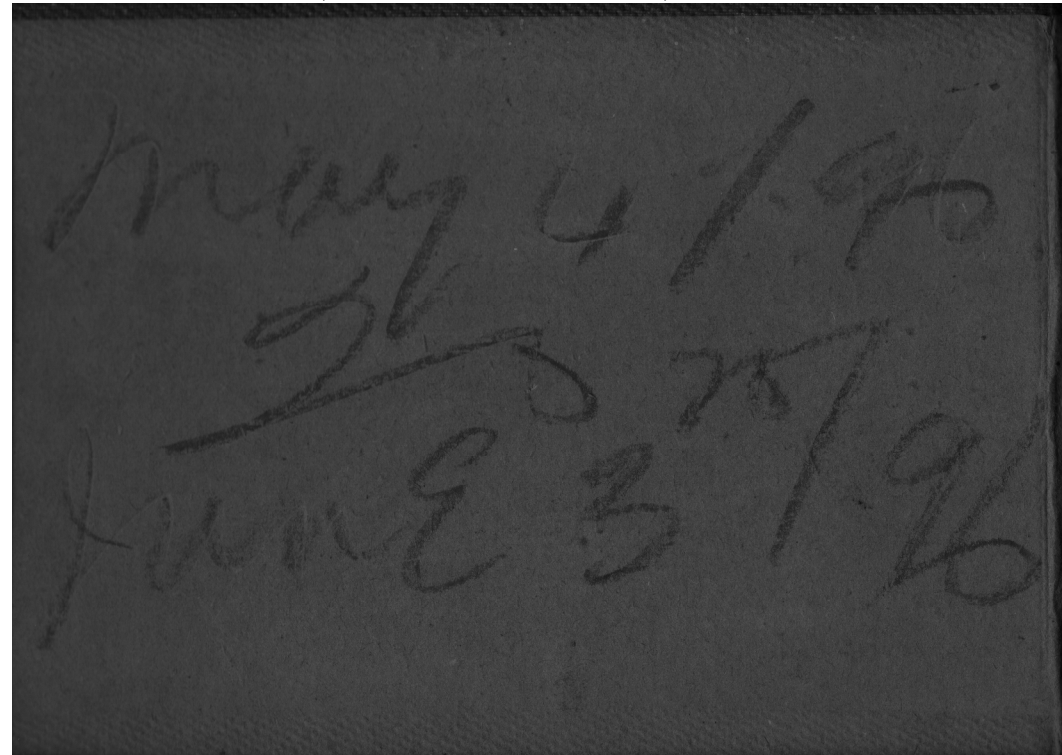
NORTH EASTERN RAILWAY
GUARD'S TRAIN RECORD AND WAGON NUMBER BOOK
CHRIS COULTHARD
STANHOPE STATION
4 MAY 1896 – 3 JUNE 1896

Book comprises covers + 98 leaves. Cover and 73 used pages scanned. 25 unused pages not scanned.

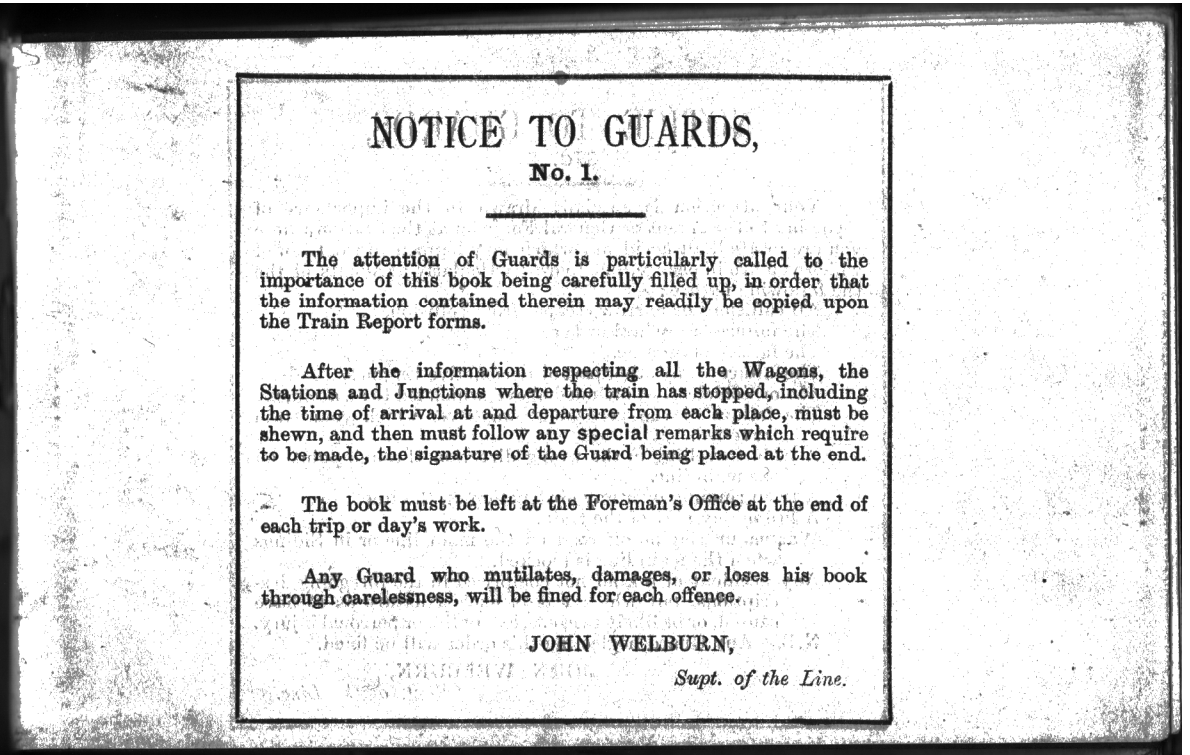


CHRIS COULTHARD, STANHOPE STATION, 4 MAY 1896 – 3 JUNE 1896

COVER



CHRIS COULTHARD, STANHOPE STATION, 4 MAY 1896 – 3 JUNE 1896



PAGE 1 OF 98

**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, 4 MAY 1896 – 3 JUNE 1896

PAGE 2 OF 98

Guard's Book No. *529* Engine received *9-20* am. Dismissed *4* pm. Report of No. *529* Goods train *4* day of *May* 1896 from *Stanhope* to *Stanhope* State of Weather *fine*

Engine No. *212* Driver, *L. Harby* Guard, *C. Coulthard* No. of Van *7* Guard commenced duty at *9-15* am. Finished duty *4* pm. Hours on duty *6* † State whether a.m. or p.m.

| STATION. | Arrived at † | Departed at † | WAGONS. | | | |
|------------------|--------------|---------------|-----------|-----------|-----------|-----------|
| | | | Attached. | | Detached. | |
| | | | Loaded. | Empty. | Loaded. | Empty. |
| <i>Stanhope</i> | | <i>10-35</i> | <i>10</i> | <i>20</i> | | |
| <i>Wagons</i> | <i>10-40</i> | <i>10-50</i> | <i>25</i> | | | <i>20</i> |
| <i>Wagon</i> | <i>11-26</i> | <i>11-40</i> | | | <i>5</i> | |
| <i>George</i> | <i>11-50</i> | <i>11-55</i> | | | | |
| <i>Wagon</i> | | | | | | |
| <i>Black bog</i> | <i>12-11</i> | <i>12-18</i> | | | | |
| <i>Wagon</i> | <i>12-21</i> | <i>12-23</i> | | | | |
| <i>Shed</i> | <i>12-25</i> | <i>1-25</i> | <i>33</i> | <i>30</i> | | |
| <i>Shed</i> | <i>2-3</i> | <i>2-28</i> | | | | |

REMARKS.
1 + 25 Mts Sheds + attached + detached
Detached 10 Mts warts the end of Wagon with 10 lbs for the end of Wagon
7 Mts traffic in front
Signals
Loaded Signals
Traffic in front
Completed to Shed
Taking water + Coal to Complete to Wagon
Moving for Staff

[Continued on next page.]

CHRIS COULTHARD, STANHOPE STATION, 4 MAY 1896 – 3 JUNE 1896

PAGE 3 OF 98

Guard's Book No. *120* Engine received *120* m. Dismissed *9-15* m.
 Report of No. *120* Goods train *5* day of *May* 189*6*
 m. from *Stanhope* to *Stanhope* State of Weather *fine*

Engine No. *212* Driver, *C. Howley* Guard, *C. Coulthard*
 No. of Van *74* Guard commenced duty at *9-15a* m. Finished duty *10-15* m.
 Hours on duty *13* † State whether a.m. or p.m.

| STATION. | Arrived at † | Departed at † | WAGONS. | | | |
|-----------------|--------------|---------------|-----------|-----------|-----------|--------|
| | | | Attached. | | Detached. | |
| | | | Loaded. | Empty. | Loaded. | Empty. |
| <i>Stanhope</i> | | <i>10-5</i> | <i>10</i> | | | |
| <i>Spang</i> | <i>10-10</i> | <i>10-25</i> | <i>25</i> | | | |
| <i>Spang</i> | <i>10-35</i> | <i>11-0</i> | | | | |
| <i>Walter</i> | <i>11-26</i> | <i>11-32</i> | | | <i>5</i> | |
| <i>Walter</i> | | | | | | |
| <i>L. North</i> | <i>11-54</i> | <i>12-0</i> | | | | |
| <i>Shedon</i> | <i>12-10</i> | <i>1-0</i> | | <i>33</i> | <i>30</i> | |
| <i>Walter</i> | <i>1-28</i> | <i>1-44</i> | | | | |
| <i>Shapton</i> | <i>2-0</i> | <i>2-14</i> | | | | |

REMARKS.
30 Mts Shanty & 5 Mts attached
Delivered for staff by No 6 down goods
Lined Signals
Trucks in front the next shed
Fully water & coals
Waiting for staff

[Continued on next page.]

| STATION. | Arrived at † | Departed at † | NUMBERS OF WAGONS. | | | |
|-----------------|--------------|---------------|--------------------|-----------|-----------|-----------|
| | | | Attached. | | Detached. | |
| | | | Loaded. | Empty. | Loaded. | Empty. |
| <i>Walter</i> | <i>3-7</i> | <i>3-14</i> | | | | <i>33</i> |
| <i>Stanhope</i> | <i>3-20</i> | <i>4-25</i> | | | | |
| <i>Walter</i> | <i>4-28</i> | <i>4-45</i> | <i>35</i> | | | |
| <i>Walter</i> | <i>5-20</i> | <i>5-42</i> | | | <i>5</i> | |
| <i>Walter</i> | <i>5-44</i> | <i>5-55</i> | | | | |
| <i>Walter</i> | | | | | | |
| <i>Shedon</i> | <i>6-27</i> | <i>7-5</i> | | <i>33</i> | <i>30</i> | |
| <i>Walter</i> | <i>7-20</i> | <i>7-25</i> | | | | |
| <i>Walter</i> | <i>7-39</i> | <i>8-19</i> | | | | |
| <i>Walter</i> | <i>8-49</i> | <i>9-10</i> | | | | |
| <i>Walter</i> | <i>9-15</i> | <i>9-33</i> | | | | <i>33</i> |
| <i>Stanhope</i> | <i>9-42</i> | | | | | |

REMARKS.
Fully water & waiting for staff
& 15 Mts O.P. to precede
Signals
Cond - 4
Fully water
Signals
Delivered for staff by No 14 up goods
O.P. to precede
Turned Mts to Shanty & attached to Shanty & Signals

(For Wagon Numbers see next four pages.)

Guard's Book No. Engine received 9-200 m. Dismissed 10:15h m.
 Report of No. sup 9 down Goods train day of 1896
 m. from Stanhope to Stanhope State of Weather Fair

Engine No. 210 Driver, J. Wright Guard, C. Coulthard
 No. of Van 74 Guard commenced duty at 9-15a m. Finished duty 10:15h m.
 Hours on duty 1 3/4 † State whether a.m. or p.m.

| STATION. | Arrived at † | Departed at † | WAGONS. | | | |
|-------------------|--------------|---------------|-----------|-----------|-----------|--------|
| | | | Attached. | | Detached. | |
| | | | Loaded. | Empty. | Loaded. | Empty. |
| <u>Stanhope</u> | | <u>10-0</u> | <u>10</u> | | | |
| <u>Spence</u> | <u>10-4</u> | <u>10-17</u> | <u>25</u> | | | |
| <u>Bishop</u> | <u>10-20</u> | <u>11-13</u> | | | | |
| <u>Healy</u> | <u>11-30</u> | <u>11-25</u> | | | | |
| <u>W. J. G.</u> | <u>11-48</u> | <u>11-56</u> | | | <u>5</u> | |
| <u>O. A. East</u> | <u>12-12</u> | <u>12-16</u> | | | | |
| <u>L. Math</u> | <u>12-25</u> | <u>12-32</u> | | | | |
| <u>Sheldon</u> | <u>12-45</u> | <u>1-45</u> | <u>33</u> | <u>30</u> | | |
| <u>J. G.</u> | <u>1-47</u> | <u>1-50</u> | | | | |

REMARKS.

Shutty
Detached for staff by No 6 down good
Signals
Office in front
July water to catch + 10 mts. tiffin in front
Collected to be anchored

[Continued on next page.]

| STATION. | Arrived at † | Departed at † | NUMBERS OF WAGONS. | | | |
|------------------|--------------|---------------|--------------------|----------|------------------|-----------|
| | | | Attached. | | Detached. | |
| | | | Loaded. | Empty. | Loaded. | Empty. |
| <u>So Church</u> | <u>1-57</u> | <u>2-7</u> | | | | |
| <u>Calcut</u> | <u>2-10</u> | <u>2-15</u> | | | | |
| <u>W. J. G.</u> | <u>2-18</u> | <u>2-21</u> | | | | |
| <u>Healy</u> | <u>2-28</u> | <u>2-35</u> | | | | |
| <u>W. J. G.</u> | <u>2-40</u> | <u>2-50</u> | <u>1</u> | <u>2</u> | <u>Collected</u> | |
| <u>W. J. G.</u> | | | | | | |
| <u>Healy</u> | <u>3-12</u> | <u>3-18</u> | | | | |
| <u>M. J. G.</u> | <u>3-30</u> | <u>3-40</u> | | | <u>1</u> | <u>2</u> |
| <u>Healy</u> | <u>4-6</u> | <u>4-9</u> | | | | <u>33</u> |
| <u>Stanhope</u> | <u>4-12</u> | <u>4-26</u> | | | | |
| <u>Sheldon</u> | <u>4-26</u> | <u>4-46</u> | <u>35</u> | | | |
| <u>Bishop</u> | | | | | | |

REMARKS.

Shutty to allow O.P.J. to proceed
Office in front
July water + Shutty
land signals
Detached for staff
Shutty to be anchored on Depot + into siding
Low purposes
+ 8 hrs
land signals (For Wagon Numbers see next four pages.)

Guard's Book No. Engine received 19-0 a m. Dismissed 19-13 a m.
 Report of No. 9-11-1896 Goods train 12 day of May 1896
 from Stanhope to Stanhope State of Weather Fair

Engine No. 535 Driver, J. Barty Guard, C. Coulthard
 No. of Van. 74 Guard commenced duty at 11-130 a m. Finished duty 12-50 a m.
 Hours on duty 12-58 mts † State whether a.m. or p.m.

| STATION. | Arrived at † | Departed at † | WAGONS. | | | |
|-----------------|--------------|---------------|-----------|-----------|-----------|--------|
| | | | Attached. | | Detached. | |
| | | | Loaded. | Empty. | Loaded. | Empty. |
| <u>Stanhope</u> | | <u>1-7</u> | | | | |
| <u>Stanhope</u> | <u>1-10</u> | <u>1-22</u> | <u>28</u> | <u>2</u> | | |
| <u>Stanhope</u> | <u>1-32</u> | <u>1-38</u> | | | | |
| <u>Stanhope</u> | | | | | | |
| <u>Stanhope</u> | <u>2-22</u> | <u>2-26</u> | | | | |
| <u>Stanhope</u> | <u>2-32</u> | <u>2-35</u> | | | | |
| <u>Stanhope</u> | <u>2-45</u> | <u>3-45</u> | <u>33</u> | <u>28</u> | <u>2</u> | |
| <u>Stanhope</u> | <u>3-54</u> | <u>3-58</u> | | | | |
| <u>Stanhope</u> | <u>4-0</u> | <u>4-4</u> | | | | |
| <u>Stanhope</u> | <u>4-8</u> | <u>4-11</u> | | | | |

REMARKS.

Shunting & detached 22 mts by No 14 engine & ready for staff
Staff in front
Abundant to change night to staff
Signals
Supplied to shed
Take water to coals
Supplied to shed
Staff in front

[Continued on next page.]

| STATION. | Arrived at † | Departed at † | NUMBERS OF WAGONS. | | | |
|-----------------|--------------|---------------|--------------------|-----------|-----------|--------|
| | | | Attached. | | Detached. | |
| | | | Loaded. | Empty. | Loaded. | Empty. |
| <u>Stanhope</u> | <u>4-22</u> | <u>4-50</u> | | | | |
| <u>Stanhope</u> | <u>5-2</u> | <u>5-29</u> | | | | |
| <u>Stanhope</u> | <u>5-45</u> | <u>7-47</u> | <u>35</u> | | <u>33</u> | |
| <u>Stanhope</u> | <u>8-6</u> | <u>8-31</u> | | | | |
| <u>Stanhope</u> | <u>8-45</u> | <u>8-56</u> | | | <u>5</u> | |
| <u>Stanhope</u> | <u>9-1</u> | <u>9-6</u> | | | | |
| <u>Stanhope</u> | <u>9-20</u> | <u>10-10</u> | <u>40</u> | <u>30</u> | | |
| <u>Stanhope</u> | <u>10-37</u> | <u>10-57</u> | | | | |
| <u>Stanhope</u> | | | | | | |
| <u>Stanhope</u> | | | | | | |
| <u>Stanhope</u> | <u>11-37</u> | <u>11-52</u> | | | <u>20</u> | |
| <u>Stanhope</u> | <u>12-2</u> | <u>12-10</u> | | | <u>20</u> | |

REMARKS.

Detached for staff
Staff in front
1 shed & 10 mts gate
Shunting to yard & 10 mts gate & 20 mts shed & attached
Shunting by No 14 engine & ready for staff
5 mts before in front
Signals
Take water
Detached for staff by No 14 engine
Ready to change to night
Change to night & ready to start

(For Wagon Numbers see next four pages.)

Guard's Book No. Engine received 9-30 a fm. Dismissed fm.
 Report of No. 5071 down 12/1/1896 Goods train day of May 189
 fm. from Stanhope Station - Stanhope to Stanhope State of Weather Clear

Engine No. 900 Driver, H. Wright Guard, C. Coulthard
 No. of Van. 57992 Guard commenced duty at 9-15 a fm. Finished duty fm.
 Hours on duty † State whether a.m. or p.m.

| STATION. | Arrived at † | Departed at † | WAGONS. | | | | |
|-------------------|--------------|---------------|-----------|-----------|-----------|--------|--|
| | | | Attached. | | Detached. | | |
| | | | Loaded. | Empty. | Loaded. | Empty. | |
| <u>Stanhope</u> | | <u>10-5</u> | <u>26</u> | | | | |
| <u>Barkly</u> | <u>10-20</u> | <u>11-5</u> | | | | | |
| <u>St. John's</u> | | | | | | | |
| <u>St. John's</u> | <u>11-35</u> | <u>11-40</u> | | | | | |
| <u>St. John's</u> | <u>11-55</u> | <u>12-0</u> | | | | | |
| <u>St. John's</u> | <u>12-10</u> | <u>12-12</u> | | | | | |
| <u>St. John's</u> | <u>12-25</u> | <u>1-23</u> | | <u>33</u> | <u>36</u> | | |
| <u>St. John's</u> | <u>1-35</u> | <u>1-47</u> | | | | | |
| <u>St. John's</u> | | | | | | | |
| <u>Stanhope</u> | <u>2-20</u> | <u>2-58</u> | | | | | |

[Continued on next page.]

REMARKS.
Spent
Time for staff by Mr. L. down goods
Load to change staffs
Traffic in front
by on road to Sheldon
July water coal
Traffic in front
Load signals
Spent for staff

| STATION. | Arrived at † | Departed at † | NUMBERS OF WAGONS. | | | |
|-------------------|--------------|---------------|--------------------|-----------|-----------|-----------|
| | | | Attached. | | Detached. | |
| | | | Loaded. | Empty. | Loaded. | Empty. |
| <u>Barkly</u> | <u>3-15</u> | <u>3-18</u> | | | | |
| <u>St. John's</u> | <u>3-23</u> | <u>3-38</u> | | | | <u>33</u> |
| <u>St. John's</u> | <u>3-45</u> | <u>4-25</u> | | | | |
| <u>St. John's</u> | <u>4-32</u> | <u>4-47</u> | <u>30</u> | | | |
| <u>St. John's</u> | <u>5-28</u> | <u>5-35</u> | | | | |
| <u>St. John's</u> | <u>5-45</u> | <u>5-58</u> | | | | |
| <u>St. John's</u> | <u>6-10</u> | <u>6-55</u> | <u>1</u> | <u>32</u> | <u>30</u> | |
| <u>St. John's</u> | | | | | | |
| <u>St. John's</u> | | | | | | |
| <u>St. John's</u> | <u>7-55</u> | <u>8-32</u> | | | | <u>32</u> |
| <u>Stanhope</u> | <u>8-13</u> | <u>8-48</u> | | | <u>1</u> | |

REMARKS.
Finished signals to stop in section
Spent in for load to attend to traffic
July water waiting for staff
Attend to traffic
Traffic in front
by on road to Sheldon
July water
Should to note ticket
Change
to detached 27 Mr. Shute out run road & detached 4/1/1896
goods & detached at barkly by 8/10 into yard
run road & detached (For Wagon Numbers see next four pages.)
in goods yard

| STATION. | Arrived at † | Departed at † | NUMBERS OF WAGONS. | | | | |
|----------|--------------|---------------|--------------------|--------|-----------|--------|-------|
| | | | Attached. | | Detached. | | |
| | | | Loaded. | Empty. | Loaded. | Empty. | |
| Sheep | 7-32 | 8-14 | | | | | Sheep |
| Sheep | | | | | Little | | Sheep |
| Sheep | 8-25 | 9-16 | | | 2 | 28 | |
| Sheep | 9-21 | 9-21 | 26 | | | | |
| Sheep | | | | | | | |
| Sheep | 10-20 | 10-28 | 10 | 26 | | | |
| Sheep | | | | | | | |
| Sheep | 11-28 | 11-48 | | | 10 | | |

REMARKS.

Detached Staff
 should be kept to be
 removed detached into goods shed to take water
 10 mts attached to 10 mts attached to 10 mts attached to 10 mts
 should be kept to be
 taken up to change staff
 taken water
 should be kept to be

(For Wagon Numbers see next four pages.)

| Owning Company. | NOS. OF WAGONS. | | LABELLED. | | Attached at | Detached at |
|-----------------|-----------------|-----------|-----------|-------|-------------|-------------|
| | Loaded No. | Empty No. | From | To | | |
| ChE | 16 | | Sheep | Sheep | Sheep | Sheep |
| - | 9 | | | | Sheep | Sheep |
| - | 5 | | Sheep | Sheep | | |
| - | 3 | | | | | |
| - | 7 | | Sheep | Sheep | Sheep | |
| - | 5 | | | | | |
| - | 1 | | | | | |
| - | 5 | | | | | Sheep |
| | 18655 | | Little | Sheep | Sheep | Sheep |
| | 3246 | | Sheep | Sheep | | Sheep |
| | 39622 | | Cattle | Sheep | | |
| | 28 | | Sheep | | | |

| Owning Company. | NOS. OF WAGONS. | | LABELLED. | | Attached at | Detached at |
|-----------------|-----------------|-----------|-----------|-------|-------------|-------------|
| | Loaded No. | Empty No. | From | To | | |
| ChE | 16 | | Sheep | Sheep | Sheep | Sheep |
| - | 9 | | Sheep | Sheep | | |
| - | 4 | | | | | |
| - | | 20 | Sheep | Sheep | Sheep | Sheep |

| Owning Company. | Nos. of WAGONS. | | LABELLED. | | Attached at | Detached at |
|-----------------|-----------------|-----------|-----------|----------|-------------|-------------|
| | Loaded No. | Empty No. | From | To | | |
| Wth | 6 | | Stanhope | | Stanhope | Stanhope |
| - | | 1 | Stanhope | | Stanhope | Stanhope |
| - | 6 | | Stanhope | Stanhope | Stanhope | Stanhope |
| - | 12 | | | Stanhope | | |
| - | 8 | | | Stanhope | | |
| - | 4 | | | Stanhope | | |
| - | 2 | | | Stanhope | | |
| - | 3 | | | Stanhope | | |
| - | | 33 | Stanhope | | Stanhope | Stanhope |

| Owning Company. | Nos. of WAGONS. | | LABELLED. | | Attached at | Detached at |
|-----------------|-----------------|-----------|-----------|----------|-------------|-------------|
| | Loaded No. | Empty No. | From | To | | |
| Wth | 6 | | Stanhope | Stanhope | Stanhope | Stanhope |
| - | 13 | | Stanhope | Stanhope | Stanhope | Stanhope |
| - | 9 | | Stanhope | Stanhope | Stanhope | Stanhope |
| - | 6 | | | Stanhope | | |
| - | 1 | | | Stanhope | | |
| - | | 35 | Stanhope | | Stanhope | Stanhope |

Guard's Book No. Engine received 1-30 p.m. Dismissed 12-50 p.m.
 Report of No. 1145 Goods train 20 day of May 1896
 from Stanhope to Stanhope State of Weather Shower

| STATION. | Arrived at † | Departed at † | WAGONS. | | | |
|-------------|--------------|---------------|-----------|--------|-----------|--------|
| | | | Attached. | | Detached. | |
| | | | Loaded. | Empty. | Loaded. | Empty. |
| Stanhope | | 2-5 | 6 | 5 | | |
| Stanhope | 2-10 | 2-16 | | | | 5 |
| Stanhope St | 2-21 | 2-28 | | | 6 | |
| Stanhope | 2-30 | 2-50 | 34 | | | |
| Stanhope | 2-56 | 4-17 | | | | |
| Stanhope | 4-24 | 4-28 | | | | |
| Stanhope | 4-53 | 4-58 | | | 4 | |
| Stanhope | 5-14 | 5-20 | | | | |
| Stanhope | 5-30 | 5-36 | | | | |

[Continued on next page.]

Engine No. 185 Driver, L. Collymore Guard, C. Coulthard
 No. of Van 54956 Guard commenced duty at 1-15 p.m. Finished duty 12-35 p.m.
 Hours on duty 11-20 † State whether a.m. or p.m.

REMARKS.

Shunter
+ 3 Mts. Laid

Attended to shunter
Stanhope for 1/2 hr
Stanhope in front

--- + Coupled to Stanhope

| STATION. | Arrived at † | Departed at † | NUMBERS OF WAGONS. | | | |
|----------|--------------|---------------|--------------------|--------|-----------|--------|
| | | | Attached. | | Detached. | |
| | | | Loaded. | Empty. | Loaded. | Empty. |
| Sheldon | 5-14 | 6-25 | | 26 | 30 | |
| St. J. | 6-29 | 6-30 | | | | |
| St. L. | 6-54 | 6-58 | | | | |
| St. O. | 7-4 | 7-8 | | | | |
| St. A. | 7-12 | 7-24 | | | | |
| St. J. | 7-28 | 8-15 | | | | |
| St. M. | 8-25 | 8-31 | | | | |
| St. H. | 8-30 | 9-14 | | | | 26 |
| St. G. | 9-20 | 9-34 | 15 | | | |
| St. K. | 9-31 | 10-5 | 15 | | | |
| St. L. | 10-20 | 11-30 | | 25 | 30 | |
| St. M. | 11-5 | 12-2 | | | | 26 |

REMARKS.

Take water + coals
 after a rest

to Empress to Stanhope to No 16 down

Extend for Staff
 No 16 down detached

Take water + - joints Purlachrode

Wagon to Junction

Detached + attached 15 out of Junction to No 9 gate

Staff to change staff
 before 6 ch of staff

(For Wagon Numbers see next four pages.)

| Owning Company. | Nos. of WAGONS. | | LABELLED. | | Attached at | Detached at |
|-----------------|-----------------|-----------|-----------|----------|-------------|-------------|
| | Loaded No. | Empty No. | From | To | | |
| Atch | | 5 | Stanhope | | Stanhope | Stanhope |
| - | 6 | | Stanhope | | | Stanhope |
| - | 1 | | Stanhope | Stanhope | Stanhope | Stanhope |
| - | 10 | | Stanhope | Stanhope | Stanhope | Stanhope |
| - | 7 | | Stanhope | Stanhope | Stanhope | Stanhope |
| - | 6 | | Stanhope | Stanhope | Stanhope | Stanhope |
| - | 4 | | Stanhope | Stanhope | Stanhope | Stanhope |
| - | 2 | | Stanhope | Stanhope | Stanhope | Stanhope |
| - | 4 | | Stanhope | Stanhope | Stanhope | Stanhope |
| - | | 26 | Stanhope | | Stanhope | Stanhope |

| Owning Company. | Nos. of WAGONS. | | LABELLED. | | Attached at | Detached at |
|-----------------|-----------------|-----------|-----------|----------|-------------|-------------|
| | Loaded No. | Empty No. | From | To | | |
| Atch | 6 | | Stanhope | Stanhope | Stanhope | Stanhope |
| - | 8 | | Stanhope | Stanhope | Stanhope | Stanhope |
| - | 1 | | Stanhope | Stanhope | Stanhope | Stanhope |
| - | 8 | | Stanhope | Stanhope | Stanhope | Stanhope |
| - | 6 | | Stanhope | Stanhope | Stanhope | Stanhope |
| - | | 25 | Stanhope | | Stanhope | Stanhope |

Guard's Book No. Engine received 1-20th tm. Dismissed 12-25th tm.
 Report of No. 114 16 down 18 up 18 Goods train. day of May 1896
 State of Weather fine

Engine No. 184 Driver, J. Collyer Guard, C. Coulthard
 No. of Van 57956 Guard commenced duty at 1-15th tm. Finished duty 12-55th tm.
 Hours on duty 1-10 mls † State whether a.m. or p.m.

| STATION. | Arrived at † | Departed at † | WAGONS. | | | |
|------------|--------------|---------------|-----------|--------|-----------|--------|
| | | | Attached. | | Detached. | |
| | | | Loaded. | Empty. | Loaded. | Empty. |
| Stanhope | | 2-10 | 10 | | | |
| Stanhope | 2-13 | 2-20 | | | 1 | |
| Leigh Side | 2-26 | 2-32 | | | 9 | |
| Wishy | 2-35 | 2-58 | 35 | | | |
| Bushby | 3-0 | 4-30 | | | | |
| Stanhope | 4-14 | 4-52 | | | | |
| Stanhope | 5-4 | 5-15 | | | 5 | |
| Stanhope | 5-50 | 5-32 | | 29 | | |
| Bushby | 6-45 | 6-50 | 1 | 8 | | |
| Stanhope | 7-6 | 7-17 | | | | |

REMARKS.

Stanhope 10 mls

Attending to switches
Detained for Staff

Fully water
Waiting for Staff

[Continued on next page.]

| STATION. | Arrived at † | Departed at † | NUMBERS OF WAGONS. | | | |
|------------|--------------|---------------|--------------------|--------|-----------|--------|
| | | | Attached. | | Detached. | |
| | | | Loaded. | Empty. | Loaded. | Empty. |
| Stanhope | 7-31 | 7-54 | | | | |
| Stanhope | 8-24 | 9-13 | | | 1 | 29 |
| Leigh Side | 9-18 | 9-38 | 2 | 4 | | |
| Bushby | 9-44 | 10-14 | 8 | | | |
| Stanhope | 10-50 | 11-20 | 40 | 32 | | |
| Stanhope | 11-35 | 11-50 | | | | |
| Bushby | 12-15 | 12-22 | | | | 40 |

REMARKS.

Detained for Staff
Caused to change tickets
Fully water & waiting for Staff
Attached to train of 15 wags to Bushby & detached 8
Detached 15 wags & proceeded up to Bushby & attached 8
out of Bushby to 10 mls at Leigh Side
Stanhope to change Staff
Fully water
Staff in front
Caused 2 wags

(For Wagon Numbers see next four pages.)

| Owning Company. | Nos. OF WAGONS. | | LABELLED. | | Attached at | Detached at |
|-----------------|-----------------|-----------|-----------|-----------|-------------|-------------|
| | Loaded No. | Empty No. | From | To | | |
| Wh | 60616 | Good | Stanhope | Shym | Stanhope | Shym |
| - | 9 | | Northside | | | Northside |
| - | 8 | | Trinity | Northside | Trinity | Shym |
| - | 9 | | | Stanhope | | |
| - | 5 | | | Stanhope | | |
| - | 6 | | | Stanhope | | |
| - | 2 | | | Lee Side | | |
| - | 5 | | | | | Shym |
| | 65434 | Pres | Bankhead | Stanhope | Bankhead | Stanhope |
| | | 99 | Shym | | Shym | |

| Owning Company. | Nos. OF WAGONS. | | LABELLED. | | Attached at | Detached at |
|-----------------|-----------------|-----------|-----------|----------|-------------|-------------|
| | Loaded No. | Empty No. | From | To | | |
| Wh | 9 | | Northside | Stanhope | Trinity | Wh |
| - | 7 | | Northside | Stanhope | | |
| - | 8 | | Trinity | Stanhope | | |
| - | 8 | | Bankhead | Shym | Bankhead | |
| - | | 40 | Shym | | Wh | Stanhope |

Guard's Book No. Engine received 1:30 p.m. Dismissed 12:00 a.m. †m.
 Report of No. 11/10/1896 Goods train 22 day of May 1896
 from Stanhope to Shym to Stanhope State of Weather Dull

Engine No. 185 Driver G. Lally Guard C. Coulthard
 No. of Van 57956 Guard commenced duty at 1:30 p.m. Finished duty 10 a.m.
 Hours on duty 11 1/2 † State whether a.m. or p.m.

| STATION. | Arrived at † | Departed at † | WAGONS. | | | | |
|-------------|--------------|---------------|-----------|--------|-----------|--------|--|
| | | | Attached. | | Detached. | | |
| | | | Loaded. | Empty. | Loaded. | Empty. | |
| Stanhope | | 2-20 | 14 | | | | |
| Shym | | | | | | | |
| Trinity Sta | 2-32 | 2-23 | | | 14 | | |
| Trinity | 2-46 | 2-7 | 35 | | | | |
| Northside | 3-18 | 4-33 | | | | | |
| Stanhope | | | | | | | |
| Bankhead | 5-4 | 5-11 | | | 5 | | |
| Lee Side | 5-37 | 5-50 | | | | | |

REMARKS.

Shym & detoured 20 mts detoured by Trinity for M 8 down goods
land signal
Shym & detoured
up to Trinity & signal
detoured for staff
land to charge staff
Signal signal
Trinity to first & applied to Shym

[Continued on next page.]

Guard's Book No. Engine received 12-00 pm. Dismissed 6-10 pm.
 Report of No. 9413don Goods train 23 day of May 1896
 from Stanhope to Stanhope State of Weather Dull

Engine No. 575 Driver, J. Kelly Guard, C. Coulthard
 No. of Van. 57993 Guard commenced duty at 1.15.50 pm. Finished duty 6.10 pm.
 Hours on duty 7 † State whether a.m. or p.m.

| STATION. | Arrived at † | Departed at † | WAGONS. | | | | |
|--------------|--------------|---------------|-----------|--------|-----------|--------|--|
| | | | Attached. | | Detached. | | |
| | | | Loaded. | Empty. | Loaded. | Empty. | |
| Stanhope | | 12-00 | | | | | |
| Stanhope | 12-58 | 12-56 | | | | | |
| Stanhope Sta | 1-1 | 1-8 | 17 | | | | |
| Stanhope | | | | | | | |
| Stanhope | 1-57 | 2-5 | | | | | |
| Stanhope | | | | | | | |
| Stanhope | 2-12 | 2-14 | | | | | |
| Stanhope | 2-25 | 3-56 | 33 | 14 | | | |
| Stanhope | 4-1 | 4-10 | | | | | |

REMARKS.

Shuts off to the front
 Shuts off to the front
 Landed Signals
 Shuts off to the front
 Landed Signals
 Shuts off to the front
 Landed Signals
 Shuts off to the front
 Landed Signals

[Continued on next page.]

| STATION. | Arrived at † | Departed at † | NUMBERS OF WAGONS. | | | |
|----------|--------------|---------------|--------------------|--------|-----------|--------|
| | | | Attached. | | Detached. | |
| | | | Loaded. | Empty. | Loaded. | Empty. |
| Stanhope | 4-19 | 5-24 | | | | |
| Stanhope | | | | | | |
| Stanhope | 5-16 | 5-55 | | | 20 | |
| Stanhope | 6-5 | 6-10 | | | 13 | |

REMARKS.

Landed for Staff
 Landed Signals
 Detached in 2 loads of Attached to Stanhope

(For Wagon Numbers see next four pages.)

Guard's Book No. Engine received 5-30a tm. Dismissed Is hop tm.
 Report of No. up down back up down Goods train 27 day of May 1896
 tm. from Stanhope to 11 1/2 - Stanhope to Stanhope State of Weather Dull

Engine No. 535 Driver J Babby Guard, C Coulthard
 No. of Van 76 Guard commenced duty at 5:50 tm. Finished duty 5:10 1/2 tm.
 Hours on duty 11-55 Mts † State whether a.m. or p.m.

| STATION. | Arrived at † | Departed at † | WAGONS. | | | |
|----------|--------------|---------------|-----------|--------|-----------|--------|
| | | | Attached. | | Detached. | |
| | | | Loaded. | Empty. | Loaded. | Empty. |
| Stanhope | | 5-50 | | | | |
| Hopely | 5-58 | 6-18 | 27 | | | |
| Hopely | | | | | | |
| W West | 6-55 | 8-7 | | 40 | 27 | |
| Hopely | 8-22 | 9-5 | | | | |
| W West | | | | | | |
| Hopely | 9-25 | 9-32 | | | | 15 |
| Hopely | 9-40 | 9-47 | | | | 25 |
| Hopely | 9-50 | 10-5 | | | | |

REMARKS.

Stanhope
 Attending to Switch & Signals
 Coupled to change to hopely
 Taking water
 W West for 27
 Coupled Signal by J. Babby
 J. Babby not coupled to Hopely

[Continued on next page.]

| STATION. | Arrived at † | Departed at † | NUMBERS OF WAGONS. | | | |
|-------------|--------------|---------------|--------------------|--------|-----------|--------|
| | | | Attached. | | Detached. | |
| | | | Loaded. | Empty. | Loaded. | Empty. |
| Hopely | 10-10 | 10-20 | | | | |
| Hopely | 10-30 | 12-20 | 24 | | | |
| L. M. H. A. | | | | | | |
| Sheddon | 1-22 | 2-10 | | 33 | 24 | |
| Hopely | 2-12 | 2-16 | | | | |
| W West | 2-15 | 3-32 | | | | |
| Hopely | | | | | | |
| Hopely | 4-3 | 4-25 | | | | 33 |
| Hopely | 4-35 | | | | | |

REMARKS.

Down to 10-5 up to attach
 I detached 1 Mts for Staff
 Hopely, back to 10 Mts attending to Gate & attending out of Round to 10 Mts Gate
 Coupled Signals
 Taking water & traffic in front.
 I detached for Staff by W West good
 Coupled to 10 Mts
 115 Mts detached O.P.J. to proceed

(For Wagon Numbers see next four pages.)

| STATION. | Arrived at † | Departed at † | NUMBERS OF WAGONS. | | | |
|-----------|--------------|---------------|--------------------|--------|---------------------------------|--------|
| | | | Attached. | | Detached. | |
| | | | Loaded. | Empty. | Loaded. | Empty. |
| Wigan | 10-37 | 10-49 | | | | |
| Worsley | 11-0 | 1-15 | 34 | | Detached 20 into warty the main | |
| Wolingham | | | | | | |
| Widley | | | | | | |
| Widley | 1-47 | 1-55 | | | 9 Goods | |
| George St | 2-4 | 2-13 | | | | |
| Greenwich | 2-25 | 2-34 | | | | |
| Sheldon | 2-41 | 3-13 | | 32 | 25 | |
| Widley | 3-42 | 3-45 | | | | 32 |
| Widley | 3-50 | 3-57 | 3 | | | |
| Widley | 4-0 | 4-5 | | 32 | | |
| Widley | 4-27 | 4-33 | | | | 3 |
| Widley | 4-42 | 4-53 | | | | 33 |
| Widley | 5-15 | 5-23 | | | | |

REMARKS.

Assuming no slip to attend 135 mts O P J to proceed
 to Widley Goods Works back to Wigan 10 mts to gate & detached 10 mts for staff &
 to change ticket

Signals
 Traffic infirmary
 Taking water
 Attached to Wigan to attach 3 wags
 to change ticket to Staff
 attached to Wigan
 13 mts to Wigan
 11 mts to Wigan
 (For Wagon Numbers see next four pages.)

| Owning Company. | Nos. OF WAGONS. | | LABELLED. | | Attached at | Detached at |
|-----------------|-----------------|-----------|-----------|----------|-------------|-------------|
| | Loaded No. | Empty No. | From | To | | |
| Wigan | 1 | | Worsley | Widley | Widley | Widley |
| - | 6 | | - | Sobahh | - | - |
| - | 6 | | - | Lee Side | - | - |
| - | 7 | | - | Widley | - | - |
| - | | 15 | Sheldon | | Widley | Widley |
| - | | 25 | | | Widley | Widley |
| - | 1 | | Widley | Widley | Widley | Widley |
| - | 14 | | Widley | Widley | Widley | Widley |
| - | 7 | | Widley | Widley | Widley | Widley |
| - | | 32 | Sheldon | | Sheldon | Widley |

| Owning Company. | Nos. OF WAGONS. | | LABELLED. | | Attached at | Detached at |
|-----------------|-----------------|-----------|-----------|--------|-------------|-------------|
| | Loaded No. | Empty No. | From | To | | |
| Wigan | 11925 | | Widley | Widley | Widley | Widley |
| - | 7494 | | - | Widley | - | - |
| - | 2478 | | - | Widley | - | - |
| - | 61317 | | - | - | - | - |
| - | 31262 | | - | Widley | - | - |
| - | 25664 | | - | Widley | - | - |
| - | 68810 | | - | - | - | - |
| - | 24008 | | - | Widley | - | - |
| - | 22204 | | - | - | - | - |

Guard's Book No. Engine received 9-20a .tm. Dismissed 10⁵⁷ .tm.
 Report of No. Stanhope Goods train day of June 1896
tm. from Stanhope to Stanhope State of Weather Fine

Engine No. 212 Driver, C. Stanley Guard, C. Coulthard
 No. of Van 74 Guard commenced duty at 9-15a .tm. Finished duty 10-35a .tm.
 Hours on duty 130 min † State whether a.m. or p.m.

| STATION. | Arrived at † | Departed at † | WAGONS. | | | | |
|-----------|--------------|---------------|-----------|--------|-----------|--------|--|
| | | | Attached. | | Detached. | | |
| | | | Loaded. | Empty. | Loaded. | Empty. | |
| Stanhope | | 10-5 | 10 | | | | |
| Stanhope | 10-20 | 10-25 | 20 | | | | |
| Bishoply | | | | | | | |
| Wallyham | | | | | | | |
| Stanhope | | | | | | | |
| Stanhope | 11-35 | 12-55 | 33 | 30 | | | |
| Geese Pit | 1-15 | 1-20 | | | | | |
| Stanhope | 1-28 | 2-25 | | | | | |
| Stanhope | 2-37 | 2-43 | | | | | |

REMARKS.

35 Mts Shunt at 10-5
 Load to chg staff
 - by Plate Layer
 - to chg staff
 Laly water to chgs & traffic in front
 Traffic in front
 Note for Staff & I heard with brush down / van to proceed
 Signal - - - - - in front

[Continued on next page.]

| STATION. | Arrived at † | Departed at † | NUMBERS OF WAGONS. | | | |
|------------|--------------|---------------|--------------------|--------|-----------|----------|
| | | | Attached. | | Detached. | |
| | | | Loaded. | Empty. | Loaded. | Empty. |
| Stanhope | 3-10 | 3-20 | | | | 33 |
| Stanhope | 3-23 | 4-30 | | | | |
| Stanhope | 4-33 | 4-48 | 38 | 2 | | |
| Bishoply | | | | | | |
| Stanhope | | | | | | |
| Stanhope | 5-23 | 5-43 | | | 5 | |
| C. Stanley | 5-48 | 5-55 | | | | |
| Stanhope | 6-12 | 6-28 | | | | |
| Stanhope | 6-40 | 7-15 | | | 33 | 28 2 |
| Stanhope | 7-18 | 7-23 | 1 Cattle | | | |
| Stanhope | 7-30 | 8-12 | | | | |
| Stanhope | 8-20 | 8-32 | | | | 1 Cattle |
| Stanhope | 8-40 | 9-00 | | | | |

REMARKS.

Laly water to waiting for staff detund 7 Mts Mts
 Load to chg ticket
 I detund 15 Mts O & J to proceed
 Signal
 Traffic in front & coupled to Stanhope
 Laly water
 Detund for Staff 32 Mts to 30 Mts O & J to proceed
 Signal
 Traffic in front & detund into track
 along track
 (For Wagon Numbers see next four pages.)

