

Delma, Rome & ...

PRE-SOU.

ON
Hand

ALABAMA	NORRIS BROS	9/10/51	11X24-58	38000	
Tennessee	Souther	1852	15X20-58	46000	
Coosa	NORRIS BROS	1853	11X24-60	41000	
Shelby	Tredgare	1854	14X24-54	45000	oe 1856
Walker Reynolds	"	"	"	"	"
Sallie Walker	New Jersey	1857	15X22-60	50000	
J.H. Lapsley	Norris	1859	12 1/2 X 24-54	43450	
B.J. Beaver	Taunton	1866	15X22-60	51000	
Industry	Baldwin	1864	14X24-56	50000	(Prob US# 25 BALD 1177 1/2)
Delma	Norris	1864	13X24-56	48000	
Thos Shepard	Rogers	1863	15X22-54	54000	
Giles	"	"	15X24-54	56000	
USMR 77	McQueen #334	5/64	"	60 52000	Rec'd 1866
" 76	" #332	4/64	"	61 "	"
" 153	Baldwin #1234	1/64	16X24-60	60000	Rec'd 1866
" 155	" #1238	"	"	"	"
" 159	" 1243	"	"	"	"
" 161	" 1246	"	"	"	"
" 199	Hindley #716-717	"	16X24-61	56000	"
" 200	" #717-718	"	"	"	"

FROM ALABAMA & TENN. R.V. RE

TALLADEGA (No dope) Ruined in collision in 1864 & Scrapped
 Note: The last 5 NAMED engines may have come from Govt.
 - also, "Industry" is almost certain to have been USMR.

SR&D 17-18	BLW	1777, 1779	1 1/8	15X24-60 3/4	4-4-0
19-20	"	1791-1792	1 1/8	"	"
EE NOTE → 22-23	"	2034-2035	1 3/4	"	"
24	"	2272	1 1/10	16X24-60 3/4	"
25	"	2276	1 1/10	"	"
26-27	"	2306, 2305	1 3/10	15X24-60 3/4	"
EE NOTE → 28-29	"	2311, 2313	"	"	"
EE NOTE → 30-31	"	2314-2315	"	"	"
32-33	"	2329-2330	1 1/11	"	"
EE NOTE → 34-35	"	2331-2332	"	"	"
36-37	"	2333, 2335	"	"	"
38	"	2334	"	"	"

No record of a #21 or any other engines than these shown
 - END -

Baldwin Notes

- #22 to TRANSYLVANIA RY (cant identify it)
- #8 to East Jellico Coal Co
- #30 to PARROTT LBR CO #23
- #35 to O'CONNOR & WESTERN

I suppose ETV&C SOLD the above

Where did the balance go ?