

A History of the Salisbury Branch Chronology Part 1

1846 – 1886

The Eastern Railroad
Salisbury, Massachusetts

The History of the Salisbury Branch

- **History:**
- Amesbury was settled in 1655 as part of Salisbury, but was separated from Salisbury in 1666 and incorporated as the town of Amesbury in 1868. Originally the boundary between Amesbury and Salisbury was the Powwow River.
- Beginning as a modest family community, it developed an aggressive maritime and industrial economy. The Powwow River provided water power for sawmills and gristmills. shipbuildings, shipping and fishing.
- In the 19th century, textile mills were built at the falls, as was a mechanized nail-making factory. The Merrimac Hat Company produced more hats than any of its competitors. Beginning in 1853, Amesbury became famous for building carriages, axles, springs, lamps, leather, a trade which evolved into the manufacture of automobile bodies. Amesbury also produced *Hoyt's Buffalo Brand Peanut Butter Kisses*.
- In 1846 the Eastern Railroad Surveyed the building of the Salisbury Branch, 3.85 miles from the East Salisbury main line.
- The Salisbury Branch was completed at a cost of \$70,000.00 and the line was put into service on January 1, 1848.





Newburyport Salisbury Railroad Bridge

In March 1840, the Eastern Railroad erected a new passage with two road beds, one above the other to accommodate both the railroad on the upper road and carriages and foot passengers on the lower road. Due to the strain of the frequent passenger and freight trains, a new railroad bed just upriver of the bridge was completed in 1866.



1872 Map Newburyport Railroad Draw Bridge

Year 1840

The Eastern Railroad built a Covered Bridge across the Merrimac River, the bridge with the rail bed on top. Inside the covered bridge was used for carts, carriages and for foot passengers.

The first Train passed over the bridge on October 28, 1840.

The road was open to public travel on November 9, 1840.

In 1846 a Draw Bridge was added.

In 1866 because of the heavy strain on the bridge which had been subject to from the heavy freight trains, it became necessary to erect a second bridge for passengers parallel to the railroad.

TRAVELLING



EASTERN RAIL-ROAD.

On and after Monday, August 20, 1849, Trains leave Eastern Railroad Depot, Eastern Avenue, Commercial street, Boston, daily, (Sundays excepted,)

Boston for Lynn and Salem, 7, 9 1-4 A.M., 12 1-4, 2 1-2, 3, 4 1-2, 5 3/4, 6 1-2 P. M.

Manchester and Gloucester, 9 1-4 A. M., 3, 5 3/4 P. M.

Newburyport, 7 A. M., 12 1-4, 2 1-2, 4 1-2, 6 1-2 P. M.

Salisbury Mills, 7 " 12 1-4, 2 1-2, 4 1-2 "

Portsmouth, 7 " 2 1-2, 4 1-2 "

Portland, 7 " 2 1-2 "

Portland for Boston, 8 1/2 " 4 "

Portsmouth, " 7, 10 3-4* A. M., 6 1-4* "

Salisbury Mills, " 9 1-4 " "

Newburyport, " 6, 7 3/4*, 9 1-2, 11 1-2* A.M., 7* "

Gloucester, " 7 A.M., 2, 4 3-4 "

Manchester, " 7 1-4 A.M., 2 1-4, 5 "

Salem, " 7*, 7 3-4,* 9*, 10 1-2,* 12.40* A. M.,

2 3-4,* 5 1-2*, 8* P. M.

Lynn, " 7 1-4,* 8*, 9 1-4*, 10 3-4, 12.55* A.M., 3*,

5 3-4*, 8 1-4* P. M.

*Or on arrival from the East.

Marblehead for Salem, 6 3/4, 8 3/4, 10 1/4, 12.25 A.M., 2 1/4, 4 1/4, 6 1/4 P.M.

Salem for Marblehead, 7 3/4, 10, 11 A. M., 1, 3 1-4, 5 1-4, 7 1-4 "

Salisbury Mills for East Salisbury, 7.20, 9 1-4 A. M., 4, 5 3-4 "

East Salisbury for Salisbury Mills, 8.50 A. M., 2, 4.20, 6.20 "

Freight Train each way daily. Office 17 Merchants' Row,

Boston. JOHN KINSMAN, Sup't.

Salem, August 16, 1849.

Cochecho Railroad.

STATION, BOSTON AND MAINE RAILROAD
DEPOT, DOVER, N. H.

PASSENGER Trains will run daily, (Sundays excepted,) in connection with the Boston and Maine Railroad, as follows, viz:

Eastern Rail-Road

Time-Table August 20, 1849

On and after Monday, August 20, 1849, Trains, leave Eastern Railroad Depot, Eastern Avenue, Commercial Street Station, daily, (Sundays excepted,)

Salisbury Mills, 9 1-4 A.M.

*Or on arrival from the East.

Salisbury Mills for East Salisbury, 7.20, 9 1-4 A.M., 4, 5 -3-4 P.M.

East Salisbury for Salisbury Mills, 8.50 A.M., 2, 4.20, 6.20 P.M.

Freight Train each way daily.

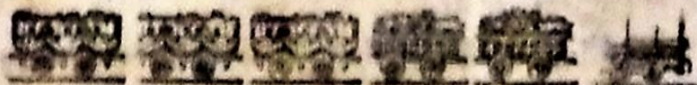
Office 17 Merchants Row, Station

John Kinsman, Sup't,

Salem, August 16, 1849

EASTERN RAILROAD.

STATION IN BOSTON ON CAUSEWAY ST.



CONNECTING WITH Stations on the Grand Trunk Railway; Androscoggin & Kennebec Railroad; Kennebec & Portland Railroad; Portland, Saco & Ports. Railroad. And by Railroad and Steamboat to Bangor, Bucksport, Belfast, Rockland, and intermediate Stations on the Penobscot River.

WINTER ARRANGEMENT.

On and after Monday, Dec. 4, 1854, Trains will leave the depot on Causeway street, foot of Canal and Friend streets, as follows:

FROM BOSTON FOR

Somerville, 7.30, 8.30 a.m., 12.15, 2.30, 4.30, 7 p.m.
 South Malden, 7.30, 8.30, 10.30 a.m., 12.15, 2.30, 4.30, 6, 7, 10 p.m.
 Chelsea, 7.30, 8.30 a.m., 12.15, 2.30, 4.30, 7 p.m.
 North Chelsea, 7.30, 8.30 a.m., 12.15, 2.30, 4.30, 6, 7 p.m.
 West Lynn, 7.30, 8.30, 10.30 a.m., 12.15, 2.30, 4, 4.30, 6, 7, 10 p.m.
 Lynn, 7.30, 8.30, 10.30 a.m., 12.15, 2.30, 3, 4, 4.30, 6, 7, 10, p.m.
 Swampscott, 8.30, 10.30 a.m., 12.15, 2.30, 4, 6, 7 p.m.
 Marblehead, 7.30, 8.30, 10.30 a.m., 12.15, 2.30, 4.30 p.m.
 Salem, 7.30, 8.30, 10.30 a.m., 12.15, 2.30, 3, 4, 4.30, 6, 7, 10 p.m.
 So. Danvers, 10.30 a.m., 4 p.m.
 Danvers Port, 10.30 a.m., 4 p.m.
 No. Danvers, 10.30 a.m., 4 p.m.
 Beverly, 7.30, 8.30, 10.30 a.m., 12.15, 4, 4.30, 6, 7 p.m.
 West Beach, 10.30 a.m., 4 p.m.
 Manchester, 10.30 a.m., 4 p.m.
 Gloucester, 10.30 a.m., 4 p.m.
 No. Beverly, 7.30 a.m., 12.15, 4.30 6 p.m.
 Wenham, 7.30 a.m., 12.15, 3, 4.30, 6 p.m.
 Ipswich, 7.30 a.m., 12.15, 3, 4.30, 6 p.m.
 Rowley, 7.30 a.m., 12.15, 3, 4.30, 6 p.m.
 Newburyport, 7.30 a.m., 12.15, 3, 4.30, 6 p.m.
 Salisbury, 7.30 a.m., 12.15, 4.30 p.m.
 Amesbury, 7.30 a.m., 12.15, 4.30 p.m.
 Seabrook, 7.30 a.m., 3, 4.30 p.m.
 Hampton, 7.30 a.m., 3, 4.30 p.m.
 Greenland, 7.30 a.m., 3, 4.30 p.m.
 Portsmouth, 7.30 a.m., 3, 4.30 p.m.
 Portland, 7.30 a.m., 3 p.m.

FOR BOSTON FROM

Portland, 8.30 a.m., 3 p.m.
 Portsmouth, 7, *10.45 a.m., *5.15 p.m.
 Greenland, *7.12, *10.55 a.m., *5.27 p.m.
 Hampton, *7.30, *11.07 a.m., *5.40 p.m.
 Seabrook, *7.35, *11.15 a.m., *5.48 p.m.
 Salisbury, *7.45, *11.23 a.m., *5.55 p.m.
 Amesbury, 7.15, 9.30 a.m., 5.20 p.m.
 Newburyport, *8, 10, *11.30 a.m., 3, *6 p.m.
 Rowley, *8.12, 10.13, *11.42 a.m., 3.42, *6.15 p.m.
 Ipswich, *8.20, 10.20, *11.50 a.m., 3.20, *6.25 p.m.
 Wenham, *8.35, 10.30 a.m., *12, 3.35, *6.43 p.m.
 No. Beverly, *8.40, 10.40 a.m., 3.40, *6.48 p.m.
 Gloucester, 7.35 a.m., 1.25 p.m.
 Manchester, 7.40 a.m., 1.40 p.m.
 West Beach, 7.45 a.m., 1.45 p.m.
 Beverly, 7.45, *8.10, *8.47, 9.45, 10.45 a.m., *12.10, 2, 3.45, *6.50 p.m.
 No. Danvers, 8, 9.45 a.m. p.m.
 Danvers Port, 8.02, 9.47 a.m.
 So. Danvers, 8.10, 9.50 a.m.
 Lynn, 7.11, *8.15, *9, 10, 10.50 a.m., *12.15, 2.15, 4, 5.30, *6.55 p.m.
 Marblehead, 7.15, 8.45, 9.45 a.m., 12, 2, 5 p.m. p.m.
 Swampscott, 7.45, *8.22, 10.05 a.m., 2.20, 4.05, 5.35 p.m.
 Lynn, 6.29, 7.40, 8.25, *9.10, 10.10, 11 a.m., *12.25, 2.25, 4.10, 5.40, *7.05 p.m.
 West Lynn, 6.21, 7.42, 8.27, *9.12, 10.12 a.m., 2.27, 4.12, 5.42 p.m.
 North Chelsea, 6.40, 7.52, 10.20 a.m., 2.35, 4.25, 5.50 p.m.
 Chelsea, 6.45, 7.55, 10.25 a.m., 2.40, 4.30, 5.52 p.m.
 South Malden, 6.50, 8, 10.30 a.m., 2.45, 4.35, 5.55 p.m.
 Somerville, 6.55, 8.05, 10.35 a.m., 2.50, 4.35, 6 p.m.
 On Tuesdays and Fridays this Train will leave Boston at 11.30 instead of 10 o'clock.
 *Leaves from the East.
 Trains leaving Portsmouth at 7, 10.45 a.m., and 5.15 p.m., will leave passengers taken east of Salem at North Chelsea, Chelsea, South Malden and Somerville.
 Freight Trains each way daily. Office in Boston, 16 Merchants' Row. In Portland, at the Depot.
 Dec 11, 1854, at Causeway st., foot of Friend and Canal st. Salem, Dec 1, 1854. JOHN KINSMAN, Sup't.

Eastern Railroad Winter Arrangement

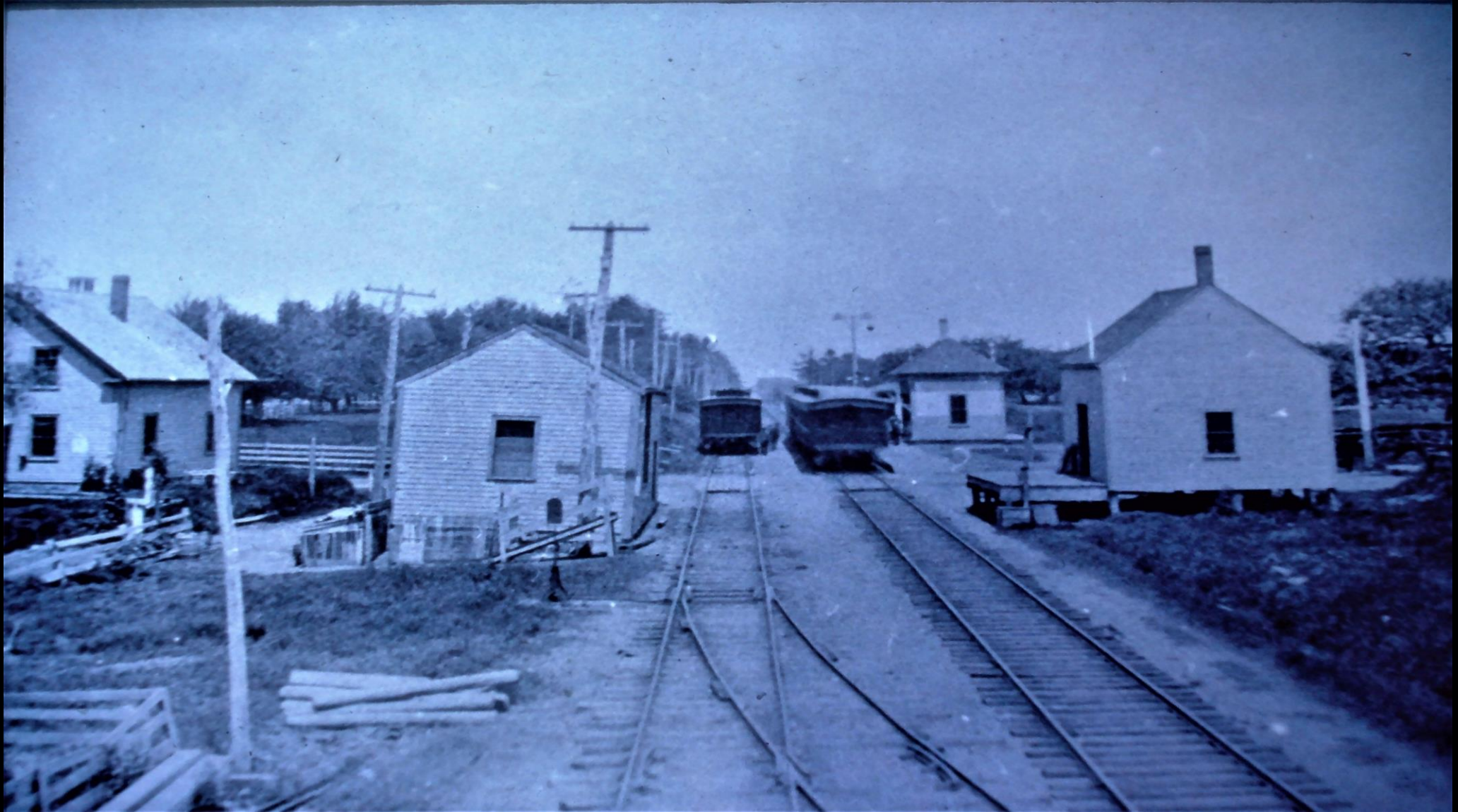
On and After Dec 4, 1854

From Boston

Salisbury, 7:30 a.m. 12:15, 4:30 p.m.
 Amesbury, 7:30 a.m. 12:15, 4:30 p.m.

For Boston From

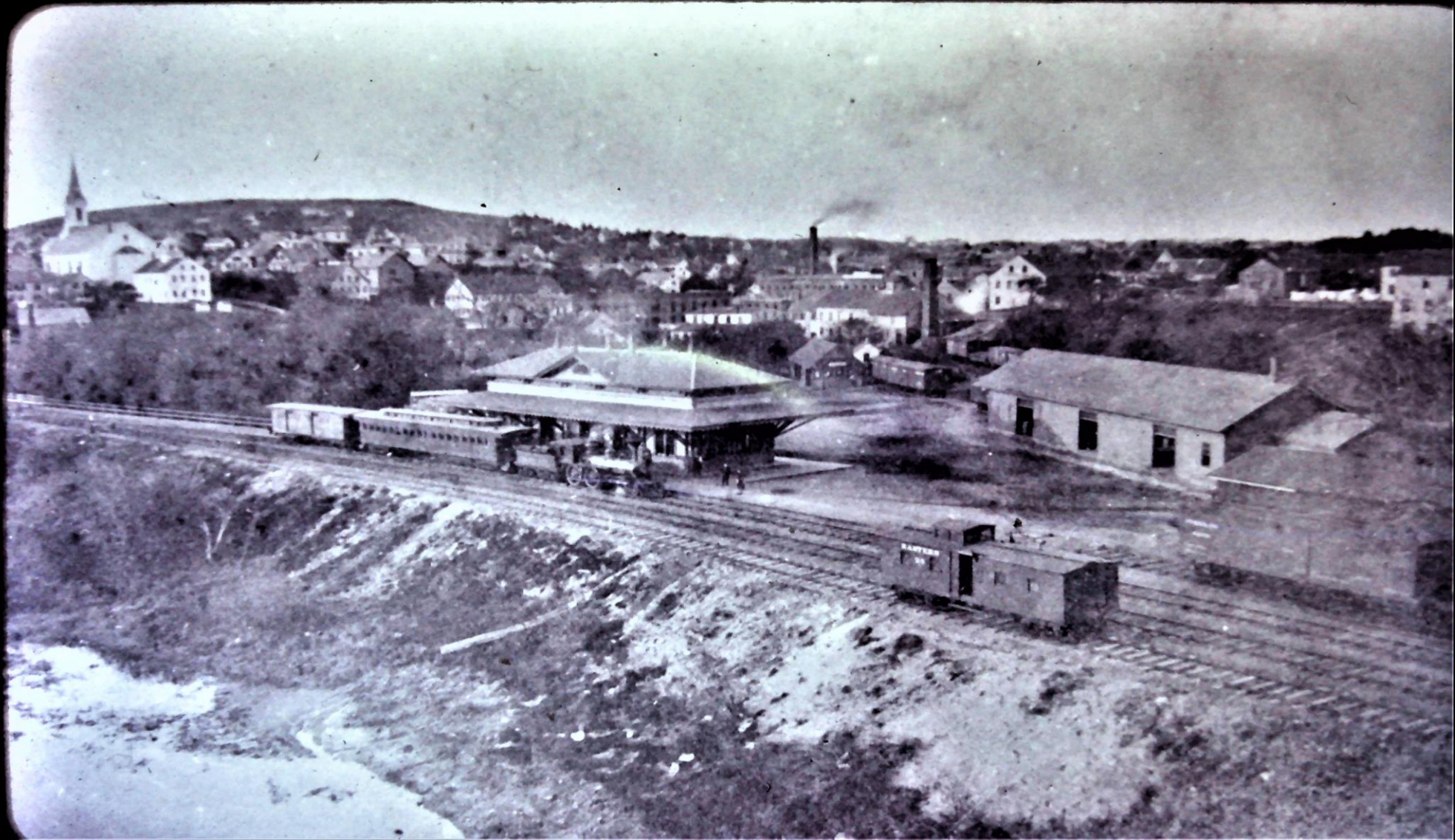
Salisbury, 7:15, 11:23 a.m. 5:48 p.m.
 Amesbury, 7:15, 9:30 a.m. 5:20 p.m.



View of the East Salisbury Station, 1880's
Eastern Railroad – Maine Line facing north, Salisbury, Mass

East Salisbury Station – Circa 1880's

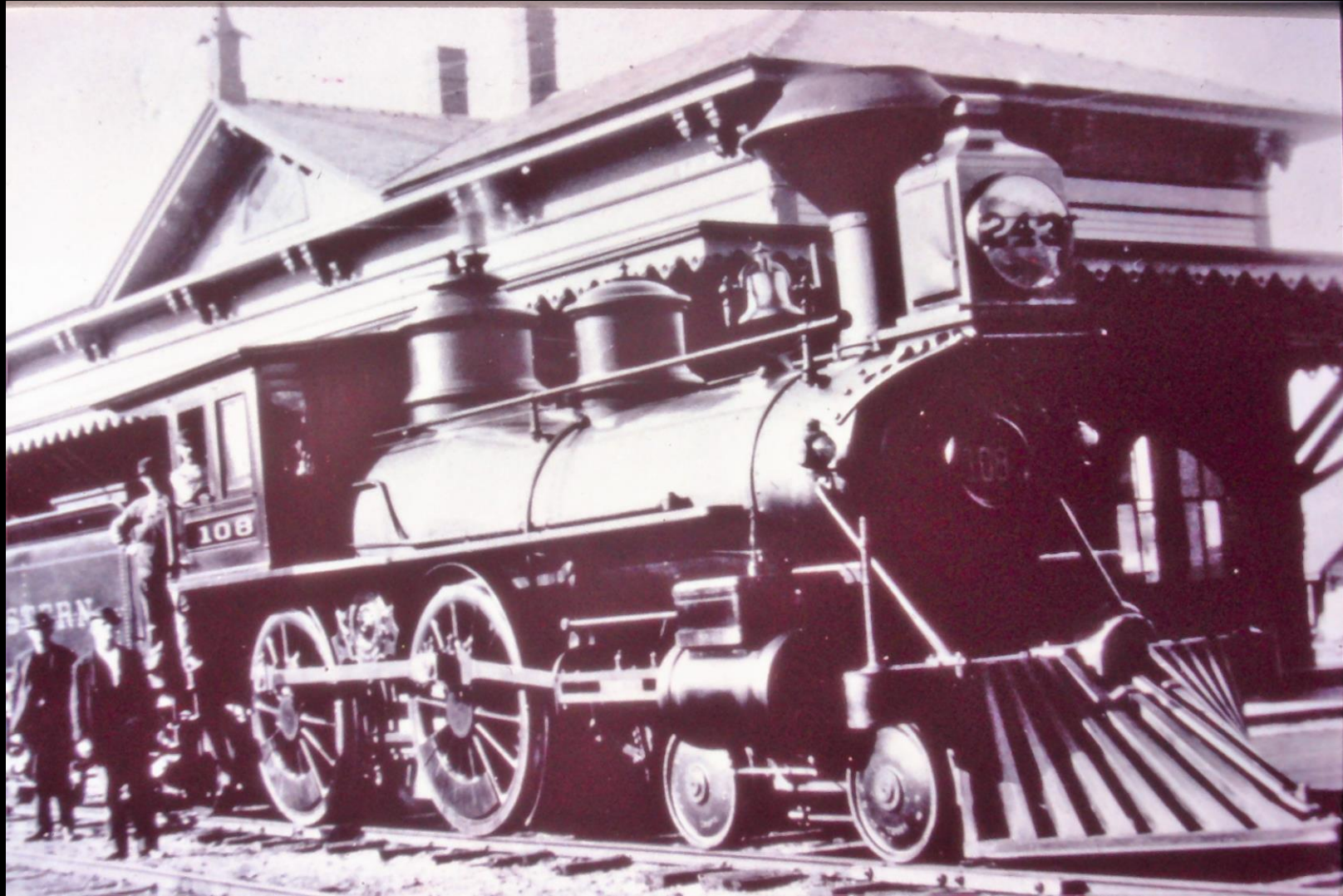
- East Salisbury Station:
- Located at the East Salisbury Station, the type of Signal used was the “High Ball or Red Lanterns”.
- High Ball – Two Balls or Two Red Lanterns at masthead gave the track to trains on the main line.
- One Ball or one Red Lantern allows the branch trains to enter or leave the main line.
- When no Balls or Lights are seen, all trains must stop.
- When passenger trains are due from Newburyport, all Balls and Lights will be lowered, an order to give notice to inward trains.



View of Salisbury Mills Station & Freight House – Circa 1870's

Salisbury Mills Station – Eastern Railroad

- In 1847 – The Eastern Railroad built the Salisbury Mill Station.
- Originally intended to be located across Back River Trestle on Water Street.
- The Station was built in the Railroad yard.
- The structure was 72 feet in length & 50 feet wide with 12 foot overhang.
- Contained:
 - Two Passenger Rooms - Ticket Office - Baggage Room - Water Closet

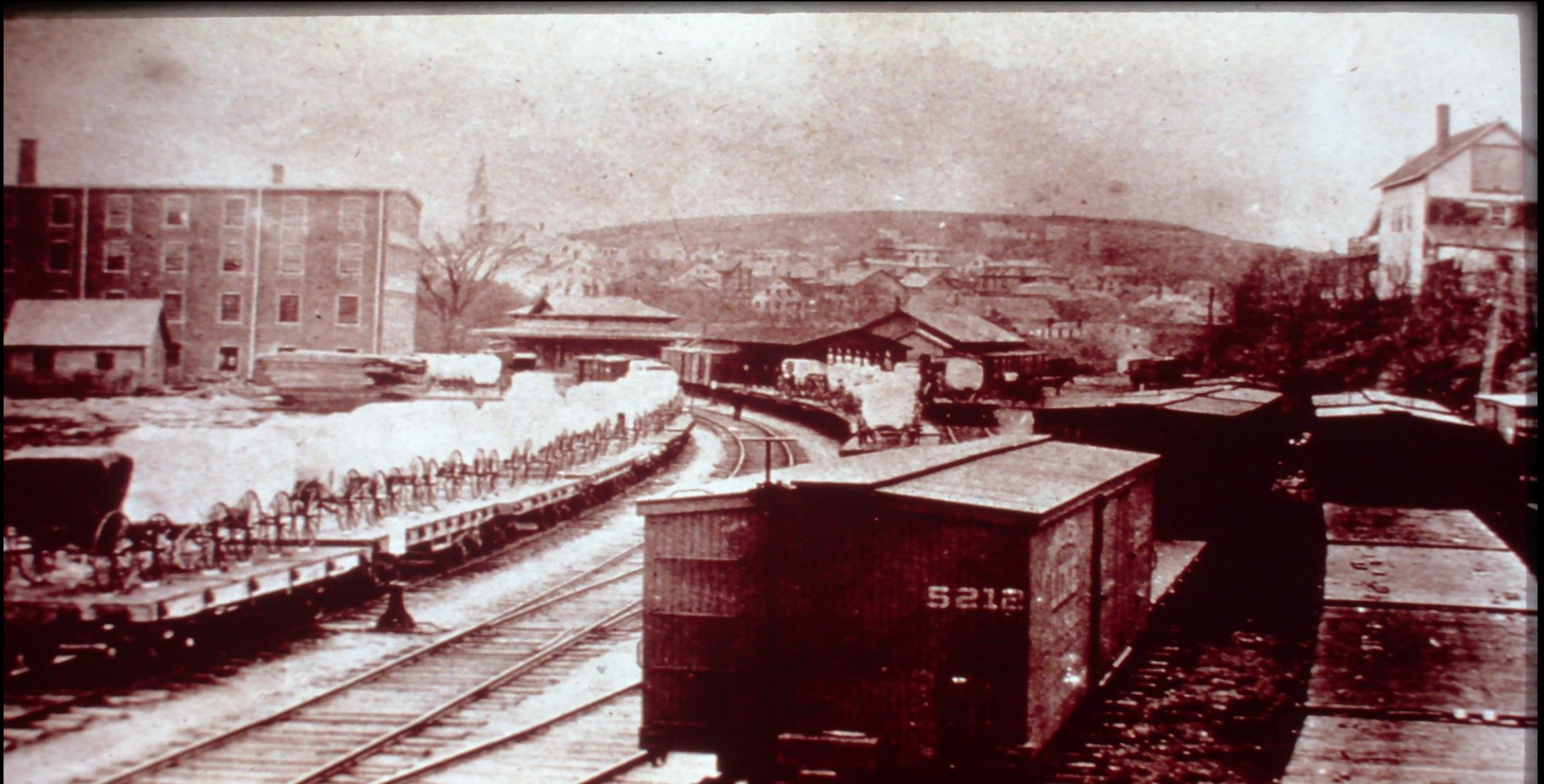


Eastern Railroad 4-4-0 American Type #108

In front of the Salisbury Mills Station as Train No. 243 in 1884



Salisbury Mills Station – Circa 1870's
Eastern Railroad Passenger Train with Baggage Car



View of the Eastern Railroad yard at Salisbury Mills 1882

L/R – Biddle & Smart Carriage Factory – Carriages covered with Muslin on platform cars.

Center – Salisbury Mills Station, Transfer Shed and Freight House.

Right - String of 36' Wooden Trussrod Box Cars and empty 34' platform cars



Salisbury Mills / Eastern Railroad 1884

Boston & Maine Railroad

December 2, 1884 to January 13, 1888

- **December 2, 1884** - The consolidation of the Eastern Railroad Corporation with the Boston & Maine Railroad was signed. The stockholders of the Eastern Railroad were guaranteed six percent in place of no dividends.
- **June 29, 1885** – 6 Passenger Trains were scheduled in and out daily on the Salisbury Branch.
- **October 12, 1885** – There was 9 Passenger Trains scheduled in and out daily on the Salisbury Branch.
- **October 16, 1885** – Currier & Alexander was contracted to build a new 4 Stall Engine House at the cost of \$1,500.00.
- **July 1, 1886** – The Boundary lines were moved between Amesbury & Salisbury from east of the Powwow River to Rabbit Road, one mile east.
- **July 22, 1887** – The Boston & Maine Railroad moved the Amesbury Station across Back River near Water Street.
- **January 13, 1888** – A new Freight Office 80'x 20' was built on the site of the former Railroad Station, by the Boston & Maine Railroad.



View of Samuel Rowell & Son Carriage Factory

In 1886 the erection of a four-story & basement wooden building 90' x 40' off Water St, near the Boston & Maine Railroad, where they had better facilities for shipping their carriages.



View of Salisbury Mills from Mount Prospect Cemetery 1886

July 1st 1886

- The Boundary Lines were moved:
- Originally the boundary between Amesbury and Salisbury was the Powwow River. In 1876 Merrimac was created out of West Amesbury.
- On July 1, 1886 the Boundary Lines were moved between Amesbury and Salisbury from east of the Powwow River to Rabbit Road, one mile east.
- This move put the Salisbury Point Station now in Amesbury and the mail to the Station was changed by making the name of the station on the mailing one word instead of two, so not to get mixed up with the East Salisbury Station.

A History of the Salisbury Branch

Acknowledgements
Photographs & Information

- The Amesbury Public Library
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 - The Bartlett Museum
 - The Boston & Maine Railroad Historical Society
 - The Beverly Historical Society (Walker Transportation Collection).
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Boston & Maine Railroad Historical Society