

Stanhope Guard's Record Books in David Littlefair Collection

(version 2, Oct 2018, with Hoisby corrected to Horsley)

Introduction

There are now a total of 34 known Stanhope Guard's Train Record Books recovered from the attic of the first Stanhope Station. This building was where the Stanhope Mineral Agent had an office. The records are the archive of material retained by the mineral agent, John Wears, and his clerk, Thomas Sinclair, between 1893 and 1899.

19 of these Guard's Train Record Books were given to and are now owned by the Weardale Railway Trust. These 19 books (and 1 clerk's working notebook) have all been digitised by Ernest Bate. The other 15 Guard's Train Record Books are in the David Littlefair Collection and will be given to the NERA archive.

Other records from the Mineral Agent's archive are listed in "List of Records from North Eastern Railway Stanhope Mineral Agent's Office, Stanhope Station in David Littlefair Collection" (file DL_Stanhope_Records_List).

This document provides a summary of the contents of these 34 Guard's Train Record Books. In particular it lists the dates covered and the guards' names, drivers' names, guard's van numbers and engine numbers recorded in the 34 books.

The document also lists engine numbers for engines on the branch and at Wear Valley Junction, in NER days, as recorded in photos, other Stanhope records, signal box occurrence books and disciplinary records.

Book Lists

The 19 Weardale Railway Trust Guard's Books have been numbered (1) to (19) as follows:

No.	Guard's name	Book type	Dates book used
1	Chris Coulthard	Train Record & Wagon No. Book	22 Aug 1894 to 19 Sept 1894
2	Jos Turnbull	Train Record & Wagon No. Book	22 Sept 1894 to 22 Oct 1894
3	Chris Coulthard	Train Record & Wagon No. Book	16 May 1895 to 13 June 1895
4	Chris Coulthard	Train Record & Wagon No. Book	14 June 1895 to 12 July 1895
5	Chris Coulthard	Train Record & Wagon No. Book	15 July 1895 to 12 Aug 1895
6	Chris Coulthard	Train Record & Wagon No. Book	12 Oct 1895 to 11 Nov 1895
7	Chris Coulthard	Train Record & Wagon No. Book	12 Nov 1895 to 9 Dec 1895
8	Chris Coulthard	Train Record & Wagon No. Book	10 Dec 1895 to 9 Jan 1896
9	Chris Coulthard	Train Record & Wagon No. Book	10 Jan 1896 to 6 Feb 1896
10	Chris Coulthard	Train Record & Wagon No. Book	4 May 1896 to 3 June 1896
11	Chris Coulthard	Train Record & Wagon No. Book	4 June 1896 to 3 July 1896
12	Jos Turnbull	Train Record & Wagon No. Book	1 Aug 1896 to 31 Aug 1896
13	Chris Coulthard	Train Record & Wagon No. Book	5 Aug 1896 to 3 Sept 1896
14	Chris Coulthard	Train Record & Wagon No. Book	4 Sept 1896 to 3 Oct 1896
15	Chris Coulthard	Train Record & Wagon No. Book	5 Oct 1896 to 5 Nov 1896

No.	Guard's name	Book type	Dates book used
16	Chris Coulthard	Train Record & Wagon No. Book	6 Nov 1896 to 8 Dec 1896
17	Jos Turnbull	Mineral Guard's Hand Book	6 Dec 1893 to 5 Feb 1894
18	Jos Turnbull	Mineral Guard's Hand Book	17 Sept 1895 to 16 Oct 1895
19	Jos Turnbull	Mineral Guard's Hand Book	21 Oct 1895 to 19 Nov 1895

The 15 David Littlefair Guard's Books have been numbered (A) to (O) as follows:

No.	Guard's name	Book type	Dates book used
A	John Watson	Mineral Guard's Hand Book	6 Feb 1893 to 14 Mar 1893
B	Chris Coulthard	Mineral Guard's Hand Book	1 Aug 1893 to 28 Sept 1893
C	Chris Coulthard	Mineral Guard's Hand Book	28 May 1894 to 23 July 1894
D	John Watson	Train Record & Wagon No. Book	8 Feb 1895 to 7 Mar 1895
E	John Watson	Train Record & Wagon No. Book	8 Mar 1895 to 5 Apr 1895
F	John Watson	Train Record & Wagon No. Book	6 Apr 1895 to 4 May 1895
G	John Watson	Train Record & Wagon No. Book	2 Nov 1895 to 28 Nov 1895
H	John Watson	Train Record & Wagon No. Book	29 Nov 1895 to 31 Dec 1895
I	John Watson	Train Record & Wagon No. Book	2 Jan 1896 to 30 Jan 1896
J	John Watson	Train Record & Wagon No. Book	31 Jan 1896 to 27 Feb 1896
K	Chris Coulthard	Train Record & Wagon No. Book	7 Feb 1896 to 5 Mar 1896
L	John Watson	Train Record & Wagon No. Book	28 Feb 1896 to 25 Mar 1896
M	Chris Coulthard	Train Record & Wagon No. Book	6 Mar 1896 to 4 Apr 1896
N	Chris Coulthard	Train Record & Wagon No. Book	6 Apr 1896 to 2 May 1896
O	John Watson	Train Record & Wagon No. Book	25 July 1896 to 26 Aug 1896

The combined Guard's Record Book list, sorted by date, is as follows.

mghb = Mineral Guard's Hand Book

trb = Train Record & Wagon No. Book

— = gap in dates covered

Bold = dates included in two books

Italic = dates included in three books

Dates	Chris Coulthard	Jos Turnbull	John Watson
6 Feb 1893 to 14 Mar 1893			mghb (A)
1 Aug 1893 to 28 Sept 1893	mghb (B)		
6 Dec 1893 to 5 Feb 1894		mghb (17)	
28 May 1894 to 23 July 1894	mghb (C)		
22 Aug 1894 to 19 Sept 1894	trb (1)		
22 Sept 1894 to 22 Oct 1894		trb (2)	

Dates	Chris Coulthard	Jos Turnbull	John Watson
8 Feb 1895 to 7 Mar 1895			trb (D)
8 Mar 1895 to 5 Apr 1895			trb (E)
6 Apr 1895 to 4 May 1895			trb (F)
16 May 1895 to 13 June 1895	trb (3)		
14 June 1895 to 12 July 1895	trb (4)		
15 July 1895 to 12 Aug 1895	trb (5)		
17 Sept 1895 to 11 Oct 1895		mghb (18)	
12 Oct 1895 to 16 Oct 1895	trb (6)	mghb (18)	
17 Oct 1895 to 19 Oct 1895	trb (6)		
21 Oct 1895 to 1 Nov 1895	trb (6)	mghb (19)	
<u>2 Nov 1895 to 11 Nov 1895</u>	<u>trb (6)</u>	<u>mghb (19)</u>	<u>trb (G)</u>
<u>12 Nov 1895 to 19 Nov 1895</u>	<u>trb (7)</u>	<u>mghb (19)</u>	<u>trb (G)</u>
20 Nov 1895 to 28 Nov 1895	trb (7)		trb (G)
29 Nov 1895 to 9 Dec 1895	trb (7)		trb (H)
10 Dec 1895 to 31 Dec 1895	trb (8)		trb (H)
2 Jan 1896 to 9 Jan 1896	trb (8)		trb (I)
10 Jan 1896 to 30 Jan 1896	trb (9)		trb (I)
31 Jan 1896 to 6 Feb 1896	trb (9)		trb (J)
7 Feb 1896 to 27 Feb 1896	trb (K)		trb (J)
28 Feb 1896 to 5 Mar 1896	trb (K)		trb (L)
6 Mar 1896 to 25 Mar 1896	trb (M)		trb (L)
26 Mar 1896 to 4 Apr 1896	trb (M)		
6 Apr 1896 to 2 May 1896	trb (N)		
4 May 1896 to 3 June 1896	trb (10)		
4 June 1896 to 3 July 1896	trb (11)		
25 July 1896 to 31 Jul 1896			trb (O)
1 Aug 1896 to 4 Aug 1896		trb (12)	trb (O)
<u>5 Aug 1896 to 26 Aug 1896</u>	<u>trb (13)</u>	<u>trb (12)</u>	<u>trb (O)</u>
27 Aug 1896 to 31 Aug 1896	trb (13)	trb (12)	
1 Sept 1896 to 3 Sept 1896	trb (13)		
4 Sept 1896 to 3 Oct 1896	trb (14)		
5 Oct 1896 to 5 Nov 1896	trb (15)		
6 Nov 1896 to 8 Dec 1896	trb (16)		

Guards, Drivers, Vans and Engines

The following lists report the names of guards and drivers given in all these books, and the numbers of guard's vans and engines, and for how many duties they were used. All these vans and engines were based at Stanhope on the days they were used (except for out of area trains).

Drivers and engines are listed in date order of first occurrence for each book. Most common drivers and engines are shown in bold.

The normal engines were NER class B1 0-6-2 tanks, numbers 14, 185, 210, 212, 535. The dates when other engines were used are noted.

Mineral Guard's Hand Book (A), John Watson, 6 Feb 1893 to 14 Mar 1893

Guard	Van no.	No. of duties	Notes
John Watson	57992	42	

Driver	Engine no.	No. of duties	Notes
Thomas Baty	535	2	
George Foreman	212	23	
George Foreman	185	1	
John Mitchell	210	1	
John Cail	14	13	
John Cail	212	1	
George Collingwood	185	1	

Mineral Guard's Hand Book (B), Chris Coulthard, 1 Aug 1893 to 28 Sept 1893

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	41	
Chris Coulthard	Blank	2	5 & 6 Aug 1893, Middlesborough & Saltburn
Chris Coulthard	Blank	1	6 Sep 1893, relief train
Chris Coulthard	57997	6	22 to 28 Sep 1893

Driver	Engine no.	No. of duties	Notes
George Foreman	1646	2	1 & 2 Aug 1893, might read 1640
George Foreman	1640	12	During 3 to 26 Aug 1893
W Hitchin	1380	2	5 & 6 Aug 1893, Middlesborough & Saltburn
John Mitchell	1642	1	9 Aug 1893

Driver	Engine no.	No. of duties	Notes
John Cail	1642	21	During 17 Aug to 16 Sep 1893
George Collingwood	185	1	
Joseph Robson	204	1	6 Sep 1893, relief train
John Mitchell	210	6	
George Foreman	212	3	
George Foreman	210	1	

Mineral Guard's Hand Book (17), Jos Turnbull, 6 Dec 1893 to 5 Feb 1894

Guard	Van no.	No. of duties	Notes
Jos Turnbull	57995	50	

Driver	Engine no.	No. of duties	Notes
Thomas Baty	1645	3	6 to 8 Dec 1893
Thomas Baty	1643	1	9 Dec 1893
Thomas Baty	1653	11	During 11 to 23 Dec 1893
John Mitchell	1643	1	14 Dec 1893
George Collingwood	185	13	
John Cail	1653	1	3 Jan 1894
John Cail	185	1	
George Collingwood	1643	1	11 Jan 1894
George Foreman	212	16	
Thomas Baty	535	1	
John Mitchell	210	1	

Mineral Guard's Hand Book (C), Chris Coulthard, 28 May 1894 to 23 July 1894

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	47	

Driver	Engine no.	No. of duties	Notes
John Cail	14	18	
George Collingwood	185	2	
John Mitchell	210	21	
George Foreman	212	3	
George Foreman	210	1	

Driver	Engine no.	No. of duties	Notes
Thomas Baty	535	2	

Train Record & Wagon No. Book (1), Chris Coulthard, 22 Aug 1894 to 19 Sept 1894

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	24	

Driver	Engine no.	No. of duties	Notes
George Collingwood	185	18	
George Collingwood	210	1	
John Cail	14	2	
George Foreman	212	3	

Train Record & Wagon No. Book (2), Jos Turnbull, 22 Sept 1894 to 22 Oct 1894

Guard	Van no.	No. of duties	Notes
Jos Turnbull	57995	24	

Driver	Engine no.	No. of duties	Notes
George Collingwood	185	19	
George Foreman	212	3	
John Mitchell	210	2	

Train Record & Wagon No. Book (D), John Watson, 8 Feb 1895 to 7 Mar 1895

Guard	Van no.	No. of duties	Notes
John Watson	57992	23	

Driver	Engine no.	No. of duties	Notes
Thomas Baty	535	2	
John Cail	14	9	
George Foreman	212	2	
John Mitchell	210	10	

Train Record & Wagon No. Book (E), John Watson, 8 Mar 1895 to 5 Apr 1895

Guard	Van no.	No. of duties	Notes
John Watson	57992	24	

Driver	Engine no.	No. of duties	Notes
John Mitchell	210	12	
George Collingwood	185	1	
Thomas Baty	535	10	
Thomas Baty	210	1	

Train Record & Wagon No. Book (F), John Watson, 6 Apr 1895 to 4 May 1895

Guard	Van no.	No. of duties	Notes
John Watson	57992	24	

Driver	Engine no.	No. of duties	Notes
Thomas Baty	535	11	
John Mitchell	210	1	
George Collingwood	185	10	
George Collingwood	212	2	

Train Record & Wagon No. Book (3), Chris Coulthard, 16 May 1895 to 13 June 1895

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	23	
Chris Coulthard	65911	1	26 May 1895, p. way special

Driver	Engine no.	No. of duties	Notes
Thomas Baty	535	7	
George Collingwood	185	14	
James Simpson	602	1	26 May 1895, p. way special
John Cail	14	2	

Train Record & Wagon No. Book (4), Chris Coulthard, 14 June 1895 to 12 July 1895

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	7	
Chris Coulthard	57969	17	From 24 Jun 1895

Driver	Engine no.	No. of duties	Notes
George Collingwood	185	8	
George Foreman	212	4	

Driver	Engine no.	No. of duties	Notes
Thomas Baty	535	2	
George Foreman	212/1006	1	2 Jul 1895, engine changed at Shildon
George Foreman	1006	7	During 3 to 12 Jul 1895, engine loaned from Shildon
John Mitchell	210	2	

Train Record & Wagon No. Book (5), Chris Coulthard, 15 July 1895 to 12 Aug 1895

Guard	Van no.	No. of duties	Notes
Chris Coulthard	57969	3	15 to 17 Jul 1895
Chris Coulthard	74	21	From 18 Jul 1895

Driver	Engine no.	No. of duties	Notes
George Foreman	1006	5	15 to 19 Jul 1895, engine loaned from Shildon
John Cail	14	15	
George Collingwood	185	2	
John Cail	14/185	1	30 Jul 1895, engine changed at Stanhope
John Cail	210	1	

Mineral Guard's Hand Book (18), Jos Turnbull, 17 Sept 1895 to 16 Oct 1895

Guard	Van no.	No. of duties	Notes
Jos Turnbull	57995	23	

Driver	Engine no.	No. of duties	Notes
John Cail	14	7	
John Mitchell	210	13	
George Foreman	212	2	
George Foreman	210	1	

Train Record & Wagon No. Book (6), Chris Coulthard, 12 Oct 1895 to 11 Nov 1895

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	23	
L F Peacock	74	1	5 Nov 1895

Driver	Engine no.	No. of duties	Notes
George Foreman	185	1	
Thomas Baty	535	8	
George Collingwood	185	1	
John Cail	14	6	
M Dodd	14	1	
M Dodd	535	4	
Edward Horsley	212	2	
Henry Wright	1222	1	9 Nov 1895

Mineral Guard's Hand Book (19), Jos Turnbull, 21 Oct 1895 to 19 Nov 1895

Guard	Van no.	No. of duties	Notes
Jos Turnbull	57995	23	
W Rowntree	57995	1	12 Nov 1895

Driver	Engine no.	No. of duties	Notes
John Cail	14	3	
Thomas Baty	535	1	
Edward Horsley	212	13	
Henry Wright	210	3	
Henry Wright	1222	3	6 to 8 Nov 1895
George Collingwood	185	1	

Train Record & Wagon No. Book (G), John Watson, 2 Nov 1895 to 28 Nov 1895

Guard	Van no.	No. of duties	Notes
John Watson	57992	24	

Driver	Engine no.	No. of duties	Notes
John Cail	535	1	
John Cail	14	4	
Thomas Baty	535	10	
George Collingwood	185	3	
Edward Horsley	212	3	
Henry Wright	1222	3	20 to 22 Nov 1895

Train Record & Wagon No. Book (7), Chris Coulthard, 12 Nov 1895 to 9 Dec 1895

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	23	

Driver	Engine no.	No. of duties	Notes
Henry Wright	1222	7	12 to 19 Nov 1895
George Collingwood	185	4	
John Cail	14	2	
Thomas Baty	535	4	
Edward Horsley	212	2	
Henry Wright	210	4	

Train Record & Wagon No. Book (H), John Watson, 29 Nov 1895 to 31 Dec 1895

Guard	Van no.	No. of duties	Notes
John Watson	57992	25	

Driver	Engine no.	No. of duties	Notes
John Cail	14	6	
Thomas Baty	535	4	
Edward Horsley	212	4	
Henry Wright	210	7	
George Collingwood	185	4	

Train Record & Wagon No. Book (8), Chris Coulthard, 10 Dec 1895 to 9 Jan 1896

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	15	
Chris Coulthard	17834	9	23 Dec 1895 to 4 Jan 1896, temporary replacement for van 74

Driver	Engine no.	No. of duties	Notes
George Collingwood	185	7	
John Cail	14	10	
Thomas Baty	535	3	
Edward Horsley	212	2	
Henry Wright	210	2	

Train Record & Wagon No. Book (I), John Watson, 2 Jan 1896 to 30 Jan 1896

Guard	Van no.	No. of duties	Notes
John Watson	57992	4	2 to 6 Jan 1896
John Watson	17834	20	From 7 Jan 1896

Driver	Engine no.	No. of duties	Notes
Edward Horsley	212	3	
Henry Wright	210	13	
George Collingwood	185	5	
Thomas Baty	1642	1	16 Jan 1896
John Cail	1113	2	29 & 30 Jan 1896, temporary replacement for engine 14

Train Record & Wagon No. Book (9), Chris Coulthard, 10 Jan 1896 to 6 Feb 1896

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	24	

Driver	Engine no.	No. of duties	Notes
John Cail	14	5	Engine 14 failed on 15 Jan 1896
Edward Horsley	212	5	
Henry Wright	210	1	
George Collingwood	185	2	
John Cail	1113	6	21 to 27 Jan 1896, temporary replacement for engine 14
Thomas Baty	1642	5	During 28 Jan to 3 Feb 1896

Train Record & Wagon No. Book (J), John Watson, 31 Jan 1896 to 27 Feb 1896

Guard	Van no.	No. of duties	Notes
John Watson	17834	24	11 Feb 1896, van off rails and pulled back by ramps; no damage

Driver	Engine no.	No. of duties	Notes
John Cail	14	8	31 Jan to 7 Feb, 24 Feb 1896
Thomas Baty	1642	6	During 8 to 27 Feb 1896
Edward Horsley	212	3	

Driver	Engine no.	No. of duties	Notes
Henry Wright	210	6	
George Collingwood	1113	1	21 Feb 1896

Train Record & Wagon No. Book (K), Chris Coulthard, 7 Feb 1896 to 5 Mar 1896

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	24	

Driver	Engine no.	No. of duties	Notes
Edward Horsley	212	9	
George Collingwood	185	6	
John Cail	14	2	
George Collingwood	1113	3	19, 20, 29 Feb 1896
Henry Wright	210	1	
George Collingwood	1113/535	1	3 Mar 1896, changed engine at Witton West
George Collingwood	1642	2	4 & 5 Mar 1896

Train Record & Wagon No. Book (L), John Watson, 28 Feb 1896 to 25 Mar 1896

Guard	Van no.	No. of duties	Notes
John Watson	17834	22	

Driver	Engine no.	No. of duties	Notes
Thomas Baty	1642	2	28 & 29 Feb 1896
Edward Horsley	1113	1	2 Mar 18986
Edward Horsley	212	1	
Henry Wright	210	4	
John Cail	1222	6	During 7 to 13 Mar 1896
George Collingwood	1642	3	17 to 19 Mar 1896
George Collingwood	185	2	
John Cail	1642	3	21, 24, 25 Mar 1896

Train Record & Wagon No. Book (M), Chris Coulthard, 6 Mar 1896 to 4 Apr 1896

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	24	

Driver	Engine no.	No. of duties	Notes
John Cail	1222	4	6, 17 to 19 Mar 1896
Thomas Baty	535	8	
Edward Horsley	212	5	
George Collingwood	1642	1	16 Mar 1896
John Cail	1642	1	20 Mar 1896
Henry Wright	210	5	24 Mar 1896, ran goods train to Wearhead, no.8 down & no.14 up, because engine 1113 had failed

Train Record & Wagon No. Book (N), Chris Coulthard, 6 Apr 1896 to 2 May 1896

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	22	

Driver	Engine no.	No. of duties	Notes
Henry Wright	210	6	
John Cail	14	4	
Thomas Baty	535	7	
Edward Horsley	212	1	
George Collingwood	185	2	
John Cail	1646	2	1 & 2 May 1896

Train Record & Wagon No. Book (10), Chris Coulthard, 4 May 1896 to 3 June 1896

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	16	
Chris Coulthard	57992	1	16 May 1896
Chris Coulthard	57956	5	18 to 22 May 1896, from Shildon
Chris Coulthard	57993	1	23 May 1896

Driver	Engine no.	No. of duties	Notes
Edward Horsley	212	4	
Henry Wright	210	4	
Thomas Baty	535	9	
George Collingwood	535	1	
George Collingwood	185	4	

Driver	Engine no.	No. of duties	Notes
John Cail	14	1	

Train Record & Wagon No. Book (11), Chris Coulthard, 4 June 1896 to 3 July 1896

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	24	

Driver	Engine no.	No. of duties	Notes
Edward Horsley	212	9	
George Collingwood	185	1	
John Cail	14	6	
Henry Wright	210	6	
Thomas Baty	535	2	

Train Record & Wagon No. Book (O), John Watson, 25 July 1896 to 26 Aug 1896

Guard	Van no.	No. of duties	Notes
John Watson	39685	24	

Driver	Engine no.	No. of duties	Notes
Henry Wright	210	5	
John Cail	14	6	
Thomas Baty	535	5	
George Collingwood	185	6	
Edward Horsley	212	2	

Train Record & Wagon No. Book (12), Jos Turnbull, 1 Aug 1896 to 31 Aug 1896

Guard	Van no.	No. of duties	Notes
Jos Turnbull	57995	23	

Driver	Engine no.	No. of duties	Notes
George Collingwood	185	2	
Thomas Baty	535	7	
Thomas Baty	185	1	
John Cail	14	4	
Edward Horsley	212	3	

Driver	Engine no.	No. of duties	Notes
Henry Wright	210	6	

Train Record & Wagon No. Book (13), Chris Coulthard, 5 Aug 1896 to 3 Sept 1896

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	23	

Driver	Engine no.	No. of duties	Notes
John Cail	14	7	
George Collingwood	185	7	
Thomas Baty	535	7	
Edward Horsley	212	1	
Henry Wright	210	1	

Train Record & Wagon No. Book (14), Chris Coulthard, 4 Sept 1896 to 3 Oct 1896

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	22	
Chris Coulthard & J Dixon	Blank	1	5 Sep 1896, engineering to Boosbeck & Wearhead
Chris Coulthard & J Hogg	51	1	3 Oct 1896, engineering to Tynemouth & Wearhead

Driver	Engine no.	No. of duties	Notes
Thomas Baty	535	2	
Thomas Baty & Matthew Best	1373	1	5 Sep 1896, engineering to Boosbeck & Wearhead
John Cail	14	11	
George Collingwood	185	6	
Henry Wright	210	2	
George Collingwood	14	1	
Thomas Pushing & M Dodd	565	1	3 Oct 1896, engineering to Tynemouth & Wearhead

Train Record & Wagon No. Book (15), Chris Coulthard, 5 Oct 1896 to 5 Nov 1896

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	24	

Driver	Engine no.	No. of duties	Notes
Thomas Baty	535	13	
George Collingwood	1190	1	10 Oct 1896
Edward Horsley	212	2	
Henry Wright	210	4	
John Cail	14	1	
Edward Horsley	212/1643	1	24 Oct 1896, engine changed at Stanhope
Edward Horsley	1643	2	26 & 27 Oct 1896

Train Record & Wagon No. Book (16), Chris Coulthard, 6 Nov 1896 to 8 Dec 1896

Guard	Van no.	No. of duties	Notes
Chris Coulthard	74	24	

Driver	Engine no.	No. of duties	Notes
Thomas Baty	535	2	
Henry Wright	210	7	
Edward Horsley	1643	6	9, 23 to 27 Nov 1896
George Collingwood	185	9	

Summaries

The following details summarise the information about guards, drivers, vans and engines given in these books (and other sources).

Guards and Vans

(For more detailed discussion of NER brake vans in Weardale, see Ernest Bate's "Research Notes on NER Brake Vans in Weardale").

Van diagram numbers used are:

Bouch = Bouch Van, ex Stockton & Darlington, also known as Shildon Van.

V1/1 = diagram V1 birdcage, horizontal planked.

V1/2 = diagram V1 birdcage, outside framed.

V1/3 = diagram V1 birdcage, vertical planked.

V1/3 S = diagram V1 birdcage, vertical planked, side cots fitted etc.

V3 = diagram V3 double open verandas, 20 ton 6 wheel brake.

V4 = diagram V4 double open verandas, side lookouts, 4 wheel.

The 4 mineral guards at Stanhope and the vans they used were as follows.

Guard	Normal van	Diagram	Notes
Chris Coulthard (Christopher)	74	V1/1 or V1/2	Recorded between 1 Aug 1893 and 8 Dec 1896. New V1/3 no.74 built Mar 1901 and used at Stanhope
Jos Turnbull (Joseph)	57995	Bouch	Recorded between 6 Dec 1893 and 31 Aug 1896.
John Watson	57992	Bouch	57992 recorded from 6 Feb 1893 to 7 Jan 1896. 57992 used by C Coulthard on 16 May 1896. New V1/3 no.57992 built Oct 1899 and used at Stanhope.
	then 17834	V1/1 or V1/2	17834 used 23 Dec 1895 to 4 Jan 1896 by C Coulthard. Watson's van 57992 replaced by 17834 on 7 Jan 1896. 17834 used until 29 May 1896. New V1/3 no.17834 built Nov 1898, not used in Weardale.
	then 39685	V1/1 or V1/2	Watson's van 17834 replaced by 39685 on 30 May 1896. 18 Nov 1896, Watson's van 39685 sent for repair. 39685 repaired on 25 Jun 1897. 19 Sep 1898, 39685 returned repaired. New V3 no.39685 built Jun 1903, not used in Weardale.
Thomas Ripley	Not known	Unknown	Named in other Stanhope records.

Other vans normally used on Stanhope mineral trains were:

Van no.	Diagram	Notes
20232	V1/1 or V1/2	20232 returned repaired on 8 Jun 1896, but will be replaced. New V1/3 S no.20232 built Feb 1901, not used in Weardale.
17834	V1/1 or V1/2	Used 23 Dec 1895 to 4 Jan 1896, as temporary replacement for van 74. Became John Watson's van on 7 Jan 1896, until 29 May 1896.
57993	Bouch	Used Sat 23 May 1896, might have normally been at Stanhope.

Other vans used on Stanhope mineral trains for short periods were:

Van no.	Diagram	Notes
57997	Bouch	Used 22 to 28 Sept 1893. New V1/3 no.57997 built Mar 1901, not used in Weardale.
57969	Bouch	Used 24 Jun to 17 Jul 1895, as temporary replacement for van 74. New V4 no.57969 built Jun 1909, not used in Weardale.
57956	Bouch	Used 18 to 22 May 1896, from Shildon, as temporary replacement for van 74. New V3 no.57956 built May 1903, not used in Weardale.

Other vans at Stanhope according to other records.

Van no.	Diagram	Source	Notes
35	V1/1	Book "NER Brake Vans"	Built Sep 1894 and allocated to Stanhope, then Shildon, then Tyne Dock.
32275	V1/1	Book "NER Brake Vans"	Built Sep 1891 and allocated to Tyne Dock, then Stanhope, then Shildon.

Other vans used on engineering and out of area trains were:

Van no.	Diagram	Notes
65911	V1/1 or V1/2	26 May 1895, on permanent way department train. New V3 no.65911 built Oct 1902, not used in Weardale.
51	V1/1	3 Oct 1896, on engineering train. Built Jun 1891 & allocated to Hull.

Other guards named in the record books were:

Guard	Notes
L F Peacock	5 Nov 1895
W Rowntree	12 Nov 1895

Other guards named in other records were:

Guard	Source	Notes
William Driver	1891 & 1901 census	Passenger guard, probably at Stanhope

Guard	Source	Notes
John G Littlefair	1901 census	Mineral guard in Stanhope parish
William Clethero	Other Stanhope records	10 Sep 1898
Coulson	Other Stanhope records	3 Sep 1897, at WVJ
Cross	Other Stanhope records	31 May 1898
J W Dedoe	Other Stanhope records	25 Mar 1896
Dobson	Other Stanhope records	8 Sep 1897 (or Robson)
Dodsworth	Other Stanhope records	27 Sep 1897, at WVJ
Dyson	Other Stanhope records	3 Nov 1896
Firbank	Other Stanhope records	22 Feb 1898. (Possibly J J Firbank, but may be contractor for Wearhead extension, not guard)
Graham	Other Stanhope records	1 & 2 Sep 1897, at WVJ
Lawson	Other Stanhope records	30 Nov 1896
Longthorne	Other Stanhope records	20 & 22 Sep 1897, at WVJ
Nicholson	Other Stanhope records	23 Nov 1896, & 23 Apr 1897
Snowden	Other Stanhope records	29 Jan 1895
Sproates	Other Stanhope records	5 May 1897 (and Coates, 4 Sep 1895)
S Street	Other Stanhope records	1 Oct 1896
Thos Thompson	Other Stanhope records	6 Aug 1897

Drivers and Engines

The normal engine drivers and engines at Stanhope in 1893 to 1896 were as follows. All these were NER class B1 0-6-2 tank engines.

Driver	Normal eng. no.	Built	Notes
Thomas Baty	535	B1, Oct 1886	Recorded between 6 Feb 1893 and 4 Dec 1896. 535 in accident at Wear Valley Junction on 19 Sep 1891. (WVJ SBOB) 19 Mar 1897, on a delayed train.
John Cail	14	B1, Jun 1886	Recorded between 23 Feb 1893 and 16 Oct 1896. John Cail and engine 14 in accident at Harperley on 5 Jul 1901. John Cail with engine 14 disciplined for incidents on 27 Mar 1899 and 10 Apr 1900.

Driver	Normal eng. no.	Built	Notes
George Collingwood	185	B1, Jul 1886	Recorded between 13 Feb 1893 and 2 Dec 1896. 20 Aug 1897, to be sent back.
George Foreman	212	B1, Aug 1886	212 recorded between 7 Feb 1893 and 24 Oct 1896. George Foreman until 12 Oct 1895. Edward Horsley from 23 Oct 1895.
Edward Horsley			
John Mitchell	210	B1, Jul 1886	210 recorded between 15 Feb 1893 and 8 Dec 1896. John Mitchell until 16 Oct 1895. Henry Wright from 2 Nov 1895.
Henry Wright			

Other engines used on Stanhope mineral trains for short periods were:

Eng. no.	NER class	Notes
1006	1001, 0-6-0	Used 2 to 19 Jul 1895 (engine loaned from Shildon)
1113	1001, 0-6-0	Used 21 to 30 Jan 1896, & 19 Feb to 3 Mar 1896. 3 Mar 1896, left at Witton West. 24 Mar 1896, "the 2pm engine", failed when running Wearhead goods train, so probably shedded at WVJ and ran daily pick-up to Wearhead.
1222	1001, 0-6-0	Used 6 to 22 Nov 1895, & 6 to 19 Mar 1896
1640	N, 0-6-2T	Used 3 to 26 Aug 1893
1642	N, 0-6-2T	Used 9 Aug to 16 Sep 1893, & 16 Jan 1896, & 28 Jan to 5 Mar 1896, & 16 to 25 Mar 1896
1643	N, 0-6-2T	Used 9 Dec 1893 to 11 Jan 1894, & 24 Oct to 27 Nov 1896. 24 Oct 1896, engine changed at Stanhope.
1645	N, 0-6-2T	Used 6 to 8 Dec 1893
1646	N, 0-6-2T	Used 1 & 2 Aug 1893, & 1 & 2 May 1896
1653	N, 0-6-2T	Used 11 Dec 1893 to 3 Jan 1894

Other engines used on engineering and out of area trains were:

Eng. no.	NER class	Notes
204	398, 0-6-0	6 Sep 1893, relief train
565	59, 0-6-0	3 Oct 1896, on engineering train
602	124, 0-6-0WT	26 May 1895, permanent way department train
1373	398, 0-6-0	5 Sep 1896, on engineering train
1380	398, 0-6-0	5 & 6 Aug 1893, Middlesborough & Saltburn

Other drivers named in the record books were:

Driver	Notes
Matthew Best	5 Sep 1896, engineering train
M Dodd (Mason ?)	25 Oct to 1 Nov 1895, mineral trains 3 Oct 1896, engineering train
Thomas Pushing (?)	3 Oct 1896, engineering train
James Simpson	26 May 1895, permanent way department train

Other engines working on the branch (in NER days) and seen in photos or noted in other Stanhope records and disciplinary records were as follows.

Eng. no.	NER class	Source	Notes
16	C, 0-6-0	Other Stanhope records	6 May 1896, delayed at Parson Byers signal box from 12.52 to 1.08, on no.7 up train (train details not yet determined). Also recorded at WVJ.
136	B, 0-6-2T	Disciplinary record	26 Sep 1908, damaged Wearhead engine shed door.
1027	1001, 0-6-0	Other Stanhope records	6 Aug 1897, worked 2 trips, minerals from Newlandside (presumably to Shildon). Guard Thos Thompson. 1027 was withdrawn from Waskerley in Jun 1908.
1045	398, 0-6-0	Disciplinary record	14 Feb 1917, failed working goods WVJ to Wearhead.
1093	1001, 0-6-0	Disciplinary record	3 Jan 1905, 1093, driven by John Cail, ran into wagons at Parson Byers Quarries.
1094	1001, 0-6-0	Photo DL_Stanhope_01	Postcard, used 1917, photoed pre-1909. Shunting 2 wagons at Gasworks Bridge, Stanhope.
1138	1001, 0-6-0	Photo DLc_Greenfoot_05 DLc_Greenfoot_06	Collecting train of loaded wagons from Greenfoot Quarry, 2 miles west of Stanhope. Pre 1902.
		Disciplinary record	30 Sep 1890, entered shed at WVJ.
		WVJ SBOB	4 Dec 1899, incident while 1138 shunting at WVJ.
1227	1001, 0-6-0	Other Stanhope records	10 Dec 1898, no.11 up mineral Stanhope to Shildon ran into sheep near Parson Byers. Driver John Cail, guard Chris Coulthard.
1233	1001, 0-6-0	Other Stanhope records	5 May 1897, working 1.20pm mineral WVJ to Shildon. Guard Sproates. (Record dated 24 Jun 1897).

Eng. no.	NER class	Source	Notes
1243	1001, 0-6-0	Other Stanhope records	15 Jan 1895, ran mineral Shildon to WVJ. Guard Snowden. (Record dated 29 Jan 1895).
1252	1001, 0-6-0	Other Stanhope records	6 May 1896, delayed at Parson Byers signal box from 1.11 to 1.20, on no.10 up train (train details not yet determined).
1457	398, 0-6-0	Disciplinary record	22 Apr 1916, incident at Wearhead.
1737	O, 0-4-4T	Photo JGT_JFMC0002	Passenger tank with coach, at Newlandside sidings, Stanhope, with crew and p.way gang. Circa 1906.
		Disciplinary record	9 Jan 1899, 14 Oct 1899, 10 Jun 1905, delays on WVJ, Stanhope, Wearhead passenger trains (driver Charles Turnbull of Stanhope)
		Disciplinary record	9 Jan 1903, delayed 11.54 passenger train to Wearhead (driver Miles Harding Robinson of Stanhope)
		Disciplinary record	29 Oct 1904, overheated. 7 Dec 1907, derailed at Bishop Auckland . (driver John Robson of Wearhead)
		Disciplinary record	25 Sep 1904, ran off trap points at Darlington , before working Darlington to Stanhope passenger train (driver Edward Horsley of Stanhope)
		Disciplinary record	4 Dec 1924, taken into Wearhead shed (driver Thomas Henry Coulthard of Wearhead)
1746	450, 2-2-2	Photo JGT_JFMC1282	Passenger loco at head of train in old Stanhope Station. In 1894 or 1895. Originally no.447, became no.1933 in Sep1891, no.1746 in Jan 1894.

Engines seen at Wear Valley Junction (in NER days) were as follows. Some of these engines worked on the branch to Stanhope, but others worked to Crook, Tow Law etc. WVJ SBOB is Wear Valley Junction Signal Box Occurrence Book.

Eng. no.	NER class	Source	Notes
95	C, 0-6-0	Disciplinary record	24 Jan 1911, ran over turntable at WVJ and damaged shed wall.
146	398, 0-6-0	Disciplinary record	1 Jan 1904, derailed at WVJ and delayed passenger train.

Eng. no.	NER class	Source	Notes
851	901, 2-4-0	WVJ SBOB	2 May 1901, passenger engine arrived at WVJ at 10am and went into engine shed.
980	E, 0-6-0T	WVJ SBOB	25 Jul 1899, incident at WVJ.
1003	1001, 0-6-0	WVJ SBOB	22 Dec 1896, incident at WVJ.
1011	1001, 0-6-0	Disciplinary record	9 Dec 1903, incident at WVJ.
1046	1001, 0-6-0	WVJ SBOB	24 Oct 1899, incident at WVJ.
1057	1001, 0-6-0	WVJ SBOB	7 Oct 1889, incident at WVJ.
1097	398, 0-6-0 (previously class 1291)	Photo DLc_WVJunc_08	Sep 1914, 1097 at WVJ with wagon.
		Disciplinary record	3 Mar 1926, ran off turntable at WVJ and damaged shed wall.
1110	1001, 0-6-0	WVJ SBOB	23 Mar 1903, incident at WVJ.
1130	1001, 0-6-0	WVJ SBOB	10 Jan 1896, truck off line at WVJ.
		WVJ SBOB	19 Sep 1891, accident at WVJ, involving no.535, no.1130 & no.1193.
1134	1001, 0-6-0	WVJ SBOB	21 Mar 1895, on Valley (branch) pickup train, truck off line at WVJ. (1134 also worked to Crook).
1190	1001, 0-6-0	WVJ SBOB	4 Dec 1899, incident at WVJ.
1193	1001, 0-6-0	WVJ SBOB	19 Sep 1891, accident at WVJ, involving no.535, no.1130 & no.1193.
1240	1238, 2-4-0	WVJ SBOB	26 Jun 1884, passenger engine incident at WVJ. Probably not from branch.
1276	1001, 0-6-0	WVJ SBOB	18 Oct 1894, shunting accident at WVJ, mineral train Shildon to Blackfield.
1425	398, 0-6-0	Disciplinary record	26 Apr 1923, ran over turntable at WVJ and damaged shed back wall.
1756	1001, 0-6-0	Photo DLc_WVJunc_06	Oct 1902, 1756 at WVJ coaling stage.

Note that evidence of engines used on the branch and at Wear Valley Junction in LNER days and later is not included in the above lists.

The signal box occurrences and the disciplinary records give some hints of where engines might have been shedded or were working to and from. For full details of the signal box occurrences see Ernest Bate's article "Locomotives in Incidents at Wear Valley Junction and Crook, 1881 to 1904" (North Eastern Express, Vol 38, No.156, Nov 1999, p.118-123). For full details of the disciplinary records, see Ken Hoole's draft manuscript of Weardale book, "The NER in Weardale", p.50-52.