*Account of the locomotives of the Norwich and Worcester Railroad, 1839-1880. Typewritten, 2pp, origin and author unknown. Found at flea market sale, Greensburg, Penna., Aug. 3 2019. Collection of C. R. Chinoy.*

The Norwich and Worcester road was completed in 1839. There were four engines on the road at the time, Norwich, Worcester, Webster and Hancock. These were built by Rogers, Ketchum and Grosvenor.

In May 1848 the road purchased from Hinckley & Drury of Boston a locomotive which was called Rockwell in honor of Charles W. Rockwell who did more to build the road than any other individual. Afterwards there was two engines, Oliver Evans and the Newton Perkins: there is no record how they were obtained. The Newton Perkins about the year 1859 went into the Poquetannock Cove; she never was replaced; her boilers were on the wharf at Troland’s boiler shop on the west side for several years. It was floated up there on an old scow. The Suffolk was purchased from the Boston & Providence R. R. to run on the boat train; she was in service in 1869; she was an inside connection; also the Uncas.

There was the first Boston which had two driver[s], Louis P. Roath ran her [and] she was used first as a passenger [engine] and then for switching. The William P. Green and Bay States built by McKay and Aldur. The Col. DeWitt built by Rogers Ketchum. The Uncas built by Hinckley & Drury; also the Nathan Hale, Joel White and Oweneco. The Mohegan and Pequot were built at Lawrence. The Sagamore, Sachem, Quinebaug, Shetucket, Thames and Tiger by Hinckley. When the railroad shops were built on North Main street in 1867 and 1868, they built in the new shops, Wauregan, Attawaugan, Artisan, Yantic and Mamohet, *[note: this is not a misspelling of Mahomet. There was a local Indian chief by this name.]* and a new Bay State, and when the road was taken over by the N. Y. & N. E., there was several switche[r]s made for that road till the works were transferred to Boston.

In 1855 the engineers were paid on the basis of so much per month. The following were the names and salaries: John Hyde and James White received $75 per month; Richard Harrison, Edwin A. Roath, Henry E. Barrows, Stephen S. Whaley, Louis P. Roath, James B. McQuire received $60 a month; James Evans and John Brady received $40 per month. William Bassett as stationary engineer received $1.25 per day.

A few years before they were scrapped the Rockwell and Col. DeWitt were outside the round house and the small boys would play on them and plan to be railroad men when they grew up, also to watch the colored man, Pelham, saw wood with horse power for the engines.

The railroad added numbers with the names and as they were taken to the shop to be overhauled and have modern smoke stacks, the names were dropped, but the men on the road always thought of them by the old names, so the Boston became No. 1; Rockwell, no. 2; William P. Green, No. 3; Col DeWitt, No. 4; Uncas, No. 5; Nathan Hale, No. 6; Joel White, No. 7; Oweneco, No. 8; Mohegan, No. 9; Pequot, No. 10; Sagamore, No. 11; Sachem, No. 12; Quinebaug, No. 13; Shetucket, No. 14; Thames, No. 15; Tiger, No. 16; Wauregan, No. 17; Attawaugan, No. 18; Artisan, No. 19; Yantic, No. 20; Bay State, No. 21; Mamohet, No. 22. The last was later changed to No. 5.

Some of the old engineers who ran these engines in the 60’s and 70’s were: Jim McQuire, Jim Evans, Pat Fitzgerald, Pres Cooper, Billy Young, Sid Williams, Al Walker, Dan Preston, Ed Spalding, Charlie Roath and the two Winchester brothers, Otis and Charlie.

About 1880, the Quinebaug and Artisan were traded with the Milford and Providence railroad for a Mason engine No. 13, which ran on one of the passenger trains for a long time; Dan Preston engineer and Burt Holmes, fireman.

*Table (not in original):*

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| **Name** | **Number** | **Builder** | **Notes** |
| Norwich |  | Rogers, Ketchum & Grosvenor | 1839 |
| Worcester |  | Rogers, Ketchum & Grosvenor | 1839 |
| Webster |  | Rogers, Ketchum & Grosvenor | 1839 |
| Hancock |  | Rogers, Ketchum & Grosvenor | 1839 |
| Rockwell | 2 | Hinckley & Drury | Built 5-1848 |
| Oliver Evans |  |  |  |
| Newton Perkins |  |  | Sunk 1859 |
| Suffolk |  |  | From B&P, 1869. Inside valve gear |
| Boston | 1 |  |  |
| William P. Green | 3 | McKay & Aldur |  |
| Bay State |  | McKay & Aldur |  |
| Col. DeWitt | 4 | Rogers, Ketchum & Grosvenor |  |
| Uncas | 5 | Hinckley & Drury | Inside valve gear |
| Nathan Hale | 6 | Hinckley & Drury |  |
| Joel White | 7 | Hinckley & Drury |  |
| Oweneco | 8 | Hinckley & Drury |  |
| Mohegan | 9 | Lawrence |  |
| Pequot | 10 | Lawrence |  |
| Sagamore | 11 | Hinckley |  |
| Sachem | 12 | Hinckley |  |
| Quinebaug | 13 | Hinckley | Traded to Milford & Providence, 1880 |
| Shetucket | 14 | Hinckley |  |
| Thames | 15 | Hinckley |  |
| Tiger | 16 | Hinckley |  |
| Wauregan | 17 | Norwich & Worcester RR |  |
| Attawaugan | 18 | Norwich & Worcester RR |  |
| Artisan | 19 | Norwich & Worcester RR | Traded to Milford & Providence, 1880 |
| Yantic | 20 | Norwich & Worcester RR |  |
| Mamohet | 22 | Norwich & Worcester RR |  |
| Bay State (2nd) | 21 | Norwich & Worcester RR |  |
|  | 13 (2nd) | Mason | From Milford & Providence RR, 1880 |