

NORTH EASTERN RAILWAY
GUARD'S TRAIN RECORD AND WAGON NUMBER BOOK
CHRIS COULTHARD
STANHOPE STATION
5 AUGUST 1896 – 3 SEPTEMBER 1896

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

M 3728 5,000 lks. 100 lvs.—19-9-95 Z 295

NORTH EASTERN RAILWAY.

**GUARD'S TRAIN RECORD AND WAGON
NUMBER BOOK.**

Name, _____

_____ Station.

No. of Book, _____

CHRIS COULTHARD, STANHOPE STATION, 5 AUGUST 1896 – 3 SEPTEMBER 1896

COVER

Aug 5/96
to
Sept 3/96

NOTICE TO GUARDS,
No. 1.

The attention of Guards is particularly called to the importance of this book being carefully filled up, in order that the information contained therein may readily be copied upon the Train Report forms.

After the information respecting all the Wagons, the Stations and Junctions where the train has stopped, including the time of arrival at and departure from each place, must be shewn, and then must follow any special remarks which require to be made, the signature of the Guard being placed at the end.

The book must be left at the Foreman's Office at the end of each trip or day's work.

Any Guard who mutilates, damages, or loses his book through carelessness, will be fined for each offence.

JOHN WELBURN,

Supt. of the Line.

CHRIS COULTHARD, STANHOPE STATION, 5 AUGUST 1896 – 3 SEPTEMBER 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.

Guard's Book No. Engine received 12-00 pm. Dismissed 11-20 pm.
Report of No. 94/13 down/up 12 Non Goods train 5 day of August 1896
.....pm. from Stanhope to Wharfedale to Wharfedale State of Weather Fair

Engine No. 14 Driver J. Carl Guard C. Coulthard
No. of Van 74 Guard commenced duty at 11-50 pm. Finished duty 1-50 pm.
Hours on duty 1-50 mto † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Stanhope		12-16					
Spye	12-51	1-5	29				
Wharfedale	1-15	1-20					
Wharfedale							
Wharfedale	2-2	2-7					
Wharfedale	2-15	2-23					
Wharfedale	2-32	2-40					
Wharfedale	2-50	3-50			20	29	
Wharfedale							
Wharfedale	4-30	4-35					

[Continued on next page.]

REMARKS.
Shunt & Coupled to Spye
Truffie in front
Loaded for staff
Signal
Excursion to pass
Signal
Large water & coals
Loaded for staff
Detached -- & Coupled to Wharfedale

Guard's Book No. Engine received 12-00 tm. Dismissed 12-00 tm.
 Report of No. 9th 13am 18th Goods train 6 day of August 1896
 from St. Hope to Stanhope to St. Hope State of Weather Fair

Engine No. 14 Driver J. Earl Guard C. Coulthard
 No. of Van 74 Guard commenced duty at 11-50 tm. Finished duty 1-00 tm.
 Hours on duty 1 1/2 † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
<u>St. Hope</u>		<u>12-50</u>				
<u>St. Hope</u>	<u>12-55</u>	<u>1-10</u>	<u>98</u>			
<u>Rocky Mt.</u>	<u>1-20</u>	<u>1-23</u>				
<u>St. Hope</u>						
<u>St. Hope</u>	<u>1-52</u>	<u>1-58</u>				
<u>St. Hope</u>						
<u>St. Hope</u>	<u>2-23</u>	<u>2-31</u>				
<u>St. Hope</u>	<u>2-40</u>	<u>3-43</u>	<u>33</u>	<u>28</u>		
<u>St. Hope</u>	<u>3-52</u>	<u>4-0</u>				

[Continued on next page.]

REMARKS.

Shutty & Coupled to No. 14 to St. Hope

Triffin report
Carriage staff
Lake Stone
Gold Signals
Triffin report
Lake water & coals
Signals

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
<u>St. Hope</u>	<u>4-27</u>	<u>5-40</u>				
<u>Rocky Mt.</u>	<u>5-55</u>	<u>7-52</u>	<u>35</u>		<u>33</u>	<u>Properly left</u>
<u>St. Hope</u>	<u>8-7</u>	<u>8-24</u>				
<u>St. Hope</u>	<u>8-42</u>	<u>8-53</u>			<u>5</u>	
<u>St. Hope</u>	<u>8-57</u>	<u>9-0</u>				
<u>St. Hope</u>	<u>9-25</u>	<u>10-10</u>	<u>40</u>	<u>30</u>		
<u>St. Hope</u>	<u>10-25</u>	<u>10-41</u>				
<u>St. Hope</u>	<u>10-55</u>	<u>11-9</u>				
<u>St. Hope</u>						
<u>St. Hope</u>						
<u>St. Hope</u>						
<u>St. Hope</u>	<u>11-53</u>	<u>12-20</u>				
<u>St. Hope</u>	<u>12-30</u>					

REMARKS.

Detached for staff

upland & attached at Stanhope to Rocky Mt. taking water & 10 lbs. gate & detached at Mt. Hope

Detached No. 14 up road as front
& 2 lbs. gate for staff

Signals
Lake water
Triffin report
Signal for staff purposes

Detached 20 lbs. gate & 20 lbs. gate & 10 lbs. gate

(For Wagon Numbers see next four pages.)

Guard's Book No. 1207 Engine received 1-20th 11:20 a.m. Dismissed 12-18-96 11:20 a.m.
 Report of No. 114/150 Nov 18th 1900 Goods train 10 day of August 1896
 from Stanhope to Stanhope State of Weather Fine

STATION.	Arrived at †	Departed at †	WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
Stanhope		2-0	5			
Stanhope	2-4	2-32	14	1		
Stanby Stn	2-39	2-48	1		11	
Stanby	2-52	3-10	21	2	1	
Stanby						
Stanby	3-46	3-46			5	
Stanby	3-56	4-8				
Stanby						
Stanby	4-25	4-28				

[Continued on next page.]

Engine No. 185 Driver G. Coulthard Guard C. Coulthard
 No. of Van 74 Guard commenced duty at 11:57 a.m. Finished duty at 1-18-96 11:20 a.m.
 Hours on duty 12-3 mts † State whether a.m. or p.m.

REMARKS.

Shutty
 110
 Attended to Stanby & Stanby
 Coupled for staff
 Truffin of staff
 Coupled Stanby
 Coupled to Stanby

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
Stanby	4-40	5-55	2	30	27	3
Stanby						
Stanby	6-30	7-40				
Stanby						
Stanby	8-25	9-42			2	30
Stanby Stn	9-48	10-14	29			
Stanby	10-21	10-28	6			
Stanby						
Stanby	11-8	11-38		20	35	
Stanby						
Stanby	12-13	12-23				
Stanby	11-28					20

REMARKS.

Stanby water tank + 10 mts triffin of staff
 Coupled Stanby
 Detached for staff
 Coupled - - Stanby
 Stanby water tank detached 30 mts for staff
 Attended to Stanby & Stanby & detached 10 mts Stanby loading goods
 out of Stanby + Stanby
 Out of Stanby + 10 mts Stanby
 Stanby water tank + 10 mts Stanby
 Coupled for staff
 Truffin of staff
 (For Wagon Numbers see next four pages.)

Guard's Book No. Engine received 1-20h pm. Dismissed 12-50a pm.
 Report of No. 14/150m 18/119m Goods train 12 day of August 1896
 from Stanhope to Shildon to Shildon State of Weather Clear

Engine No. 14 Driver J. Carr Guard C. M. Coulthard
 No. of Van. 74 Guard commenced duty at 1-15h pm. Finished duty 1-28a pm.
 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		2-0					
Shildon							
Stocky Sta	2-8	2-12		1			
Ingby	2-15	2-37	35			1	
Shildon	2-43	2-18					
Shildon							
Stanhope	4-48	4-59			5		
Stanhope	5-12	5-23					
Stanhope	5-33	5-42					
Shildon	5-55	6-40					
			33	30			

REMARKS.

Shildon
 Guard Signals
 Attending to signals & signals
 Detached for Staff
 Loaded - - - - -
 1/2 mts staff in front
 Staff & train
 of Coupled to Shildon
 Lady water coach

[Continued on next page.]

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
Stanhope	6-43	6-48				
Stanhope	6-48	7-3				
Stanhope	7-18	7-20				
Shildon	7-33	8-0				
Shildon						
Stanhope	8-22	9-20				33
Stocky Sta	9-26	9-28	12			
Ingby	9-44	10-35	23		Detached	16 mts in rear
Shildon						
Stanhope	11-4	11-24			35	
Stanhope	11-4	11-42				
Stanhope	11-56	12-23				
Stanhope	12-41	12-53				
Stanhope	12-47	12-55				40

REMARKS.

Signal & Coupled to N. West
 Staff in front
 Guard for Staff
 Detached - - -
 Lady water detached 15 mts for Staff
 Attending to signals & signals
 Train to pass 5 mts hold on to about out of road and detached 12 loads
 on to Ingby, detached & attached 23 cars of road and 16 mts of cars
 Coupled for Staff in rear
 Lady water & 5 mts in front of train
 Train to pass & stop at Shildon
 Attending to signals & signals
 Guard 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		
<i>Orth</i>	5		<i>Injury</i>	<i>Shingave</i>	<i>Injury</i>	<i>W. S. Sheldon</i>
	2					
	4			<i>Shank</i>		
	9			<i>Shank</i>		
	14			<i>Shank</i>		
	1			<i>Shank</i>		
		1	<i>Shank</i>		<i>Shank</i>	<i>Injury</i>
		33	<i>Sheldon</i>		<i>Sheldon</i>	<i>Shank</i>
	12		<i>Shank</i>	<i>Shank</i>	<i>Shank</i>	<i>Shank</i>
	6		<i>Shank</i>		<i>Shank</i>	
	14			<i>Shank</i>		

Owning Company.	Nos. of WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
<i>Orth</i>		3	<i>Shank</i>		<i>Shank</i>	<i>Shank</i>
		37				<i>Shank</i>

Guard's Book No. Engine received *1-30 p* ... Dismissed *12-19 a* ...
 Report of No. *11-15 to 18-19* ... Goods train *13* day of *August* 189*6*
 ... from *Shank* to *Shank* ... State of Weather *Shank*

Engine No. *535* Driver, *J. Hank* Guard, *C. Coulthard*
 No. of Van *74* Guard commenced duty at *1-15 p* Finished duty *11-18 a*
 Hours on duty *11-33* † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
<i>Shank</i>		<i>2-5</i>	<i>5</i>	<i>15</i>		
<i>Shank</i>	<i>2-9</i>	<i>2-30</i>	<i>12</i>			<i>15</i>
<i>Shank</i>	<i>2-36</i>	<i>2-43</i>			<i>5</i>	
<i>Injury</i>	<i>2-46</i>	<i>3-4</i>	<i>22</i>	<i>1</i>		
<i>Shank</i>	<i>3-10</i>	<i>3-24</i>				
<i>Shank</i>	<i>3-40</i>	<i>4-15</i>				
<i>Shank</i>	<i>4-30</i>	<i>4-37</i>			<i>5</i>	
<i>Shank</i>	<i>5-10</i>	<i>6-0</i>	<i>33</i>	<i>29</i>	<i>1</i>	

REMARKS.

Shank

Attending to Switch & Signal

Setting for shift

and Signals

Setting water to cool

[Continued on next page.]

Guard's Book No. Engine received 1-20/1896 Dismissed 12-23/1896 m.
 Report of No. 14 Goods train 14 day of August 1896
 from Stanhope to Sharncliffe to Stanhope State of Weather Shiny

Engine No. 535 Driver J. Bates Guard Chris Coultard
 No. of Van 74 Guard commenced duty at 11-57 m. Finished duty 12-53 m.
 Hours on duty 11-38 m. † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
<u>Stanhope</u>		<u>1-58</u>	<u>6</u>				
<u>Stanhope Sta</u>	<u>2-4</u>	<u>2-15</u>					
<u>Stanhope</u>	<u>2-20</u>	<u>2-40</u>					
<u>Stanhope</u>	<u>2-45</u>	<u>4-40</u>					
<u>Stanhope</u>							
<u>Stanhope</u>	<u>5-16</u>	<u>5-16</u>			<u>5</u>		<u>Tru-</u>
<u>Stanhope</u>	<u>5-37</u>	<u>5-41</u>					
<u>Stanhope</u>	<u>5-52</u>	<u>6-40</u>	<u>24</u>	<u>30</u>			

REMARKS.

Shunting
Coached Signal
Shunting
Attended to Switch
Detained for Staff
Coached - - purposes
OST to pass
Take water & wash

[Continued on next page.]

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
<u>Stanhope</u>	<u>6-50</u>	<u>6-53</u>				
<u>Stanhope</u>	<u>7-10</u>	<u>7-58</u>				
<u>Stanhope</u>	<u>8-10</u>	<u>8-29</u>				
<u>Stanhope</u>						
<u>Stanhope</u>	<u>8-18</u>	<u>9-3</u>				
<u>Stanhope</u>	<u>9-10</u>	<u>9-50</u>	<u>26</u>			<u>24</u>
<u>Stanhope</u>	<u>10-5</u>	<u>10-32</u>	<u>9</u>			
<u>Stanhope</u>						
<u>Stanhope</u>	<u>11-4</u>	<u>11-35</u>			<u>20</u>	<u>25</u>
<u>Stanhope</u>						
<u>Stanhope</u>	<u>12-3</u>	<u>12-5</u>				
<u>Stanhope</u>	<u>12-15</u>	<u>12-20</u>				<u>20</u>

REMARKS.

Shunting
Detained for Staff by No Work Goods & coupled to Stanhope
- - - purpose
OST to pass
Shunting & take water
Out of wood & to into gate
Coached for Staff
Take water
Coached for Staff
Signal

(For Wagon Numbers see next four pages.)

Owning Company.	Nos. OF WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
Rel	6		Newlands	Greenland	Stanhope	Sheldon
-	10		Maryle	Norman	Maryle	-
-	9		-	Leahilly	-	-
-	4		-	Lea Side	-	-
-	1		-	Sobak	-	-
-	4		-	Lea Side	-	Maryle
-	23	24	Sheldon	Stanhope	Stanhope	Stanhope
-	3		Newlands	Wood	Stanhope	Maryle
-	3		Leahilly	-	-	-
-	4		Wood	Joseph	Wood	-
-	1		-	Whelan	-	-

Owning Company.	Nos. OF WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
		20	Sheldon		Maryle	Stanhope

Guard's Book No. Engine received 5-20 a.m. Dismissed p.m.
 Report of No. Maryle Goods train day of August 1896
 from Sheldon to Stanhope State of Weather fine

Engine No. 185 Driver, W. Cottwood Guard, C. Coultard
 No. of Van 14 Guard commenced duty at 5.20 a.m. Finished duty p.m.
 Hours on duty † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
Stanhope		5-50				
Maryle	5-55	6-5	9			
Sheldon	6-10	6-27	19			
Maryle						
Sheldon	7-5	8-13	7	9		
Sheldon	8-26	9-3				
Stanhope	9-10	9-15			5	9-15
Stanhope	9-22	9-28				
Woodward Bridge	9-27	9-32				

REMARKS.
 Attached to Maryle
 Attached to Sheldon & Sheldon
 - at Sheldon & attached to Woodward Branch end
 Guard for Staff Maryle
 Lady work + coals
 Attached to Maryle
 Attached to Sheldon & Sheldon

[Continued on next page.]

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
Stanhope	9-10	10-0			2	
Styck	10-5	10-15				
Stanhope	10-25	11-28	26	2		
Styck						
Styck	1-15	1-17				
Sheldon	1-25	2-10	22	26	2	
Styck	2-12	2-17				
Styck	2-20	2-25				
Styck	2-50	3-0				
Styck	3-13	3-18				
Styck	3-23	3-28				
Styck	3-	3-				

Proposed by

REMARKS.

July water completed to Stanhope
 Assmt No 504 to attach
 up back water at Stanhope & Round 20 into gate & attached 15/10/96
 Land for Staff purpose
 Copied to Sheldon
 July water
 Luff's office
 Land Sign
 Luff's office

(For Wagon Numbers see next four pages.)

Owning Company.	Nos. of WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
Atk	9		Styck	Stanhope	Styck	Styck
	10		Sheldon	Stanhope	Styck	Styck
	1		Walton	Stanhope		
	14826	Goods	Stanhope	Styck		
	68862					
	27573					
	32061		Stanhope	Goods		
	15062		Sheldon			
	26208		Stanhope			
	36004		Atk	Styck		
	26180		Stanhope	Styck		

Owning Company.	Nos. of WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
Atk	9		Styck	Stanhope	Styck	Styck
	56032		Styck	Stanhope	Styck	Styck
	53900					
	59153					
	57397					
	82525					
	52965		Atk	Stanhope		Stanhope
	58632					
	6		Stanhope	Styck	Styck	Sheldon
	9		Styck	Styck		
	1		Wood	Wood		
	4					
	6	2				

Guard's Book No. Engine received 5-30 pm. Dismissed 5-45 pm.
 Report of No. 10 Goods train 10 day of August 1896
 from Stanhope to Stanhope State of Weather Fair

STATION.	Arrived at †	Departed at †	WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Stanhope		5-50					
Stanhope	6-0	6-20	34				one
Stanhope							
Stanhope	6-57	8-26		40	34		
Stanhope	8-40	9-20					
Stanhope							
Stanhope	9-23	10-4				40	
Stanhope	10-7	10-18					
Stanhope	10-20	10-40					

[Continued on next page.]

Engine No. 14 Driver J. Carr Guard C. Coulthard
 No. of Van 74 Guard commenced duty at 5-15 pm. Finished duty 6-15 pm.
 Hours on duty 13 † State whether a.m. or p.m.

REMARKS.

Attended to Stanhope
 Attended to Stanhope & Stanhope
 Carried for staff purposes

Lady water & coal & detached 6 into Stanhope
 Detached for staff by engine

Lady water & coal coupled to Stanhope
 Only on 15 Sept Stanhope attached

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Stanhope	10-54	12-41	50				Shree
Stanhope							one
Stanhope	1-5	1-27					
Stanhope							
Stanhope	1-55	2-12					
Stanhope	2-25	3-0		33	30		
Stanhope	3-3	3-13					
Stanhope	2-23	3-29					
Stanhope	3-46	4-10					
Stanhope	4-23	4-42					
Stanhope	4-54	5-34				33	Detached
Stanhope	5-43						

REMARKS.

Detached 20 into Stanhope & detached at Stanhope attached at Stanhope
 Detached 20 into Stanhope & detached 20 into Stanhope
 Carried for staff purposes
 5 into Stanhope
 Carried Stanhope
 Traffic report & coupled to Stanhope
 Lady water & coal
 Traffic report & coupled to Stanhope
 5 into Stanhope
 Detached for staff
 Detached 20 into Stanhope & detached 20 into Stanhope

(For Wagon Numbers see next four pages.)

Guard's Book No. Engine received 5-20a tm. Dismissed 5-60 tm.
 Report of No. up/down Goods train 2 day of August 1896
 from Stanhope to Stanhope State of Weather fine

Engine No. 211 Driver J. H. Wright Guard C. Coulthard
 No. of Van 74 Guard commenced duty at 5-15a tm. Finished duty 6-15h tm.
 Hours on duty 13 †State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Stanhope		5-60					
Spilly	5-58	6-17	20				
Barkby	6-23	6-30					
Slapton							
W. Hill	6-55	8-7		10	20		
Spilly	8-21	9-3					
Barkby	9-20	9-47					15
Spilly	9-57	9-43					25
Stanhope	9-46	10-23					

REMARKS.

Attached to Stanhope
 Attached to Stanhope
 Spilly
 Loaded for Staff purposes
 Daily water to coal
 Wagon for Staff

July water delivered 13 Mts Stanhope goods yard + depots Cumb + Barkby to Stanhope

[Continued on next page.]

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
Spilly	10-18	10-30				
Barkby	10-40	12-27	35			
Spilly						
W. Hill	12-57	1-21			5	
Barkby						
Slapton	1-47	2-10				
Spilly	2-20	2-57	33	30		
Barkby						
W. Hill	3-25	3-32			1	
W. Hill	3-37	4-5				
Spilly						
Barkby	4-35	5-22				33
Stanhope	5-40					1

REMARKS.

Wagon No 50 to attach
 Attached to Stanhope + attached at W. Hill + Barkby + Barkby + White Gats
 Loaded for Staff purposes + detached 14 Mts for Staff
 + delivered 16 Mts to friends
 Loaded Spilly
 Staff for staff + completed to Stanhope
 Daily water
 Loaded Spilly
 to Stanhope
 D. P. to friends
 Loaded for Staff
 + delivered 50 Mts for Staff by W. Hill + Barkby
 (For Wagon Numbers see next four pages.)

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Stanhope	11-23	12-10	28				Pro fully up bank
Stanhope	1-5	1-24					
Stanhope	2-5	2-10					
Stanhope	2-16	2-27					
Sheldon	2-27	3-15			33	28	
Stanhope	4-5	4-10					33
Stanhope	4-20						

REMARKS.

Michael Ladgods it bligt detached at 8:15 - 8:30 am attached at Stanhope & detached at Stanhope at 10:15 am 15th Sept & detached 27th Sept for 12:30 train for Stanhope

Relief - Encumbered + One Mineral Train to proceed

Good signs

Stanhope

July water

Carriage

- for Kelly's purpose

(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	13		Stanhope	Stanhope	Stanhope	W&A
-	4		-	Stanhope	-	-
-	9		-	Stanhope	-	-
-	6		-	Stanhope	-	-
-	3	110	-	Stanhope	-	-
-	6		Walter	Stanhope	Stanhope	Stanhope
-	4		Stanhope	Stanhope	-	-
-	16		Stanhope	Stanhope	Stanhope	-
-	1		-	Stanhope	-	-
-	73134 Goods		-	Stanhope	-	-

Owning Company.	Nos. of WAGONS.		LABELLED.		Attached at	Detached at
	Loaded No.	Empty No.	From	To		
-	8	33	Stanhope	Stanhope	Stanhope	Stanhope
-			Stanhope	Stanhope	-	-
-			-	-	-	-
-			-	-	-	-
-			-	-	-	-
-			-	-	-	-
-			-	-	-	-
-			-	-	-	-
-			-	-	-	-
-			-	-	-	-

Guard's Book No. Engine received: 9:24 pm. Dismissed: 10:24 pm.
 Report of No. Exp. 12 up to 1600 Goods train day of August 1896
 from St. J. to Shredon - to Stanhope State of Weather: Clear

Engine No. 535 Driver, J. H. G. Guard, C. Coulthard
 No. of Van. 74 Guard commenced duty at 9:15 pm. Finished duty 10:24 pm.
 Hours on duty 1:3-37 min † State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Stanhope		10-4	10				
St. J.	10-9	10-20	24				
St. J. to Shredon	10-35	10-18					
St. J.	11-20	11-31			4		
St. J. to Shredon	11-28	11-54					
St. J. to Shredon	12-5	12-11					
Shredon	12-20	1-10	33	30			
Stanhope	1-14	1-22					

[Continued on next page.]

REMARKS.
 Shredon
 Detached for staff
 5 mts to Shredon
 80 J to Shredon
 Staffing of goods engine to Shredon
 J. H. G. water & coals
 Signals

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
Stanhope	1-58	2-10				
St. J.	2-58	3-5				
St. J.	2-16	3-26			14	
St. J.	2-31	5-3		16	16	
St. J.	5-6	5-19	30		16	
St. J.	5-54	6-10			5	
St. J.	6-28	6-28				
St. J.	6-37	6-51				
Shredon	7-0	7-35	33	30		
St. J.	7-38	7-43				
St. J.	7-50	8-12				
St. J.	8-12	8-21				
St. J.	8-28	8-30				
St. J.	8-53	8-58				
St. J.	9-5	9-12				
St. J.	9-50	10-17			33	

REMARKS.
 Detached for staff
 J. H. G. water & coals 10 mts for staff & 28 mts 80 J to Shredon
 Carried for staff
 4 J mts to Shredon
 2 mts to Shredon
 Staffing of goods engine to Shredon
 J. H. G. water & coals
 5 mts to Shredon
 Signals -
 Carried for staff (For Wagon Numbers see next four pages.)
 J. H. G. water & coals to Shredon

Guard's Book No. *549* Engine received *9-20a* tm. Dismissed *10-27p* tm.
 Report of No. *12* Goods train day of *August* 189*6*
 tm. from *Stanhope to Sheldon* to *Sheldon* State of Weather *Clear*

Engine No. *525* Driver *F. Kelly* Guard *C. Coulthard*
 No. of Van *74* Guard commenced duty at *9:15* tm. Finished duty *11:07* tm.
 Hours on duty *13 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>10-16</i>	<i>10</i>			
<i>Shun</i>	<i>10-20</i>	<i>10-33</i>	<i>25</i>			
<i>Bankply</i>	<i>11-23</i>	<i>10-59</i>				
<i>W. Jet</i>	<i>11-16</i>	<i>11-20</i>				
<i>W. Jet</i>	<i>11-34</i>	<i>11-45</i>			<i>5</i>	
<i>Shun Pit</i>	<i>11-45</i>	<i>12-0</i>				
<i>Sheldon</i>	<i>12-25</i>	<i>1-22</i>		<i>33</i>	<i>30</i>	
<i>Sheldon</i>	<i>1-30</i>	<i>1-35</i>				

REMARKS.

Shun Pit Detained 16 Mts. party of the wife
Detained for staff by No 6 down goods
No 50 8 down to pass
to 5 Mts. staff on foot
Signals
Sound - 11 -
Kelly water coals
Traffic infirm

[Continued on next page.]

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.			
			Attached.		Detached.	
			Loaded.	Empty.	Loaded.	Empty.
<i>Shun</i>	<i>2-12</i>	<i>3-2</i>				
<i>Bankply</i>	<i>3-30</i>	<i>3-38</i>			<i>20</i>	
<i>Stanhope</i>	<i>3-41</i>	<i>4-27</i>			<i>13</i>	<i>Turns at detached</i>
<i>Shun</i>	<i>4-20</i>	<i>4-42</i>	<i>28</i>			
<i>Bankply & Shun</i>						
<i>W. Jet</i>	<i>5-23</i>	<i>5-45</i>				
<i>Bankply</i>	<i>6-0</i>	<i>6-4</i>				
<i>Shun</i>	<i>6-13</i>	<i>6-36</i>				
<i>Shun</i>	<i>6-46</i>	<i>7-9</i>		<i>15</i>	<i>28</i>	
<i>Shun</i>	<i>7-17</i>	<i>7-24</i>				
<i>Shun</i>	<i>7-45</i>	<i>7-53</i>	<i>5</i>			
<i>Shun</i>	<i>7-50</i>	<i>8-54</i>				
<i>Shun</i>	<i>9-15</i>	<i>9-21</i>			<i>5</i>	<i>attending to duties</i>
<i>Shun</i>	<i>9-30</i>	<i>10-4</i>				
<i>Shun</i>	<i>10-0</i>	<i>10-20</i>				

REMARKS.

Detained for staff
Sound - 11 -
Shun Pit
Sound - 10-28 pm
Sound for staff purpose
One Mts. Line & 8 Mts. to proceed
Traffic infirm
to be placed to Sheldon
Shun Pit
Sound - 11 -
Sound 43 Mts. party by No 6 goods to 11 Mts. 0 Pit/pende
Sound - 11 -
Sound for staff
Sound - 11 -
 (For Wagon Numbers see next four pages.)

Guard's Book No. 9. p. 13 don 18 don
 Engine received 11:00 am Dismissed 11:52 p.m.
 Report of No. 31 day of August 1896
 Goods train from Stanhope to March State of Weather Stormy

Engine No. 185 Driver G. Collingwood Guard C. Coulthard
 No. of Van 74 Guard commenced duty at 11:52 am Finished duty 12:22 am
 Hours on duty 12-37 State whether a.m. or p.m.

STATION.	Arrived at †	Departed at †	WAGONS				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Stanhope		12-54	35				
Bentley							
Seely							
W. Mt	1-26	1-40				5	
W. Mt	2-3	2-7					
Shedn	2-20	3-24			33	30	Not seen
W. Mt	3-18	4-19					
Seely	4-32	4-48					
Stanhope	5-2	7-16	35			33	

[Continued on next page.]

REMARKS.
 Shipped & delivered 9 Mrs. Traffie infant
 Eased for staff purposes
 O.P. to pass & coupled to Shedn
 July water ends
 O.P. to Shedn & coupled to No 10 down to Seely
 Properly coupled up back to Seely water at Shedn & Seely
 & down to Seely at Shedn to Seely & down to Seely

STATION.	Arrived at †	Departed at †	NUMBERS OF WAGONS.				
			Attached.		Detached.		
			Loaded.	Empty.	Loaded.	Empty.	
Seely	7-24	8-8					Not seen
W. Mt	8-28	8-30				5	
W. Mt	8-45	8-58					
Shedn	9-18	9-58			40	30	
Seely	10-10	10-17					
W. Mt	10-33	10-40					
Seely							
Stanhope							
Seely	11-20	11-42				40	
Stanhope	11-49						

REMARKS.
 Delivered for staff
 Traffie infant
 July water
 Seely
 Delivered for staff
 Eased - - -
 Trained 37 left & pulled 11 out of Middlewood down to
 Seely road at Bottom hole & delivered to Seely & Seely

(For Wagon Numbers see next four pages.)

