

Grant Locomotive Works
Market and Spruce Streets
Paterson, New Jersey
Passaic County

HAER No. NJ-9

HAER
NJ,
16-PAT,
14-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Department of the Interior
Washington, D.C. 20240

ADDENDUM
FOLIOS...

HISTORIC AMERICAN ENGINEERING RECORD

GRANT LOCOMOTIVE WORKS

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DATE: 1851

LOCATION: Market and Spruce Streets
Paterson, New Jersey

DESIGNED BY: unknown

OWNER: Buildings no longer extant; Machine Shop demolished
1974, but archeological remains of locomotive pits
in former Erecting Shop are buried under ground for
protection.

SIGNIFICANCE: Grant Locomotive Works leased land from the S.U.M.
in 1851 and constructed a three story factory sixty
feet wide by one hundred fifty feet long. Grant
shared their premises with various silk and textile
goods manufacturers over the fifty years they owned
the factory. This was the smallest of the three
locomotive works in Paterson.

TRANSMITTED BY: Monica E. Hawley, Historian, 1983

HISTORIC AMERICAN ENGINEERING RECORD

The following is the result of a Title Search done by the recording team in 1974.

The GRANT MILL Lots (Mill Lots #6 & 7)

"Beginning at the southeast corner of lot leased to James Shepherd, known as Mill Lot No. 5; running thence westerly along the north side of Market (or Congress) Street two hundred feet to the southeast corner of Mill Lot No. 8 northerly one hundred seventy feet more or less to the south bank of the middle canal of the party of the second part hereto; thence easterly parallel to Market Street, Two hundred feet to the northwest corner of the said Mill Lot No. 5, one hundred seventy feet more or less to the place of beginning,"¹

The first recorded transactions involving the Lots described above were in 1814, when Lot #6 was bought by Peter Lorillard, and Lot #7 by his brother George, for \$3,000 apiece.² Peter Lorillard had invented a machine for cutting tobacco in 1814 (tobacco was the basis of the Lorillard family's fortune), and it seems safe to assume that the two Mill Lots and the accompanying rights to two square feet of water were used for the manufacture of tobacco or tobacco processing machinery. George Lorillard died in 1832, at which time the executors of his estate sold Lot #7 to his nephew, Peter Lorillard, Jr., for \$25,000.³ In 1837, Lot #6 was deeded to him by his father.⁴

In 1844, Peter Lorillard sold the two lots to Francis Burritt and Robert Johnson for the sum of \$14,000.⁵ Nine months later, in an exchange with the SUM, Burritt and Johnson traded their property on the middle race for a lot on the upper raceway, between the extended line of Oliver Street and Spruce Street.⁶ The SUM leased Lots #6 & 7 to the Grant Locomotive Works in 1851.⁷ Formerly located in the Franklin Mill, the Company built a three story factory measuring sixty by one hundred fifty feet to accomodate their rapidly expanding business.⁸ By about 1858, the Locomotive works were sharing the plant with C. L. Bottum & Co., silk manufacturers, a company which had relocated from Connecticut. A year later, Bottum sold out to a Mr. Conant, who, in turn, sold the plant to Edward Saunders. Saunders continued to occupy the premisis over the Grant Works, employing sixty hands in silk manufacturing, until 1861.⁹ In 1862 the partnership of Thomas Dales, George Richmond, and Joseph Brown moved into the Grant Works to expand their silk manufactory. They established their own mill in 1865.¹⁰

Grant Locomotive Works renewed their leases on the two lots in 1869, the same year in which the SUM reassigned the leases to Morgan G. Colt.¹¹ Ten years later Colt was granted clear title, to the property, and sold the land to Thomas Penrose.¹² At about the same time, J. Jackson Scott moved from the Union Mill to the Grant Locomotive Works, where he employed one hundred hands and ran seventy two spinning frames producing tram, organize, twists and sewings.¹³ The lots passed Edward Penrose, the son of Thomas Penrose, upon the latter's death in 1883.¹⁴

After 1874, the prosperity of the Grant Locomotive Works declined, and the lease on Lots #6 and 7 was sold to the firm's chief stockholder, George Grant for \$15,000 in 1901.¹⁵ The lease was reassigned to his son, Richard Suydam Grant two years later.¹⁶

Both the lease and the title to Lots #6 and 7 changed ownership within the months of December 1909 and January 1910. Edward Penrose sold title to the lots in December to the New Jersey General Security Company, and Grant assigned the lease to the Alliance Mills Co. the following month.¹⁷ In 1930, New Jersey General Security purchased the lease from Allied Mills, and sold the title to the land back to the SUM.¹⁸ The Society bought the outstanding lease in 1945.¹⁹

FOOTNOTES: Grant Mill Lots

1. Abstract of the Title of the Society for Establishing Useful Manufactures as to Lorillard (Grant) Lot, p.1.
2. Essex Transcripts, D 62., D. 61.
3. Passaic Deeds G 484.
4. Abstract, op. cit., p. 13.
5. Passaic Deeds, G 488.
6. Passaic Deeds, H 302.
7. Passaic Deeds, Z-5, 26.
8. Trumbull 128-9.
9. Ibid. 183.
10. Ibid. 186.
11. Passaic Deed Z-5, 26, and, E-6 189.
12. Passaic Deeds G-6, 206.
13. Trumbull p. 190.
14. Passaic Deeds I 553, and I 420.
15. Passaic Deeds X-14, 172.
16. Passaic Deeds Y-17, 340.
17. Passaic Deeds L-20, 374, and L-20, 495.
18. Passaic Deeds B-36, 205.
19. Passaic Deeds A-45, 513.

GRANT INVENTORIES

- April 1, 1863: Passaic County Mortgages, Book I, p. 66
(New Jersey Locomotive and Machine Co.).
- October 2, 1857: Passaic County Mortgages, Book H, p. 90
(New Jersey Locomotive).
- February 1, 1858: Passaic County Mortgages, Book H, p. 226
(New Jersey Locomotive and Machine Co.).
- December 28, 1860: Passaic County Mortgages, Book H, p. 493
(New Jersey Locomotive and Machine Co.).

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