

## SOUTHERN RAILWAY NARROW GAGE LOCOMOTIVES

<u>NO.</u>	<u>TYPE</u>	<u>BLDR.</u>	<u>CONST No.</u>	<u>DATE</u>	<u>ORIG. ROAD &amp; NO.</u>	<u>DISPOSITION</u>
<del>XXXXXX</del> N-2	2-6-0	Rh. Isl.	1542	1886	A&D 2	Scrapped Spencer June 8, 1940
N-3	2-6-0 or 4-6-0	Bald.	4361	June 1878	EAL # "J.H. Jones", Hartwell RR #1, A&D 3	Scrapped Larr. Aug 10 1929
N-5	4-6-0	"	8038	July 1886	A&D 5	Scrapped Spencer June 8 1934
N-6	"	"	9140	Mar 1888	T&CV 6, "R.H. Isabel"; A&D 6	Scrapped Spencer June 8, 1934
N-101		"		1885	GP 101	Sold D&W Aug 23, 1895
N-102		McKeesport		1875	GP 102	Scrapped B'ham May 9, 1895
N-103	0-4-4	Porter	400	1880	GP 103	Sold BR&L Apr 24, 1904
N-104	4-4-0	Brooks	305	May 1877	Cincinnati & Eastern #3 "Dick Thompson"; GP 104	Condensed Sept 1903
N-105	4-6-0	Bald.		1885		Sold Camp Mfg Co. Jan 1905
N-815	0-6-0T	"	4321	May 1870	WCV&O "Franklin"; Roswell RR	515, E&E Sold SIA&S Co June 1906 later Tilghman Lbr Co #5, then SIA&S 516, then to Mullins Lbr Co Mullins SC Jan 31, 1908

# MEMO

From: [unclear]   
 To: Dave narrow gaugers

Cheraw & Chester #1 BLW #4073 5/77 4-4-0  
10x16-42 Wt 33000. Sold Fitzhugh Lbr.  
Company.

#2 "Richburg" BLW #4715  
7/79 4-4-0 10x16-42 32000. Sold to  
Central Nicaragua S.A.

#3 "Catawba" BLW #5251 9/80  
2-4-2 18x12-36 332 gal tank on  
boiler. Sd??

Chester & Lenoir #4 "Holmes Hardin" BLW  
#5439 1/81 4-4-0 11x16-42 26000  
Sd. J.W. Truitt Co.

Elberton Air Line #2 "Hiram W Sibley" BLW  
#4386 7/78 2-6-0 no data.  
Sd to Willer Boom & Lbr.Co, to  
Holston Valley Ry.

Danville, Mocksville & Swstn #1 "Lily C.  
Moorehead" BLW #5745 8/81 2-6-0  
14x18-37 49000 Sd Abe Harris & Co.

~~XXXXXXXXXXXX~~ Sd by D&W OR  
SOUTHERN

Note: check back for my roster of C&C and C&I  
★ BUY WAR BONDS ★ (over)

Telephone  
3-6608

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of 1884 as taken from annual reports, and  
add this data. At the same time find a misc.  
list I got from a guy in Florida which  
shows a lot of questionable data and no con.

nos. mark this as obsolete but save it for  
reference.

Chester & Lenoir had 4 locos in 1884,  
3 of which were Porter, Bell & CO; the other  
a Baldwin.

Chester & Chester had three locos in 1884  
as per list on reverse side. These were not  
enough to handle the traffic and others were  
purchased but I have no data, after 1884.