

# A History of the Amesbury Branch Chronology Part 2

1886 - 1910

Boston & Maine Railroad  
Amesbury, Massachusetts



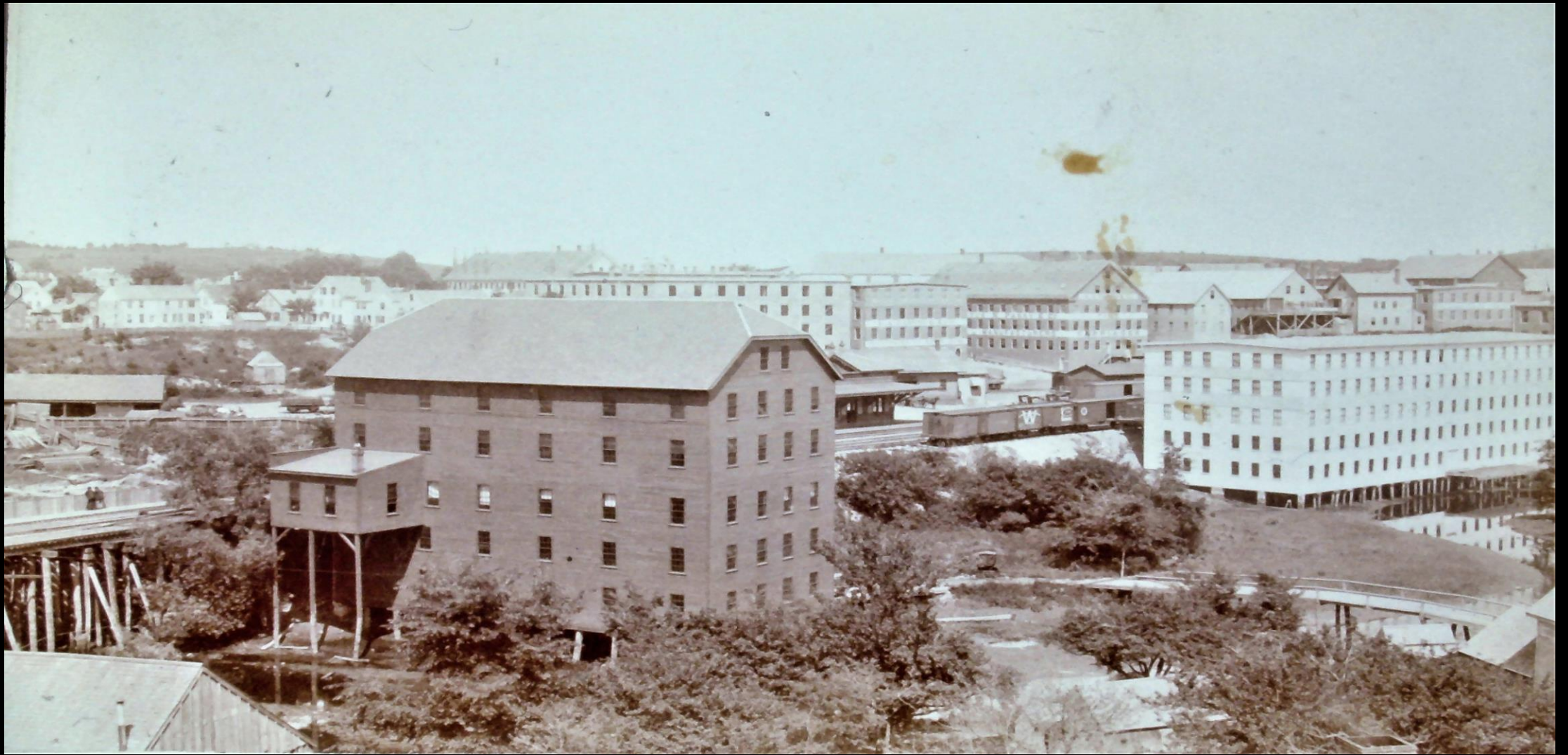




## Boston & Maine Railroad

### December 2, 1884 to May 9, 1890

- **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.
- **May 9, 1890** – The Eastern Railroad Company was dissolved as a corporation. The stock was taken over on the basis of one share Eastern for 83.28 per cent of Boston & Maine stock.



## 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 1<sup>st</sup> 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.





## View of Wells & Spofford Carriage Bodies and Gears.

They commenced making carriage bodies and gears in 1886, located in the three-story brick factory on Oak Street, 200' x 50' of which they used the third story.

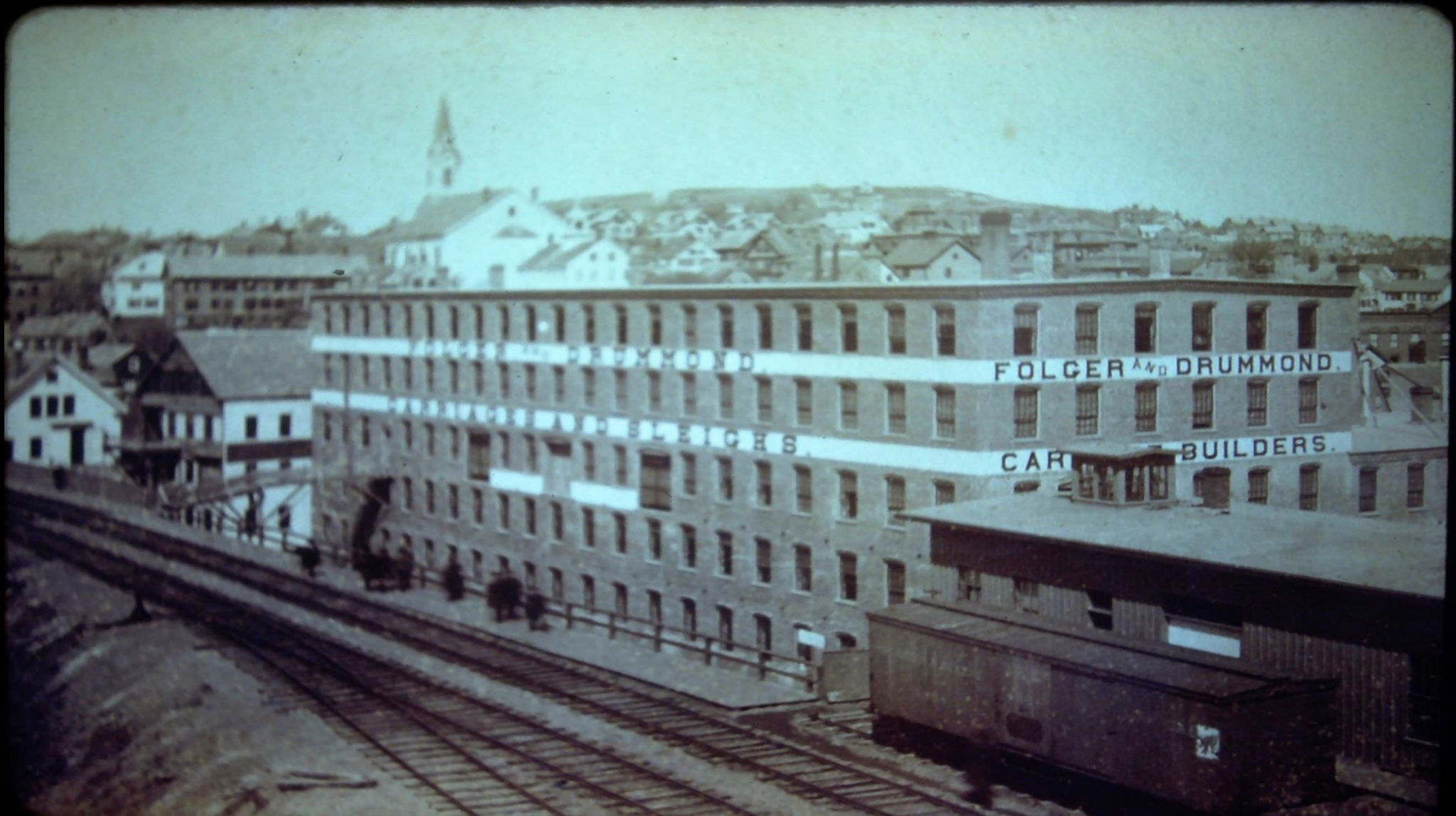




View of Danvers Station being moved Oct 1923

The Amesbury Station was moved in the same way across Back River trestle near Water St, July 22, 1887.





## Folger And Drummond Carriages and Sleighs

In 1887 erected a large five-story brick factory 175' x 55' with an ell 67'x 45' three stories high, located on Railroad Avenue., near the Boston & Maine Station, which they occupied in 1888.

## Chronology of Amesbury Carriage District 1887

- Friday June 17, 1887 – The Amesbury & Salisbury Gas Works was completed.
- July 22, 1887 – The Amesbury Station was moved on four platform cars across the Back River trestle near Water Street.
- 1887 – Folger & Drummond Carriages erected a large five story brick factory 175 ft. long by 55 ft. wide with an ell 67 ft. by 45 ft. three stories high, located on Railroad Ave., near the Boston & Maine Station, which they occupied in 1888.
- November 25, 1887 – A extension of Oak Street to accommodate the new carriage building now being erected in the rear of the Electric Light Plant has been completed.





View of Amesbury from Brown's Hill 1887





Carriage Hill Fire – April 12, 1888  
24 Buildings were destroyed by the fire.



# Carriage Hill Fire April 12, 1888

- 24 Buildings Destroyed by the Fire:
- F. A. Babcock & Company 4 Buildings
- John H. Clark & Company 3 Buildings
- N. H. Folger Company 3 Buildings
- Hume Carriage Co. 3 Buildings
- A. N. Parry Company 2 Buildings
- C. N. Dennett Company 2 Buildings
- Lambert Hollander Company 1 Building
- M. M. Dennett Company 1 Building
- Dwellings 5 Houses



View of Freight House & Transfer Shed 1888





View of the Freight House and aftermath of 1888 Carriage Hill Fire

## Chronology of Amesbury Carriage District 1888

- May 17, 1888 – The Hume Carriage Co. erected a two-story building on their grounds on Carriage Hill.
- July 19, 1888 – F. A. Babcock erected a large Carriage Factory on Chestnut Street to the bottom of Railroad Avenue.
- October 1, 1888 – A. N. Perry & Co. erected a five-story brick building 163'x 55' and will be ready for occupancy.
- September 1, 1888 – New spur track is being built by the Boston & Maine Railroad near the Electric Light Plant.
- November 1, 1888 - New Carriage Factory of N. H. Folger is near completion. N. H. Folger Carriage Show Room.





## N. H. Folger Co. Carriages and Sleighs

In 1888 after the Carriage Hill Fire, N. H. Folger erected a five story wooden building 140'x 50' off Water Street. They built several new types of carriages, one of which was known as "Climax Buckboard" and number of Sleighs.





PHOTO BY THOMPSON,  
AMESBURY, MASS.

N. H. FOLGER'S SHOW ROOMS, AMESBURY, MASS.  
THIS ROOM FINISHED WITH EMIL CALMAN & CO'S. VARNISH, N. Y.





VIEW OF AMESBURY FROM BROWN'S HILL.





East Salisbury Station – Circa 1890  
Track Gang with push cars & Steam Locomotive  
Push cars move material to the work site.

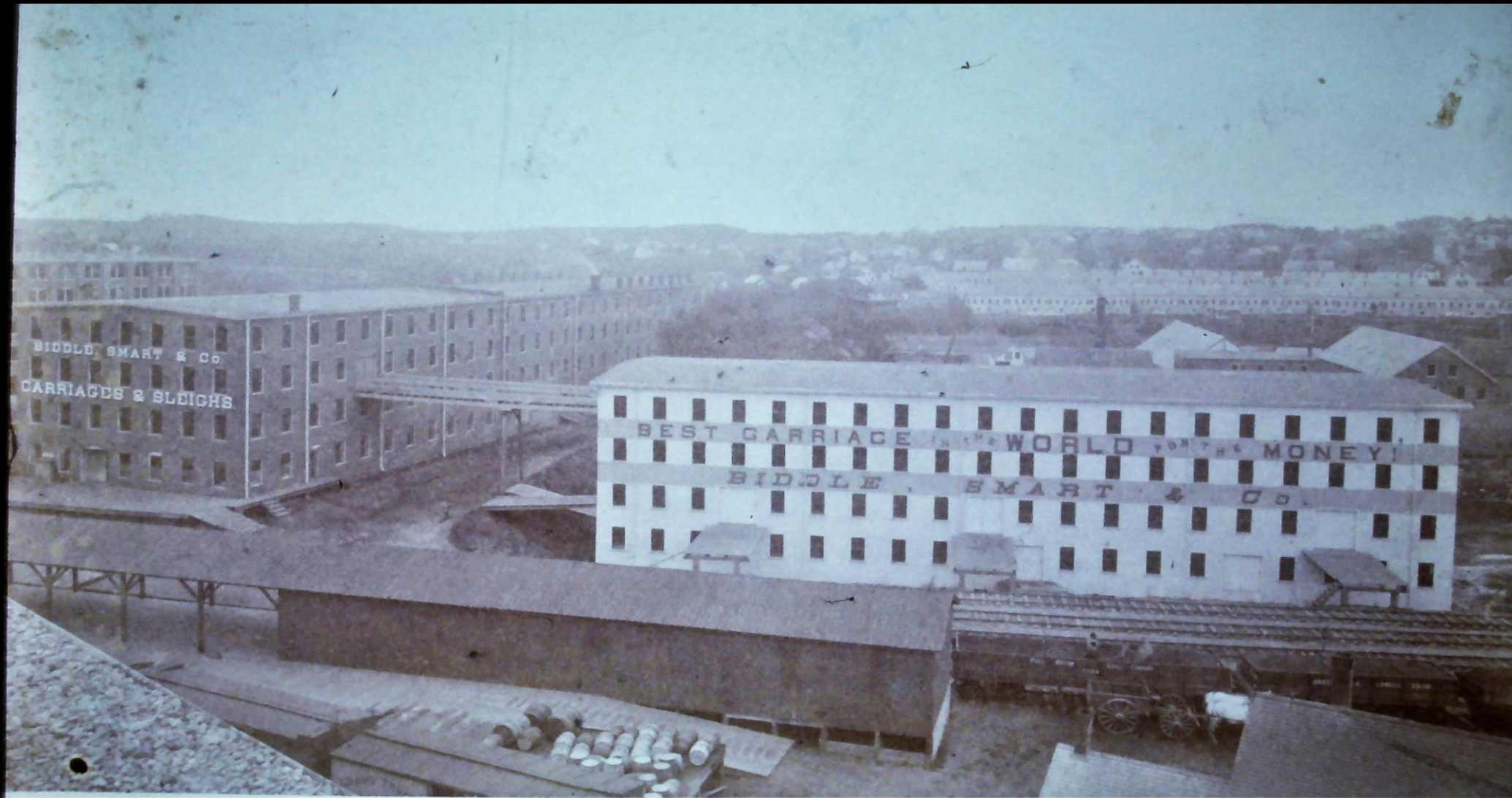




Boston & Maine Railroad Passenger Train – Circa 1890

Inbound into town just pass the Oak Street bridge.



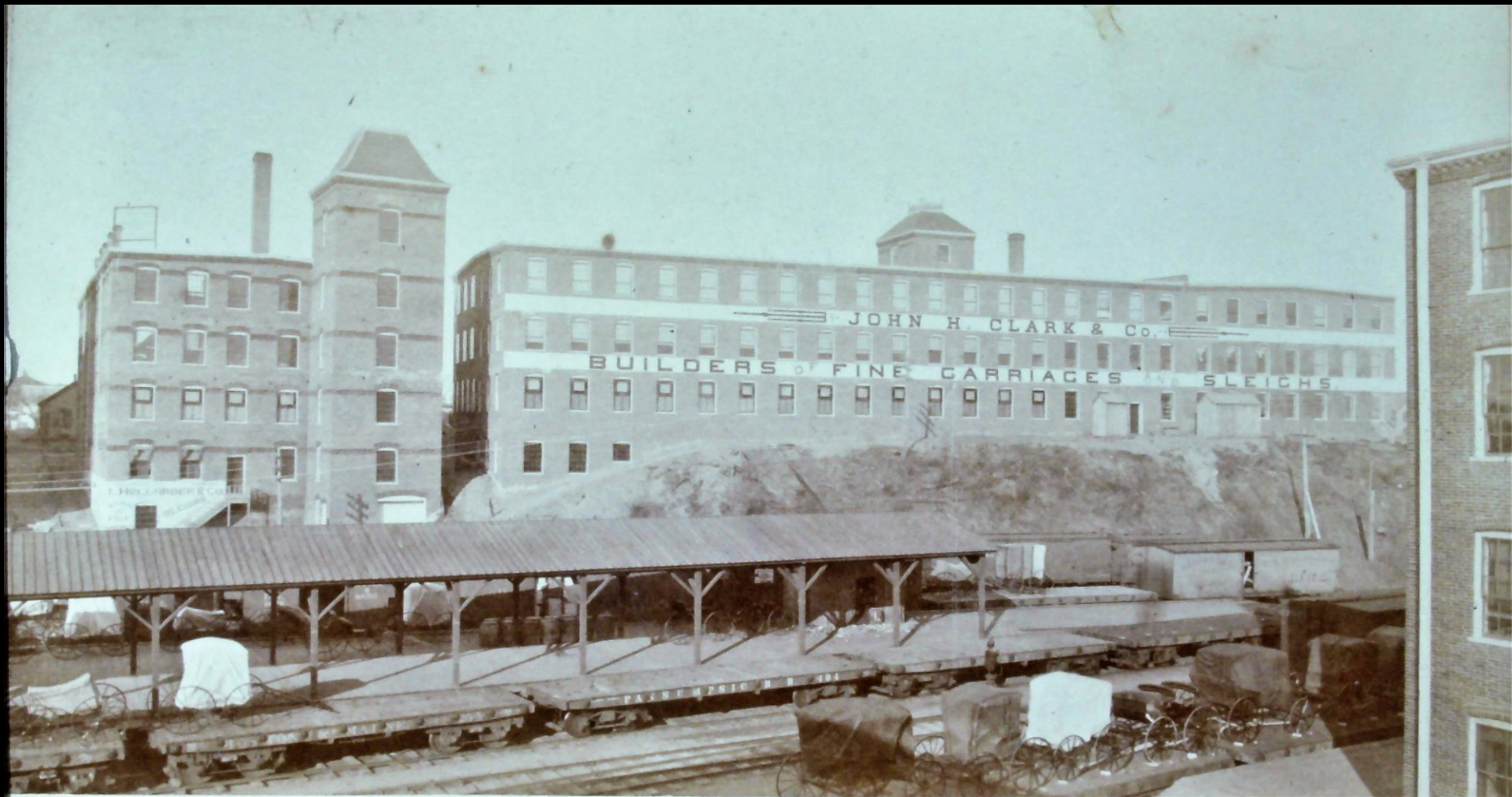


## The Biddle & Smart Co. Carriages & Sleighs 1890

L/R – The Main factory was a brick 260' x 60' and four stories high, built in 1882

The repository for finished work was of wood, five stores high, 165'x 55' built in 1886, called the “White Building”.





## John H. Clark & Company Carriages & Sleighs 1890

L/R – Lambert Hollander Carriages, after the fire purchased the site of A. N. Parry & Co. factory on the corner of Chestnut St. and Carriage Ave., built a three-story brick building 100'x 50' near the railroad.

John H. Clark Carriages, after the fire the firm took over the land formerly occupied by Folger & Lewis Co. and built a three story-brick factory 140'x 50', with an ell 130'x 50'. Center – Transfer Shed.





## The Amesbury Carriage Co – 1890

L/R – Located in the F. A. Babcock Co. brick building on Chestnut St. and Railroad Ave.  
Center – Chestnut St., Transfer Shed - Lambert & Hollander Carriages, John H. Clark Co.





## The Carriage District facing toward Water St, Circa 1890

L/R N.H. Folger Carriages & Sleighs Samuel Rowell & Son Carriage Factory  
Center – B&MRR Freight Office – Folger & Drummond Carriages & Sleighs.





View of the Carriage District & B.&M.R.R. Freight House 1890  
with a string of Box Cars on Railroad Avenue.





## Carriage District Amesbury, Mass – Circa 1890

L/R – Charles W. Long & Son, Carriage Co. – Folger & Drummond Carriages & Sleights  
Center – Samuel Rowell & Son Carriages – N. H. Folger Carriages & Sleights





## The Columbian Exposition of 1892

Freight Car carrying carriages from Amesbury's Carriage factories to the Chicago World's Fair 1892





## View of the Boston & Maine Railroad Station Amesbury 1899

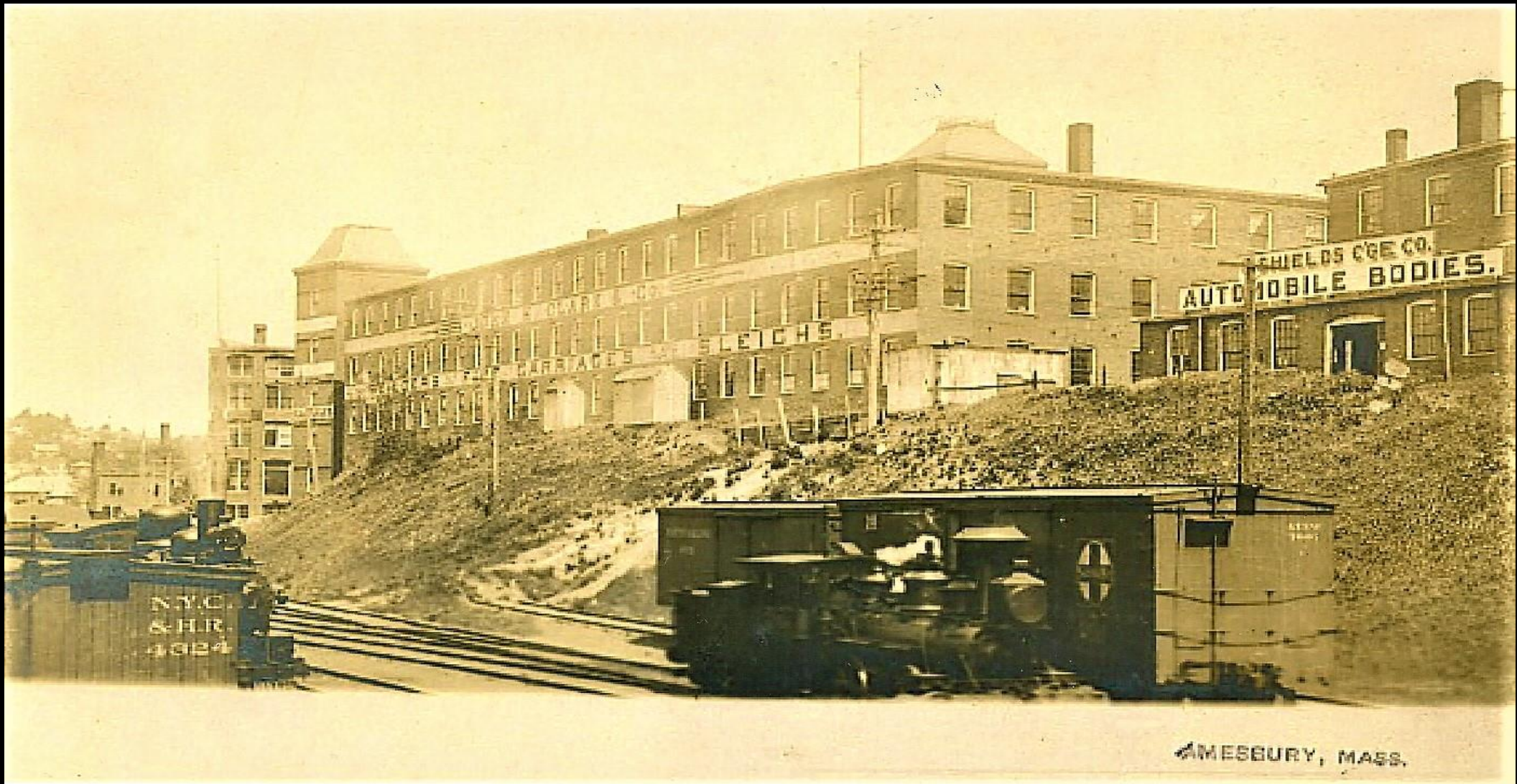
Boston & Maine 4-4-0 American type locomotive w/ Combine Baggage/Coach & Passenger Car.  
To the left Charles F. Worthen Carriage Manufacturer & Folger & Drummond Carriage factory.



## Charles W. Long & Co. - Carriages

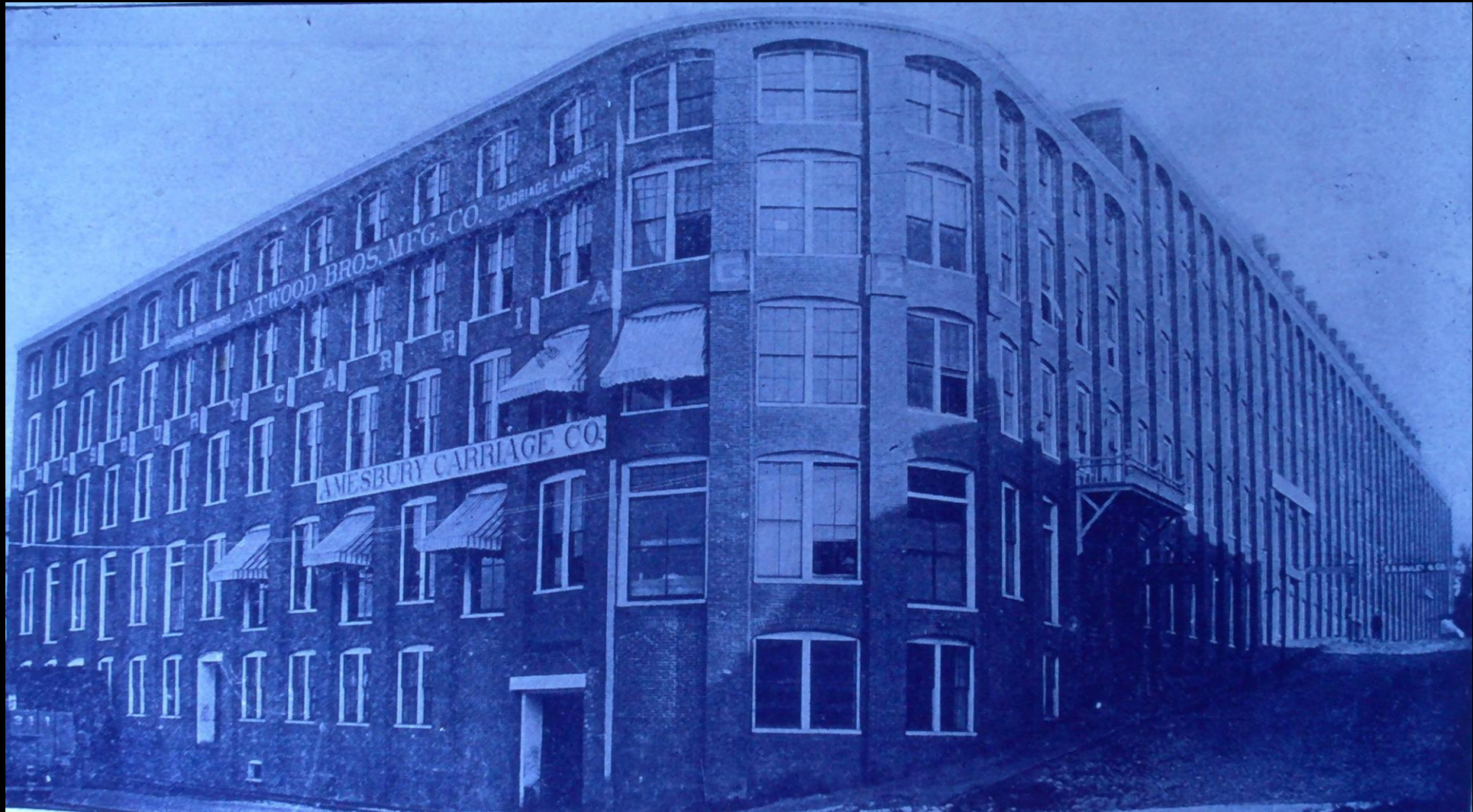
- In 1884 Charles W. Long took over two wooden buildings, one 2 ½ - story and basement, 65' x 35', the other two-story 50'x 30', building located on Ring Street, next to the Boston & Maine Railroad Station, formerly used by his father for a livery business.
- In June, 1887 he built an addition to his factory across "Back River" near the Folger & Drummond building. This was a 3 ½ -story wooden building 200 'x 30' which allowed him to increase his output materially and continued in business until 1898.
- In 1899 Charles F. Worthen Carriage Manufacturer, occupied the formerly Charles W. Long & Co. building on Ring Street, and continued in business until 1905.
- In 1906 Crisham & Sullivan Livery Stables, occupied the building on Ring Street near the Station until 1940's.





John H. Clark Carriages and Sleighs / Shields Carriage Co. Automobile Bodies  
Boston & Maine Railroad Locomotives, shifting cars to be loaded 1900





### S. R. Bailey & Company. May 1903

In May 1903, after 15 years of tenancy, S. R. Baily Co. purchased the former F. A. Babcock plant on Chestnut St, Railroad Ave, and Washington St, from the Amesbury Building Corporation.

The building on Chestnut St, ran to the bottom of Railroad Ave, its entire length 732 feet, 60 feet in width.

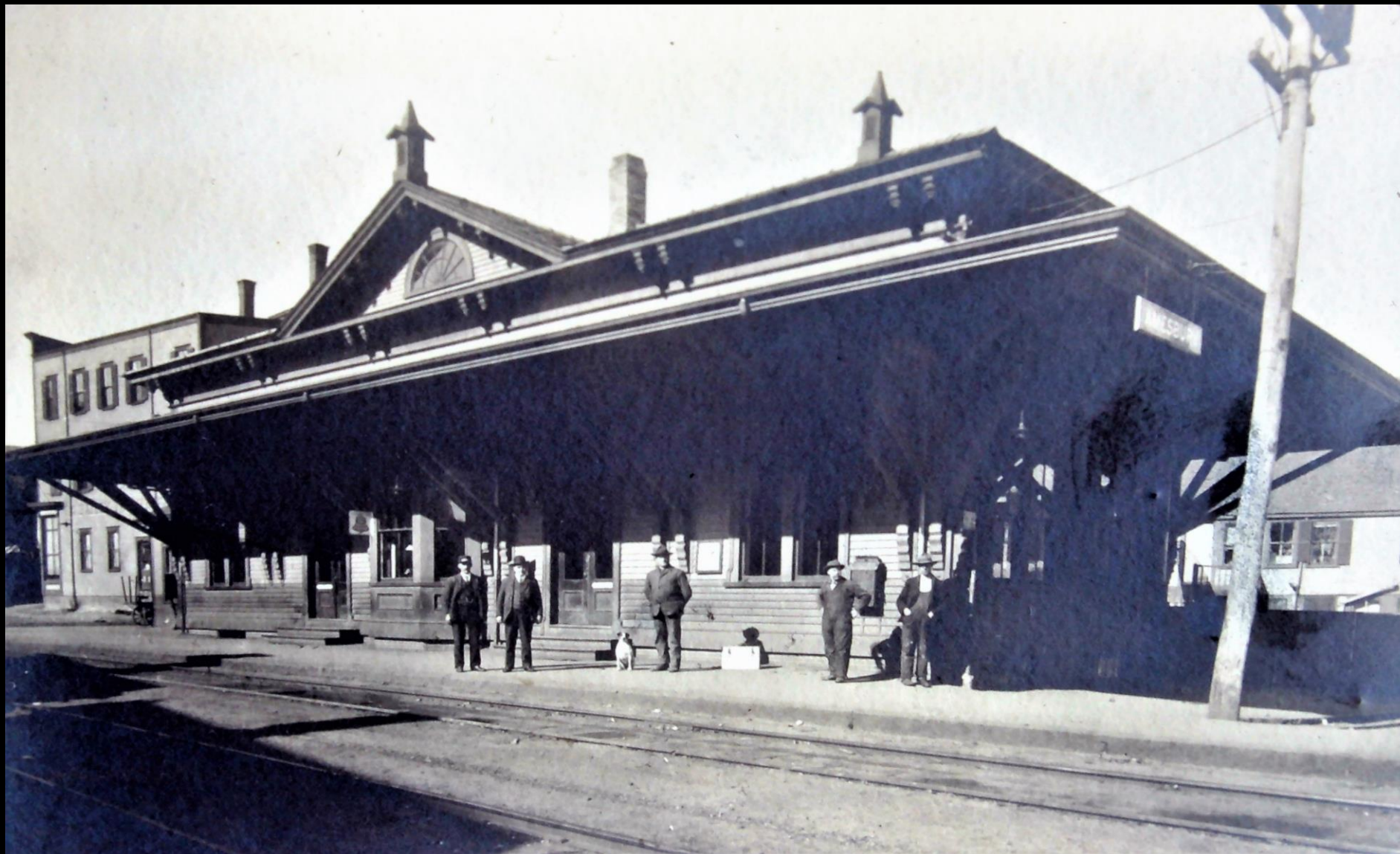




## Atwood MFG. Co. Carriage & Automobile Lamps

In 1905 the Atwood MFG. Co. moved to the former N.H. Folger factory. Manufacturing Automobile Lamps, located off Water St, near the railroad tracks, and the name was changed to the Castle Lamp Co.





Boston & Maine Railroad Station, Amesbury Mass 1905

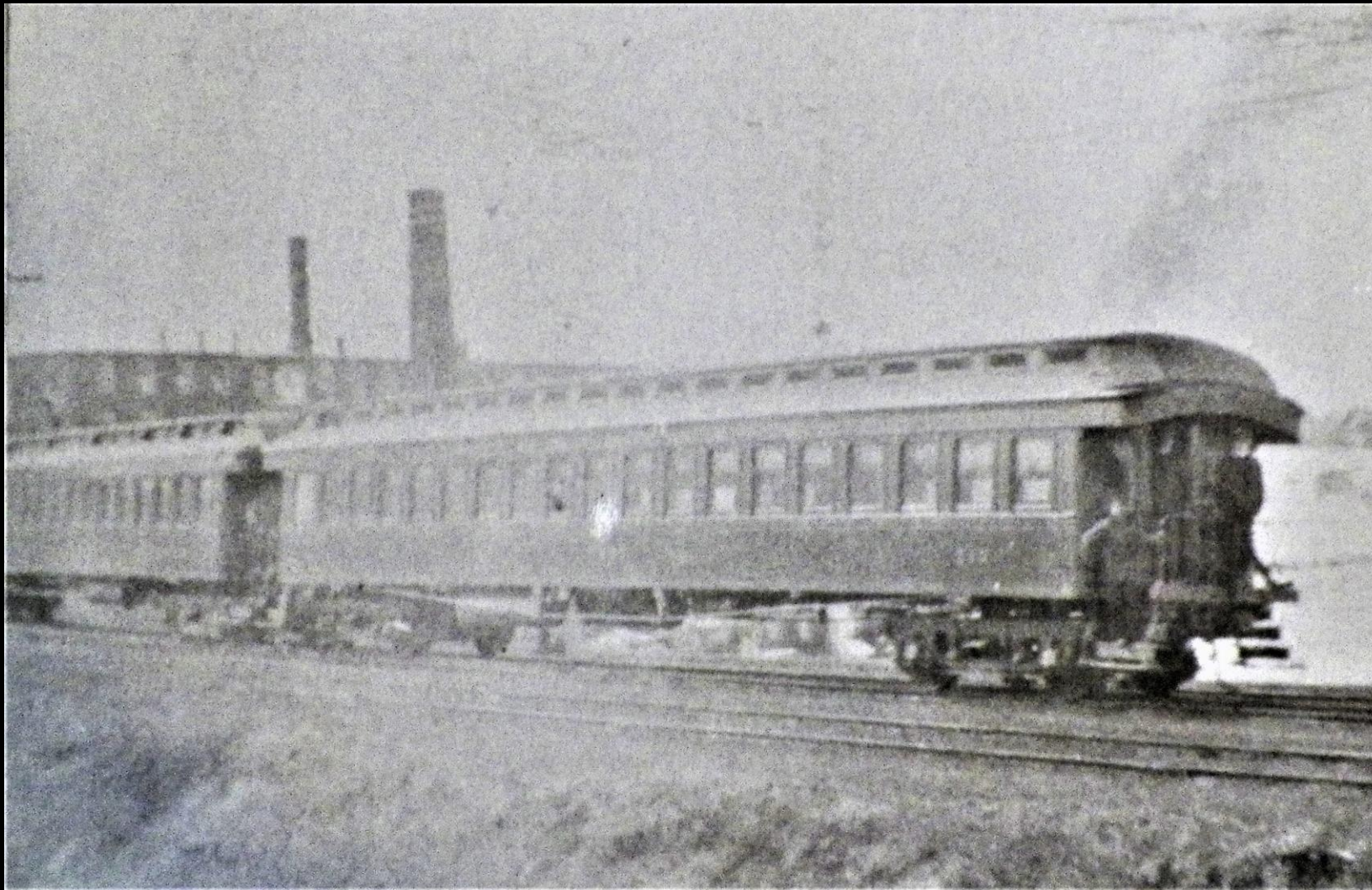




## Gray & Davis Co. Carriages & Automobile Lamps 1905

In 1903 Gary & Davis Co. erected a four-story brick building 150'x 40' located on Oakland St., near the railroad. In 1904 erected a three-story brick building 115'x 50 ' then following with a two-story brick 100'x 50' addition.





Passenger Train with Two Open-Platform cars in 1905

Heading out of the Amesbury yard with Mr. H. Keith and Mr. H. Goodale of the B.& M.R.R.





B.&M.R.R. Tracks facing eastbound toward Rocky Hill Road 1905  
At the base of Mount Prospect Cemetery.





## Salisbury Point Station – Rocky Hill Road 1905

L/R – Nobert Davis is on the pole, Rose & Alice Goodwin, Mildred Goss, Mae Farmer and Edna Davis.





Postcard – B. & M. R.R. Station  
Water Street, Amesbury, Mass 1910



# A History of the Amesbury Branch

## Acknowledgements Photographs & Information

- The Amesbury Public Library, Main Street, Amesbury, Mass
  - The Amesbury Carriage Museum, Amesbury, Mass
  - The Bartlett Museum, Main Street, Amesbury, Mass
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- 
- Submitted by; Richard Nichols  
Boston & Maine Railroad Historical Society