GRANT LOCOMOTIVE WORKS

Swinburne, Smith & Co. 1848-1851
New Jersey Locomotive & Machine Co. 1851-1857 ("Smith & Jackson")
Grant Locomotive Works 1857-1895
Union Locomotive Works 1866-1867
The locomotive list of Grant and its predecessors does not exist. It was apparently lost in the move of the works from Paterson to Chicago in 1890, and except where the shop number is underlined, the arrangement of numbers is purely guesswork, and is intended to give a general idea of the number of engines built by the company. Also to provide space in this list for additions as more information comes to light.

In the History of Bergen and Passaic Counties by Woodford-Nelson, 1882, when the Grant Works was still in operation, the following is quoted from pp.36-37.

"In 1842, Samuel Smith, Abram Collier and George Bradley started a small foundry in a building 50x50 ft. on the southeast corner of Broadway and Prospect Streets. In 1848, Smith sold out to Collier and formed a co-partnership with his brother J. G. Smith, Thomas Beggs and Henry Whiteley.

They leased a one-story building along the raceway on Mill St. in front of the Franklin Mill, opposite Ellison St., 140 ft. long and 40 ft. deep. They started a foundry and general machine shop there.

Beggs died and his interest was purchased by Wm. Swinburne, former Supt. at the Rogers Locomotive Works in Paterson. The name was changed to Swinburne, Smith & Co., still in 1848, as all the above happened within a few months. They immediately laid plans to build locomotives, and built a locomotive shop of brick, two stories, just north of the machine shop and immediately next to the Essex Mill lot, still standing (1882).

They got an order for 10 engines from the New York & Erie RR, so they bought a mill site on Market St. opposite Pine and erected a large shop there in 1850, after approximately 15 locomotives had been built in the original shop. Swinburne retired in June 1850, from association with the company and formed his own company. He leased a plot of land adjacent to the present Erie tracks on the west side, extending from Market St. to Ellison, where he built an immense shop and began building locomotives on his own account, under the name of Wm. Swinburne & Co. in 1855. Swinburne sold out to the Erie, which used the factory as a repair shops for some years, and in later days as a storehouse.

The New Jersey Locomotive & Machine Co. was incorporated by the remaining partners of Swinburne, Smith & Co. in 1851, and carried on the business on Market St. near Spruce, Gradually enlarging the concern until some time in the 1863-1864 period, the stock in the company was bought up by Oliver DeForest Grant, who with his son David B. Grant, and E. Guadman Grant, ran it until the death of O. DeF. Grant, when David B. Grant took over active management.

Under NJ State laws, the new owners incorporated the firm as the Union Locomotive Works March 21, 1866, but on April 11, 1867, by special act of the legislature, approval was given to change the name to the Grant Locomotive Works, which name it bore until it went out of business.

Grant's control of the concern resulted in erecting new buildings during 1864-66 on Pine and Jersey Sts., and the old ones were enlarged. A magnificent passenger engine, polished till it shone like a mirror, with the boiler covered with German silver, and cab made of choice woods, was sent to the Paris Exposition in 1867. It cost $42,000 and was brought back and sold to the Chicago, Rock Island & Pacific. In 1869-70, the original building on Market St. was enlarged by a 3 story addition on the front, elegant offices being fitted in the second story.

In the early part of 1872, all boiler makers in Paterson struck for higher wages, although many of them were then earning what was then a very high wage, $8 per day. Grant instantly ordered the shops closed, and all boiler manufacturers in Paterson agreed to lock out strikers, so that most of them were compelled to leave the city. Mr. Grant lost no time in buying a riveting machine for boilers, the second one in use in a locomotive establishment......

At one time when all the other locomotive establishments were idle (panic of 1872), he got an order from the Russian Govt. for 55 locomotives. Shipment of the engines was delayed due to various causes, and the factory was shut down in Oct. 1872, reopening in July 1873. Work was again started on the uncompleted Russian locomotives, and while 23 of them had apparently been completed before the shutdown, and perhaps shipped, 10 more were completed in 1875, but the balance of the order...
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was cancelled. The ten completed engines not sent to Russia were rebuilt with different boilers and sold to the Lehigh Valley.

David S. Grant retired January 1, 1880 and was succeeded in management by William W. Evans, who since February 1866 had been chief accountant. R. Suydam Grant remained as president and principal stockholder, but apparently took no active part in the design or construction of locomotives. As of January 1, 1882, 720 men were on the payroll, with 110 engines completed during 1881 according to Trumbull. A Paterson newspaper in a feature on the Grant works stated that as of February 1, 1882 a total of 1450 engines had been completed by the concern from its origin. New buildings had been built recently and more were to be erected in 1882.

All of this information came to me from the research of F. Stewart Graham and Sylvan R. Wood in the period from 1945 through 1951, and to it I have added material given to me by the late Walter Lucas some time in 1941 or 1942. Lucas had for years made the study of the three locomotive builders in Paterson a special hobby, and by means I know not what, he found the original Rogers logbook going back to the start, and made a copy of it. But the Grant records were not in Paterson according to Lucas and he had to rely on the Paterson newspapers, and on a book, the "History of Industrial Paterson" by Trumbull, published in 1882. The February 1, 1882 newspaper story referred to above, giving 1450 locomotives completed to that date does not agree with Trumbull's figure. He presents a list purporting to show the total number of locomotives built each year by the three companies which had their origins in Paterson, and in the case of Grant, he gives figures from 1849 to the end of 1881 showing a total of 1555 locomotives. This list does not include five known to have been built in 1848, two in 1849 and three in 1851. Adding these ten to Trumbull's figures, it would appear that 1565 locomotives were built to the end of 1881, leaving only 323 to be built between that date and 1893 for a total of 1888.

It is difficult to reconcile all gathered data with the indicated facts. It is wholly probable that shop numbers were assigned to locomotives upon receipt of orders for them, as was the custom of many builders of that day, and there is little doubt that locomotives were often not shipped in numerical sequence, also a common practice among builders. Moreover, Railroad records were often based upon the date that equipment was placed in service rather than the actual date of construction. Any material lapse of time between the date an order was placed and the date on which the locomotives went into service would seriously disrupt the relationship between shop numbers and construction dates in any ideal system of chronological shop numbers.

That there were orders cancelled from time to time is definitely known, and it seems logical to assume that where such cancellations occurred the shop numbers, which may have been assigned upon receipt of the order, were not later used, as this occurs time and again in other locomotive builders' lists. It can only be surmised that some of the blank numbers in the Grant list are due to cancellations, and further, that the shown total of 1888 engines could be reduced to some extent. Forgetting about the 24 engines built in Chicago, the last Grant shop number used in Paterson probably was in the 1790s. A jump of 250 numbers appears in the 1871 data, whereas Trumbull's list shows that the company's best year was 1875 when 131 locomotives were built. This is no reflection on Trumbull, as he probably printed what the Grant executives gave him as the gospel truth. His figures for Danforth and Rogers are equally variable, and in the case of the latter we have practically the complete list to check Trumbull's figures with. In 1943, the American Locomotive Company trumpeted the building of their 70,000th locomotive, but this total did not take into account several hundred cancellations where the shop numbers were never used. Not to be outdone, Baldwin in early 1944 announced the completion of their 70,000th loco-
Not only did they have cancellations through the years, but the shop numbers from 64758 to 67402 were assigned to U.S. Army M-4 Locomotives, which were assembly jobs, and certainly not railroad equipment in any sense of the word. Also assigned hundreds of shop numbers to steam shovels, and so on.

The following table is based primarily upon Trumbull's figures, to which have been added the above-mentioned ten engines, apparently not included in his records for 1848, 1849, and 1851, and shows shop numbers which might have been assigned to engines during the years 1848 to 1881, and further based upon the supposition that a new series of numbers was started at the beginning of 1853, allowing for 58 built by Swinburne, Smith & Co., and the New Jersey L&H Co. to that year.

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<thead>
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<th>Year</th>
<th>Total Blt.</th>
<th>Shop Numbers</th>
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<tr>
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<td>58</td>
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<td>60-99</td>
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<td>42</td>
<td>100-141</td>
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<td>31</td>
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<td>111</td>
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</tr>
<tr>
<td>1882</td>
<td>1508</td>
<td></td>
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Note: During the years the firm was known as the New Jersey L&H Co., its President was named Smith and its Vice President was Jackson. It was often called the Smith & Jackson Co., and many railroads listed their engines as Smith & Jacksons, although the NJ State Dept. informs that no company existed under that name. Anything built after 1863 was under the control of the Grant. who did not however use the family name until 1856.
During the period from 1881 to 1893 it is possible to learn a great deal about what was going on at the Grant factory by reading the weekly Railroad Gazette, the Railway Review, and occasional newspaper items. The Grant Works suffered from slowness of business in railroad equipment orders just as all the other builders did, from the end of 1874 and the following shows that Danforth Locos & Mach. Works, and the Rogers Works, both of Paterson, had difficulties during the period from Jan.1875 to Jan.1881:

<table>
<thead>
<tr>
<th>Year</th>
<th>Grant</th>
<th>Danforth</th>
<th>Rogers</th>
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<tbody>
<tr>
<td>1875</td>
<td>10</td>
<td>19</td>
<td>44</td>
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<tr>
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<td>12</td>
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<td>8</td>
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</tr>
<tr>
<td>1878</td>
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<td>57</td>
<td>76</td>
<td>116</td>
</tr>
<tr>
<td>1881</td>
<td>111</td>
<td>71</td>
<td>225</td>
</tr>
<tr>
<td>C/1 1/1/61</td>
<td>1503</td>
<td>1227</td>
<td>2896</td>
</tr>
</tbody>
</table>

Each of the Paterson builders had to find other work to do during the hard times which followed the panic of 1873. Danforth spent the whole year of 1875 and part of 1876 building silk and cotton spinning machinery. Starting in 1875 and going through 1877, Danforth changed the gauge on most of the B&O engines from six feet to standard. Starting in 1880, Grant rebuilt a total of 34 4-4-0 type locomotives for the New York, Lake Erie & Western, the last one being converted from six foot gauge to standard in 1885. These engines, like most of the other Erie broad gauge engines converted in their own shops, at Grant, Dickson and Danforth, were standardized with 18x22 cylinders and as many of them probably got new boilers, they were practically new engines, but they were not assigned shop numbers. If those engines were included in the Trumbull totals, the number of engines built by Grant would exceed the shop numbers at certain known dates. Grant displayed the Constr.No. and year built by engraving it in the brass ornamental steam chest side. These figures are so small that even in very sharp builder's original photos, it is very difficult to read the shop number. With the advent of the Westinghouse air-brake, those builders which had been displaying their nameplate on a scroll between the driving wheels were forced to either adopt the Grant and Danforth method of engraving on the side of the steamchest, or use plates which Baldwin adopted very early. Grant chose a diamond-shaped plate with very small letters and numerals, so builder's photos showing Grant plates are just as hard to identify as those with the steam chest engravings. Grant also had a rectangular plate in 1890 which will be discussed later.

During 1881 Grant began soliciting orders for narrow gauge engines in earnest, having tooled up and made patterns for 4-4-0, 2-6-0 and 2-8-0 types in 3 ft. gauge. They built 30 consolidations for the Denver & Rio Grande in 1881, completed a very large order for the Texas & StLouis in 1881 and 1882, and built 20 engines for the Toledo, Cincinnati & StLouis in 1882-1883, besides smaller orders for a number of other lines. The T.C&Sd St.Louis bankrupt before any large payment had been made on their locomotives, and in 1888 the engines were all repossessed by Grant. Some were repaired at the Cleveland, Delphos & St.Louis shops in Ohio and shipped to new owners from there; the rest were returned to Paterson, some rebuilt, and the last two were sold in 1890. During 1883 Grant built a large order of consolidations for the Pennsylvania and 10 engsls ordered by the New York, Penna. & Ohio were shipped in January 1884. During the balance of the year, Grant built not more than ten locomotives, and a Paterson Press item said all they had done in May 1884 was rebuild two old locomotives; no new ones. The year 1885 started out dismally, and on May 23, 1885, the Paterson Press said the erecting shop at Grant having proved too small to build the large engines turned out by other builders, would be rebuilt in order to secure more room. The upper floors of the building were razed, and the height of the erecting shop was increased to permit building the largest freight engines of the times. As of Oct.23, 1885, the Paterson Press
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reported that the Grant Works was preparing the resume work, but said nothing of any orders having been received. The great job of standard gauging the broad gauge Erie, the DL&W, Ohio & Mississippi and lesser 6-foot gauge lines was done, and the rush of enthusiasm for narrow gauge railroads was waning. Baldwin had taken the lion's share of the narrow gauge business and none of the Paterson builders could compete with them.

Another factor adding to Grant's troubles was the failure of the Toledo, Cincinnati & St. Louis to pay for 20 narrow gauge engines built for them in 1881 and 1882. It was necessary for Grant to repossess these engines from the bankrupt railroad in 1885 and to resell them at substantial discounts to narrow gauge railroads all over the country. In the fall of 1886 the Erie gave Grant an order for 10 heavy consolidation engines, for which the factory had been rebuilt, and there is evidence that about 25 engines were turned out by Grant in that year.

Early in 1887 orders were received from the Utah & Northern, the Milwaukee and several other roads for passenger engines, but only three heavy consolidations for the Montana Union R.R. were built. Disaster then struck the factory, for on September 7, 1887 fire razed about half of the buildings including the office and the main building on which was the medallion of Napoleon III, a facsimile of the prize given to the locomotive AMERICA, received at the Paris Exposition in 1867. Production ceased for a number of months, and the large order for ten-wheel locomotives for the Milwaukee was not completed until July 1888. This seems to have taken the heart out of Grant's sales efforts, and production in 1889 was at a low ebb. The last known shop numbers for Grant engines built in Paterson were Nos. 1783 through 1789, built between December 1888 and February 1889. In the early part of 1890, five Leslie Rotary Snowplows were built at Grant due to the inability of Cook to keep up with the Leslie orders. These Grant rotary snowplows bore the Leslie shop number on the builder's plate, which was a home-made, poorly designed rectangular shape, in contrast to the beautifully designed, diamond-shaped plate previously used. The probable reason for this change in plates was that most of the engineers, designers and office employees had been laid off, and plans were afoot to move the company to Chicago.

Rumors of this move appeared first in the trade papers late in 1886, and as reported in the "Locomotive Engineer," the "Railroad Gazette" and the "National Car & Locomotive Builder," a group of Chicago businessmen who were anxious to establish a locomotive works of major capacity in their city had interested Grant in moving there. The Grant Locomotive Works of Chicago was chartered January 3, 1890, and 650 acres of land in Cicero, Ill., costing $502,000 was purchased. The stock in the new company was almost all subscribed by R. T. Jeffrey, ex-General Manager of the Illinois Central, George M. Beane and Willard T. Block. H. S. Grant and partners came out from Paterson, and W. H. Fanner, Jr. was elected president of the new company. Almost all the heavy machinery was to be new, only certain patterns and special tools or drawings being sent from Paterson. Construction was delayed by litigation over the land title, but this was settled in December 1890. Buildings costing approximately a million dollars were erected during 1891 and 1892. After personnel problems had been solved, the factory was ready for business in the fall of 1892 and began work on a trial order of five 0-4-0 switchers for the Chicago, Milwaukee & St. Paul. On Dec. 30, 1892 the Burlington & Missouri River ordered 25 Class K-2 4-6-0 engines, and as soon as the last Milwauke R.R. switcher was completed, work was begun on the Burlington order. The first four ten-wheel engines finished were diverted to the St. Paul & Kansas City Short Line and in June 1893 three engines were delivered on the B. & M. R. order. It has been said that only one was delivered and that it was so unsatisfactory that the order for the balance of the engines was cancelled.

This does not seem to agree with the known facts. The three engines delivered to the B. & M. R. remained in service for over 50 years. The real reason for failure to continue deliveries on the order was a strike in mid-June of 1893, called by the employees in protest of the piecework system, a novelty in the Chicago area. The plant was shut down, and since the company had overextended itself in building such a large factory, it was forced into receivership on July 9, 1893. Liabilities being listed at $40,000, with assets of $1,15,464. The panic of 1893 did not help matters, and attempts to sell the plant at auction were fruitless. It was not until the fall of 1894 that the plant and the unfinished locomotives were sold to Siemens & Halder Electric Company.
The new owners found enough material on hand to complete 12 of the ten-wheel engines, and these were all built in 1895. Almost two years passed before a customer was found, and the engines were sold in 1897 on the dates given in the list. Why Siemens-Halske started with Shop No. 1819 instead of No. 1813 is not obvious, but the records of the Kansas City Southern, successors to the Kansas City, Pittsburgh & Gulf, now the shop numbers as indicated in the list. The compiler of this list can find no evidence in the public press that these 12 engines were built by Grant in 1893, sent to the B. & M. R. and returned to the factory as unsatisfactory, as claimed by several historians in the past. There is too much evidence in the form of news items in the trade weeklies, which followed the fortunes of the ill-fated Grant company in detail, and which several times mentioned the uncompleted engines.

A word of caution to anyone reading the following list of Grant locomotives. The dates built for the early engines is usually the date in service as shown in the owners' records. As the New York & Erie went through Paterson, Erie engines built at Grant or its predecessors were probably placed in service within days of completion. Engines for the mid-west were probably received a month or more after being turned out of the factory, and those for the far west built prior to completion of the Pacific Railroad in 1869 required six months or more for transit by sailing vessel around the Horn. If the construction number is underlined, then this number has been verified either from builder's photos or from railroad company records. These latter numbers are still coming to light, and some of them conflict with each other, especially in the case of the Texas & St. Louis. Foreign orders are of course lost to us except those sent to Russia in 1875, and several builder's photos reveal shop numbers on foreign orders.

Gerald M. Best
<table>
<thead>
<tr>
<th>Company Name</th>
<th>Years</th>
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<tr>
<td>Swinburne, Smith &amp; Co.</td>
<td>1848-10/1851</td>
</tr>
<tr>
<td>New Jersey Locomotive &amp; Machine Co. (Smith &amp; Jackson)</td>
<td>11/1851-3/1866</td>
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<tr>
<td>Union Locomotive Works</td>
<td>3/1866-4/1867</td>
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<tr>
<td>Grant Locomotive Works</td>
<td>4/1867-1893</td>
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<table>
<thead>
<tr>
<th>Company Name</th>
<th>Years</th>
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<td>Ann Arbor (A &amp; A)</td>
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D. R. Robertson 378.
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Total: 30 entries
NEW JERSEY LOCOMOTIVE & MACHINE CO.  

INC. 1851

It is assumed that a new series of shop numbers was started at this time.

(SEE NOTE AT BOTTOM OF PG.)

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1852 - 13 locomotives built, Shop Nos. 6-23 incl.

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South Carolina Canal & BE Co.

1852 - 1853: PACIFIC R.R. "FRANKLIN"

11x24 "Horatio Allen"

GIB note. This list was typed on the basis that a new series was begun in 1851 when
the new company was formed. The figures of the shop numbers used each year, based
on Trumbull, were erroneously started in 1851 and was not discovered until the sheets
had been typed to 1869. If the figures used in Column 3, Page 3-A had been
used, a difference of 23 numbers would ensue. This would require retyping 22
pages, a job which has been put off for the past 20 years.

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1854: 35 locomotives built. Shop Nos. 25 to 69

(15) 48 2/1 1854 New York & Erie 159 4-4-0 72-18x20-65250
(16) 49 2/1 1854 do 160 " " -65800
(17) 50 4/1 1854 do 161 " " -63800
(18) 51 4/1 1854 do 162 " " -62950
(19) 52 4/1 1854 do 163 " " -65000

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| 74  | 1855 | | -      | 56      | ✓
| 75  | 1855 | Richmond, Fredericksburg & Pot. | "G.A. Myers" | 60-15x22-70000 |
| 76  | 1855 | Chesapeake & Ohio | "Richmond" | 14      | 4-4-0 60-15x22-55400 |
| 77  | 1855 | Northern Ry. of Canada | 4-4-0 | 14      | 66-17x20-61500 5'6"Ga. |
| 78  | 1855 | | -      | 15      | 
| 79  | 1855 | Sacramento Valley R.R. | "L.L. Robinson" | 4-4-0 | Unloaded at Sacramento, Calif. Oct.14, 1855 |
| 80  | 103 | | 
| 81  | 104 | | 
| 82  | 105 | | 
| 83  | 106 | | 
| 84  | 107 | | 
| 85  | 108 | | 
| 86  | 109 | | 
| 87  | 110 | | 
| 88  | 111 | | 
| 89  | 112 | | 

✓/7/78
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1858: 16 locomotives built. Shop Nos. 175-190

198 2/1858 C. R. R. of N. J. "Union" 27 4-4-0 54-17x22-70000 6 ft. ga.

199 /1858 Newark & Bloomfield "Bloomfield" 4-4-0

200 /1858 Virginia-Tennessee "Gaselle" 4-4-0 63-16x22-53350

201 /1858 Buffalo York & Erie 28 4-4-0 60-16x22-62600 To Erie Ry. 626
### 1859

20 locomotives built. Shop Nos. 191-210

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1861 Burlington & Mo. River "Lt. Gen. Grant" 0-4-0

1862 Central RR of N.J. "Morris" 4-6-0 48-18x23-68000 6 ft. st. 7/1862
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<td>&quot;Scout&quot;</td>
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<td>&quot;Ishn-&quot;</td>
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New Jersey
303 326 12/1862 U.S. Military R.R. "ZEBRA" 65 4-4-0 55-16x24
304 327 12/1862 Atlantic & Great Western 31 4-4-0 54-16x22-62000
305 328 12/1862 do 32 " "
1863 45 locomotives built. Shop Nos. 306-350
306 329 1/1863 U.S. Military R.R. "Lion" 70 4-4-0 55-16x24
307 330 1/1863 do "Tiger" 73 " "
308 331
309 332
310 333 2/1863 New York & Erie 236 2-6-0 48-18x22-76000
311 334 2/1863 do 237 " "
312 335 2/1863 do 238 " "
313 336 2/1863 do 239 " "
314 337 3/1863 do 240 " "
315 338 3/1863 do 241 4-4-0 66-16x20-56000
316 339 3/1863 do 242 " 72-16x20-56000
317 340 3/1863 do 243 " 72-18x22-59700
318 341 4/1863 U.S. Military R.R. "Chas.Minot" 84 4-4-0 62-16x22
319 342 4/1863 Rensselaer & Saratoga "LHThyper" 23 4-4-0 60-16x22-70500 To D&H 118
320 343 4/1863 Fallbrook R.R. "Seymour" 2 4-4-0
321 344 4/1863 do "Schuyler" 3 2-6-0
322 345 5/1863 U.S. Military R.R. "Commodore" 67 4-4-0 62-16x22
323 346 5/1863 Atlantic & Great Western 35 4-4-0 48-14x22-64000
324 347 5/1863 do 36 " "
325 348
326 349 6/1863 New York & Harlem 30 4-4-0
327 350 6/1863 do 31 " "
328 351
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8/17
450 474 /1865 Baltimore & Ohio 278 4-4-0 58-15x24 To 51
471 475 /1865 Erie Railway "Robt.H.Berdell" 345 4-4-0 68-16x22-68000
472 476 /1865 Cent. RR of N.J. "Crickstep" 97 4-4-0 71-17x22-68160 Acq. S/1866 from Grant. Orig. owner unkyn.
473 477 /1865 Richmond & Petersburg 4 54-16x24

1866 58 locomotives ordered or built. Some del'd in 1866. Name changed to Union Locomotive Works 3/21/1866. Shop Nos. 454-511

454 478 /1866 Atlanta & West Point "Phinizy" 13 4-4-0 60-15x20-47000
455 479 /1866 do "Peters" 14 " "
456 480 /1866 Cent.R.R.of N.J. "Hecla" 75 0-4-OT 49-14x22-58190 To 5
457 481 /1866 do "Etna" 76 " " to 6
458 482 /1866 do "Putnam" 77 4-6-0 521-16x22-78260
459 483 /1866 Pennsylvania RR 409 4-6-0 65-15x22-78800 Del'd 1867 ✓
484 484 /1866 do 410 " " ✓ ✓
485 485 /1866 do 411 " " ✓ ✓
486 486 /1866 do 412 " " ✓ ✓
487 487 /1866 do 413 " " ✓ ✓
488 488 /1866 do 414 " " ✓ ✓
489 489 /1866 do 415 " " ✓ ✓
490 490 /1866 do 416 " " ✓ ✓
491 491 /1866 do 417 " " ✓ ✓
492 492 /1866 do 418 " " ✓ ✓
493 493 /1866 Central Pacific RR "Ajax" 32 0-6-OT 48-16x24 Roblt. 4-4-0-1873 Delivered 1867
494 494 /1866 Western of Mass. "Suffolk" 100 4-4-0 60-16x24-59000 Del'd 1867
495 495 /1866 do "Middlesex" 101 " "
496 496 /1866 do "Hampden" 102 " "
497 497 /1866 do "Berkshire" 103 " 
498 498 /1866 Central RR of N.J. "Palaski" 78 4-6-0 523-15x22-78260
499 499 /1866 do "Sturben" 79 " 

500 500 /1867 Exhibition Engine for Paris Fair 4-4-0 Named America
501 501 /1866 Central R.R.of N.J. "Detectr" 80 4-6-0 523-15x22-78260

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| 462  | 503   | Northern Central                    |       | 4-4-0      | 60-16x24-55000  
| 463  | 504   | do                                  | 88    | 4-4-0      | 60-16x24-55000  
| 464  | 505   | do                                  | 89    | 4-4-0      | 60-16x24-55000  
| 465  | 506   | do                                  | 90    | 4-6-0      | 68-18½x22-63400  
| 466  | 507   | do                                  | 91    | 4-8-0      | 68-18½x22-63400  
| 468  | 508   | Toledo, Wabash & Western            | 49    | 4-4-0      | 60-16x22-61200  
| 469  | 509   | do                                  | 50    | 4-4-0      | 60-16x22-61200  
| 470  | 510   | do                                  | 51    | 4-4-0      | 60-16x22-61200  
| 471  | 511   | do                                  | 52    | 4-4-0      | 60-16x22-61200  
| 472  | 512   | do                                  | 53    | 4-4-0      | 60-16x22-61200  
| 473  | 513   | do                                  | 54    | 4-4-0      | 60-16x22-61200  
| 474  | 514   | do                                  | 133   | 4-4-0      | 65-16x24          |
| 475  | 515   | do                                  | 134   | 4-4-0      | 65-16x24          |
| 476  | 516   | Marquette, Houghton & Ontonagon     |       | 2-6-0      | 54-17x24-68960 Named    
| 477  | 517   | Sterling Mountain R. R.             | 49    | 4-4-0      | 60-16x22-61200    
| 478  | 518   | do                                  | 50    | 4-4-0      | 60-16x22-61200    
| 479  | 519   | do                                  | 51    | 4-4-0      | 60-16x22-61200    
| 480  | 520   | do                                  | 52    | 4-4-0      | 60-16x22-61200    
| 481  | 521   | do                                  | 53    | 4-4-0      | 60-16x22-61200    
| 482  | 522   | do                                  | 54    | 4-4-0      | 60-16x22-61200    
| 498  | 523   | Southern Minnesota                  | 49    | 4-4-0      | 60-16x24          
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| 507  | 530   | "                                   | 56    | 4-4-0      | 60-16x24          
| 508  | 531   | "                                   | 57    | 4-4-0      | 60-16x24          
| 509  | 532   | "                                   | 58    | 4-4-0      | 60-16x24          

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543 f56 1/867 Cleveland, Columbus & Cinn. "Cohen"  4-4-0  62-16x22
544 567 /1867 do  "Union"  " " "
545 568 /1867  "L. M. Hubby"  " " "
546 569 /1867  " " "
547 570 /1867  " " "
548 571 /1867  " " "
572 6/1868  St. Louis & Iron Mountain "Bessie"  17  4-2-0  60-14x22 To 347 (31drs photo shows 8' tender)
573 12/1868 Later 347 do  32  4-4-0  62-16x24 (doubtful)
574 575 /1868  " " "
575 576 /1868  " " "
576 577 /1868  " " "
577 578 /1868  " " "
578 579 /1868  " " "
579 580 /1868  " " "
580 581 /1868  " " "
581 582 /1868  " " "

1868 57 locomotives ordered or built. Shop Nos. 550-566

560 553 /1868 Marquette, Houghton & Ontonagon  2-6-0  54-17x24-59680 Named "H. E. Ely"
561 554 /1868 Naugatuck R.R. "Torrington"  4-4-0  63-14x22-55000
562 555 /1868 New York & New Haven  23  4-4-0  62-17x22-65725
563 556 /1868  "  "  " 26  "  "
564 557 /1868 Richmond & Petersburg  7  4-4-0  60-121x24
565 558 /1868 Michigan Central "Eaton"  101  4-4-0  65-14x24-57500
566 559 /1868  " " " 102  "  "
567 560 6/1868 Iron Mountain & Southern "Eld Love"  45  4-4-0  62-16x24
568 561 6/1868  " Charleston"  46  "  "

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*Also 580-590, 600-610.*

**1869: 100 locomotives ordered or built. Shop Nos. 617-716**

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1870 101 locomotives ordered or built. Shop Nos. 717-817

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| 726     | 1870  | do              | 150 |       |            |
| 727     | 1870  | do              | 296 |       |            |
| 728     | 1870  | do              | 297 |       |            |
| 729     | 1870  | do              | 298 |       |            |
| 730     | 1870  | do              | 299 |       |            |
| 731     | 1870  | do              | 300 |       |            |
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| 735     | 1870  | Marquette, Houghton &amp; Ontonagon | 304 | 4-4-0 | 54-17x24-59570 &quot;J.S. Pay&quot; |
| 736     | 1870  | do              | 305 |       |            |
| 737     | 1870  | Marquette, Houghton &amp; Ontonagon | 306 | 4-4-0 | 60-15x22-46000 |
| 738     | 1870  | M.E. &amp; T.       | 307 |       |            |
| 739     | 1870  | do              | 308 |       |            |
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**Ann Arbor**

**New York, Pennsylvania & Ohio**

**Iron Mountain & Southern**

**Western Maryland**

**Central R.R.of New Jersey**

**Baltimore & Ohio**
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**Notes:**
- Shop Nos. 1025-1165
- Various specifications provided for each locomotive, including engine type, size, and possibly specific operational details.
- Some locomotives are noted as having been built for multiple railroads.
- Special railroads and line names, such as Chicago & Grand Trunk, Missouri, Kansas & Texas, and Chicago, Milwaukane & St. Paul, among others.
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Note: Quote from the Railroad Gazette of 8/30/1895 is as follows:

"The first locomotive completed by the Siemens & Halste Electric Co. is shown in a diagram on this page. As is well known, that company purchased the plant of the Grant Locomotive Works at Chicago after the failure of that company and the engine just completed is one of 65(slo) ordered from the Grant company by the C.S.& Q. Twenty will be completed to the original design, for a 4-6-0 of the following dimensions; 62-19x24-118600-87400. The boiler is a Balpayre type, 60 inches in diameter."

See Also: R&HS Bulletin No 122

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