

# A History of the Amesbury Branch Chronology Part 3

1910 - 1920

Boston & Maine Railroad  
Amesbury, Massachusetts



R. R. Station, Amesbury, Mass.

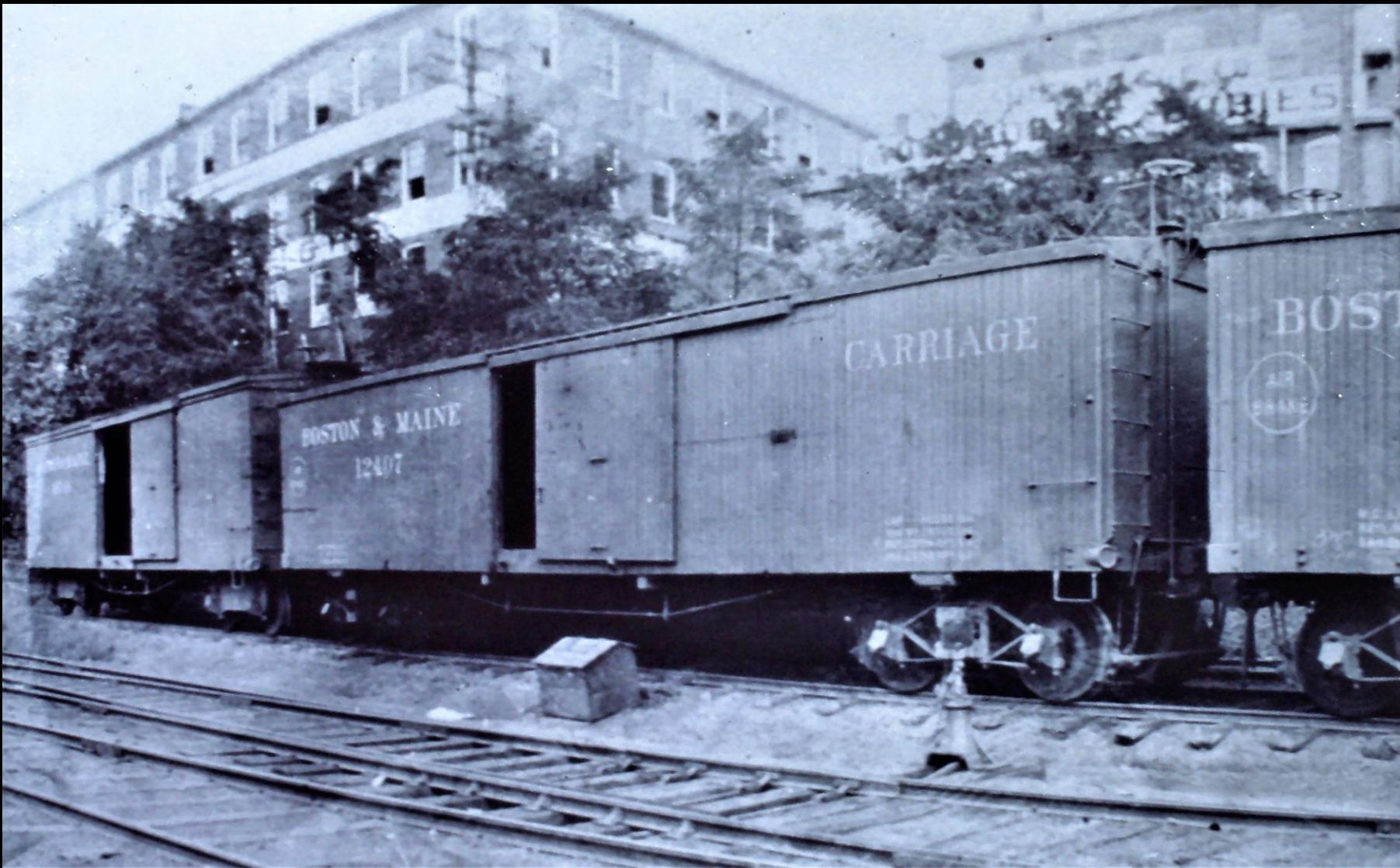


### The Peanut Train in front of the Station 1910

Departs 1:30 p.m. for Newburyport to connect with trains for Boston & Portland returning to Amesbury at 2 o'clock, Baggage Car is on the spur track for "First Class Freight".

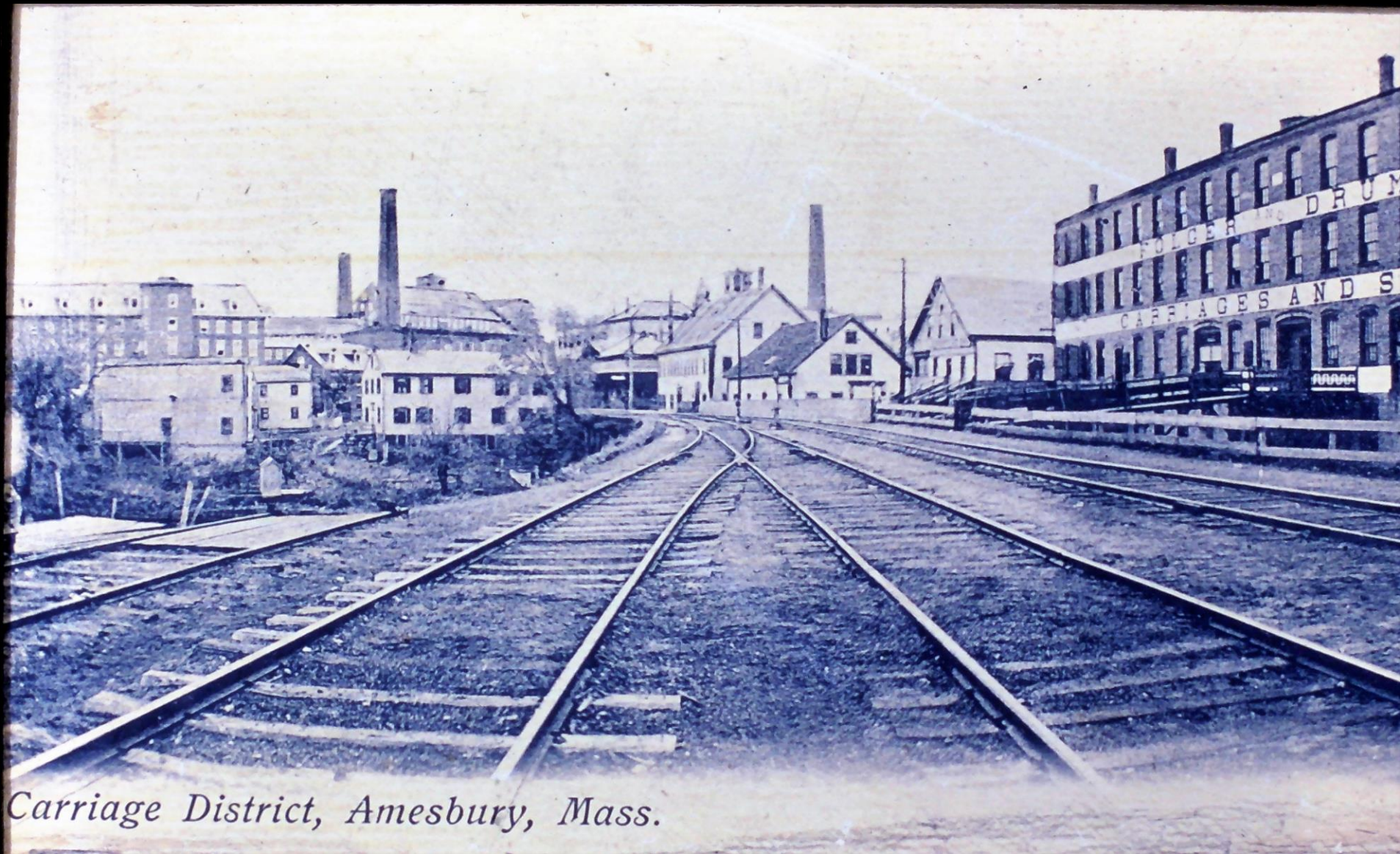
## The Peanut Train – Amesbury, Mass

- The Peanut Train 1910:
- The Amesbury residents back in the day named the local train that ran twice a day between Amesbury and Newburyport the “Peanut Train”.
- The B.&M. Local consisted of a American Type 4-4-0 locomotive with a Combine Baggage-Coach car.
- The combination of the locomotive and Combine represented the two humps on a peanut.
- 1910 - B.& M. Roundhouse employee, Mr. Joseph Snow.



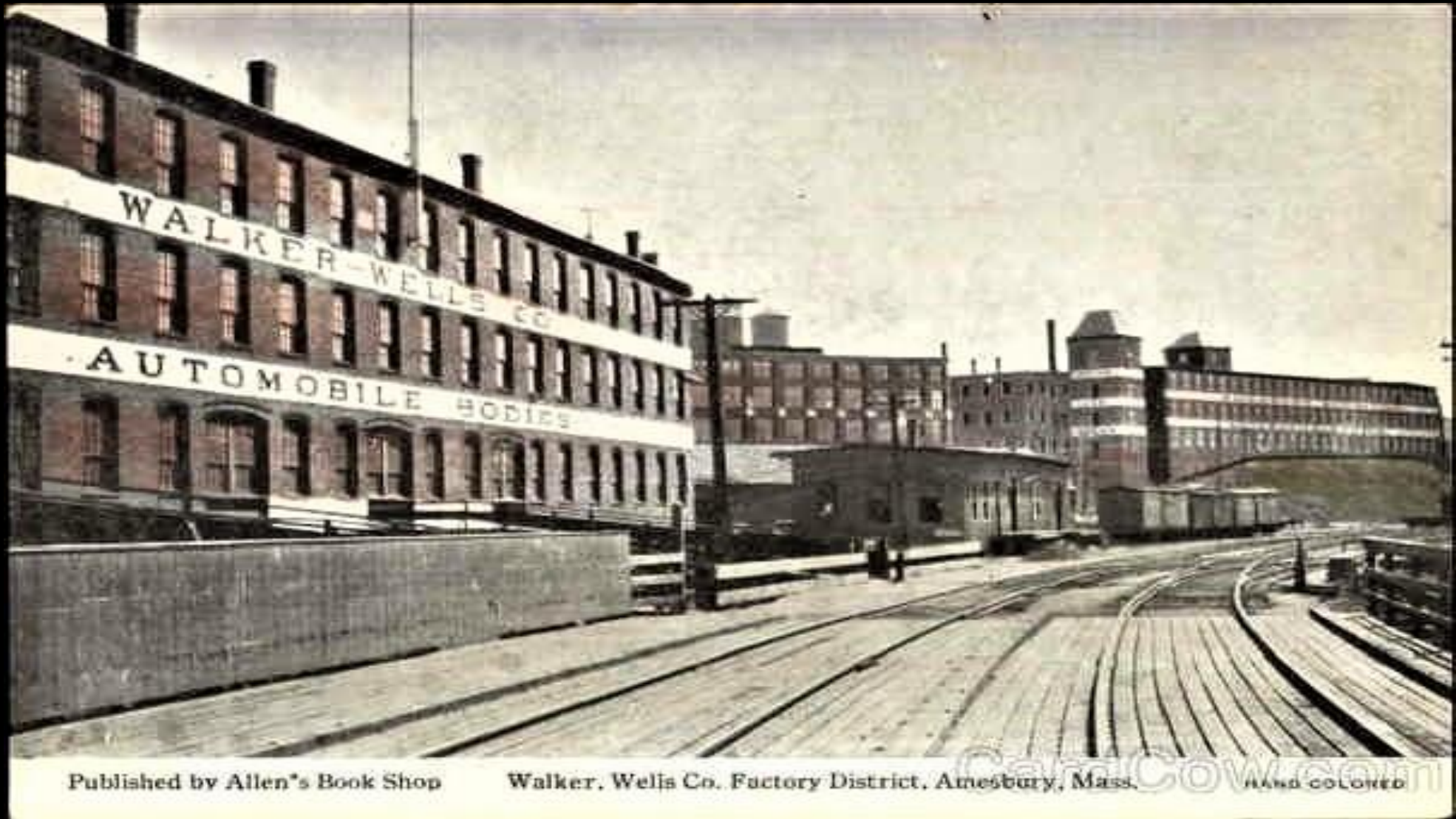
## Boston & Maine 36' Wood Truss-rod Carriage Box Cars – Circa 1910

There were ten cars built in 1907, series numbered 12400-12409



*Carriage District, Amesbury, Mass.*

Postcard View of the Carriage District, Amesbury, Mass 1910  
Facing towards Water Street & The B.&M.R.R. Station.



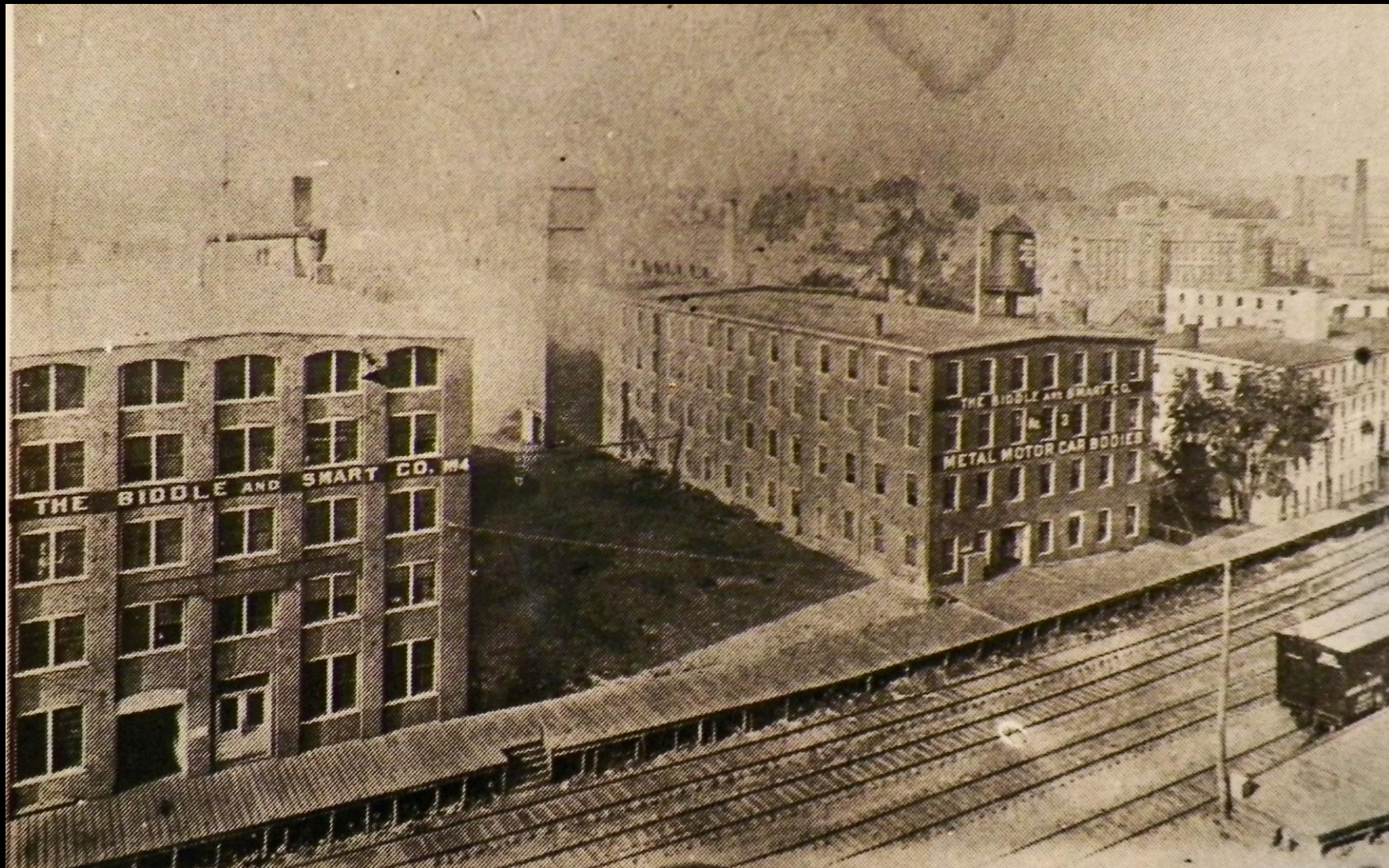
Published by Allen's Book Shop

Walker, Wells Co. Factory District, Amesbury, Mass.

HAND COLORED

## Walker & Wells Co. Circa 1911

On September 11, 1911 the Company purchase the Folger & Drummond factory.  
Five Story brick building 175' x 55' with three story ell 65' x 45'.



Biddle & Smart Co. factories - Amesbury, Mass 1911  
L/R Plant No. 4 – Plant No. 3 and Plant No. 2 known as the White Building.





## The Electric light Plant, Oak Street 1911

The Electric Light Plant was erected as a brick building on the banks of the Powwow River and was completed December 6, 1888, a spur track was built by the B. & M.R.R. near the Electric Light Plant September 20, 1888.

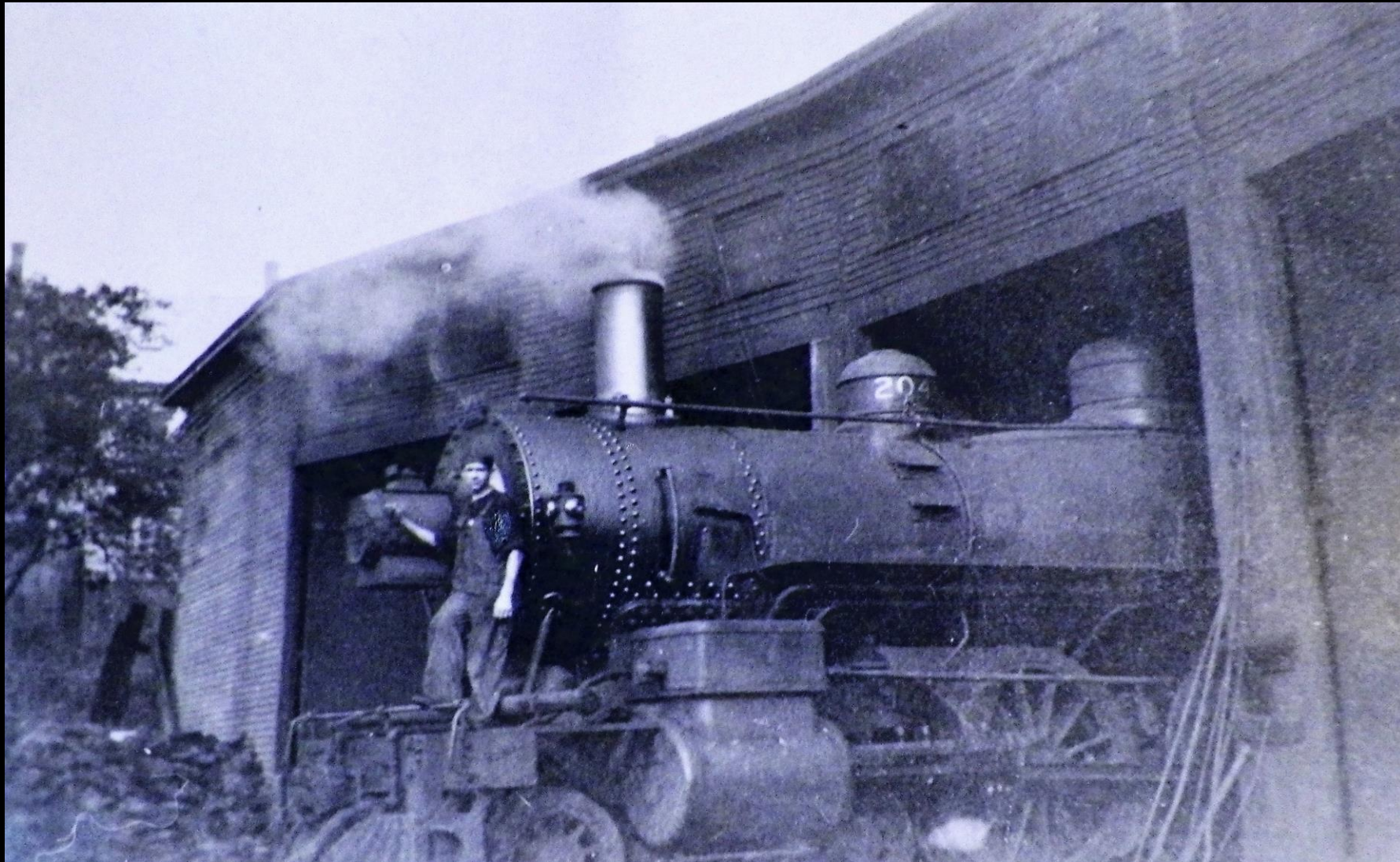


## Boston & Maine Railroad – Train Crew 1911

L/R Engineer, Conductor John H. Pousland, Mr. Elliot Baggage-Master, Mr. Tibbets Fireman and last, Mr. Arthur Tibbets, Brakeman and passenger helper standing in front of B.& M. 4-4-0 American type locomotive #648.



Boston & Maine Railroad Freight Office & Freight Yard Crew 1911



## Boston & Maine Round House – Amesbury, Mass 1912

B.& M.R.R. 4-6-0 Ten Wheeler #2044, Class C-16,  
Built by; Schenectady Locomotive Works 9/1899, scrap 11/24/1927.



View of the Gray & Davis factory, makers of Automobile Lamps 1913



View - B. & M.R.R. Roundhouse & Gray Davis Co. 1913



View of the banks of the Powwow River 1913

L/R Amesbury & Salisbury Gas Works – Turntable & Roundhouse – Gray & Davis Co.



View of the Amesbury & Salisbury Gas Works 1913

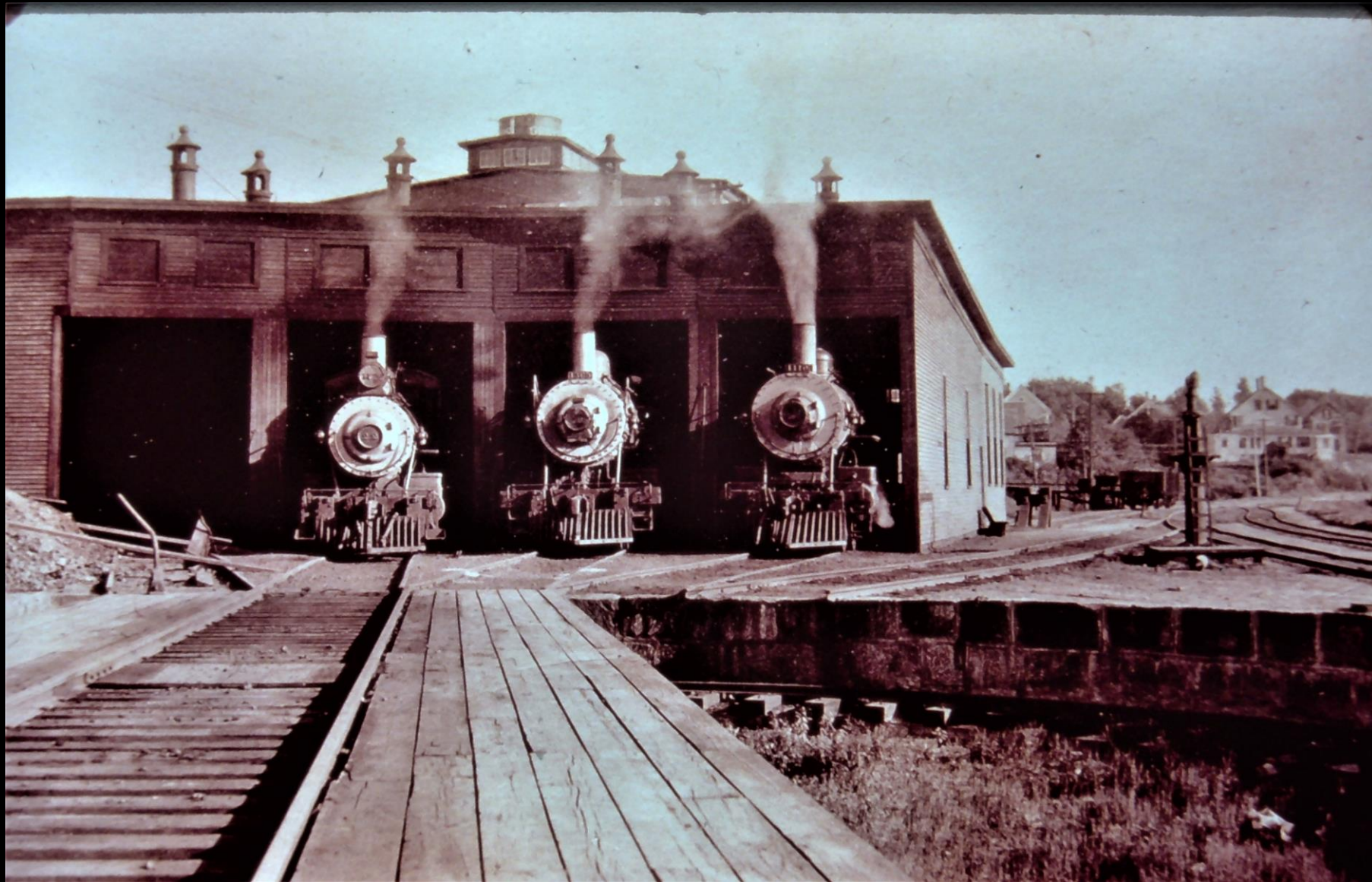
A long the banks of the Powwow River





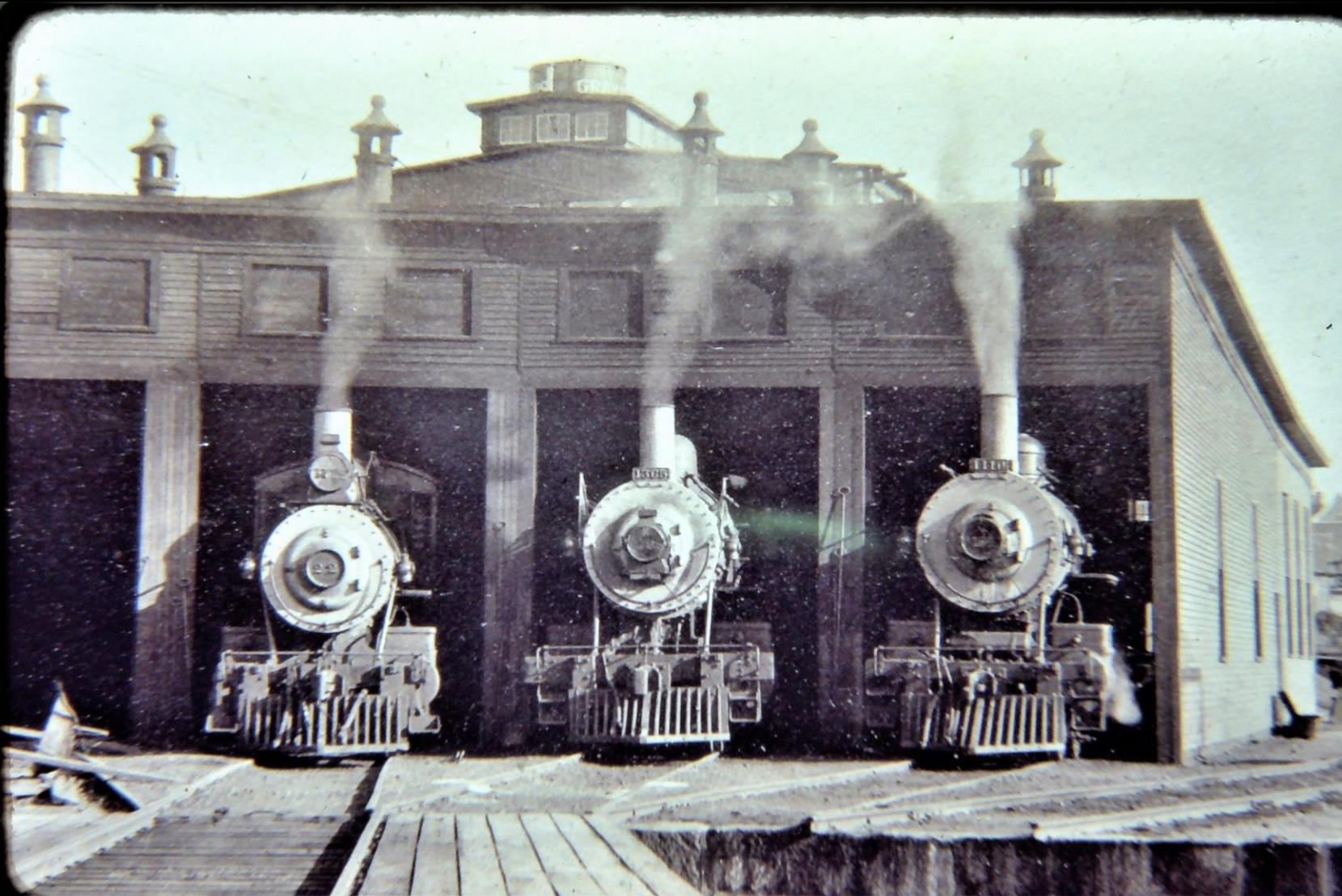
View along the banks of the Powwow River 1913

L/R Coal wharf – Biddle & Smart Carriage Factory's – Amesbury & Salisbury Gas Works



## Boston & Maine Roundhouse 1913

L/R Vermont Valley 4-4-0 #22 - B.& M.R.R. 2-6-0 #1365 - B.& M.R.R. 4-4-0 #1110



### Boston & Maine Roundhouse – Amesbury Mass 1913

L/R Vermont Valley 4-4-0 #22 Class A-33-a Built by; Schenectady Locomotive Works 1890 - Scrap 8/1916

B. & M.R.R. 2-6-0 #1365 Class B-15 Built by; Manchester Locomotive Works 5/1903 – Scrap 4/1937

B. & M.R.R. 4-4-0 #1110 Class A-47-c Built by; Rode Island Locomotive Works 2/17/1896 – Scrap 1926

# Boston & Maine Railroad – Amesbury, Mass

## Chronology 1912 /1913 /1914

- **September 14, 1912** – A new steel 60' turntable, weight capacity 120 tons was erected to accommodate the large locomotives.
- **December 19, 1912** – The addition to the round house was started which made one-stall of the building 92 feet in length to accommodate the larger locomotives.
- **January 18, 1913** – The new addition to the Boston & Maine round house was finished.
- **1914** – B.& M.R.R. Valuation Survey V.S. 716 of the Amesbury Branch.



Boston & Maine R.R. Salisbury Passenger Station 1914

Boston & Maine R.R. Survey 1914



Salisbury Point Station – Rocky Hill Road 1914

11"x 20" Station, Tool Shed & Out House

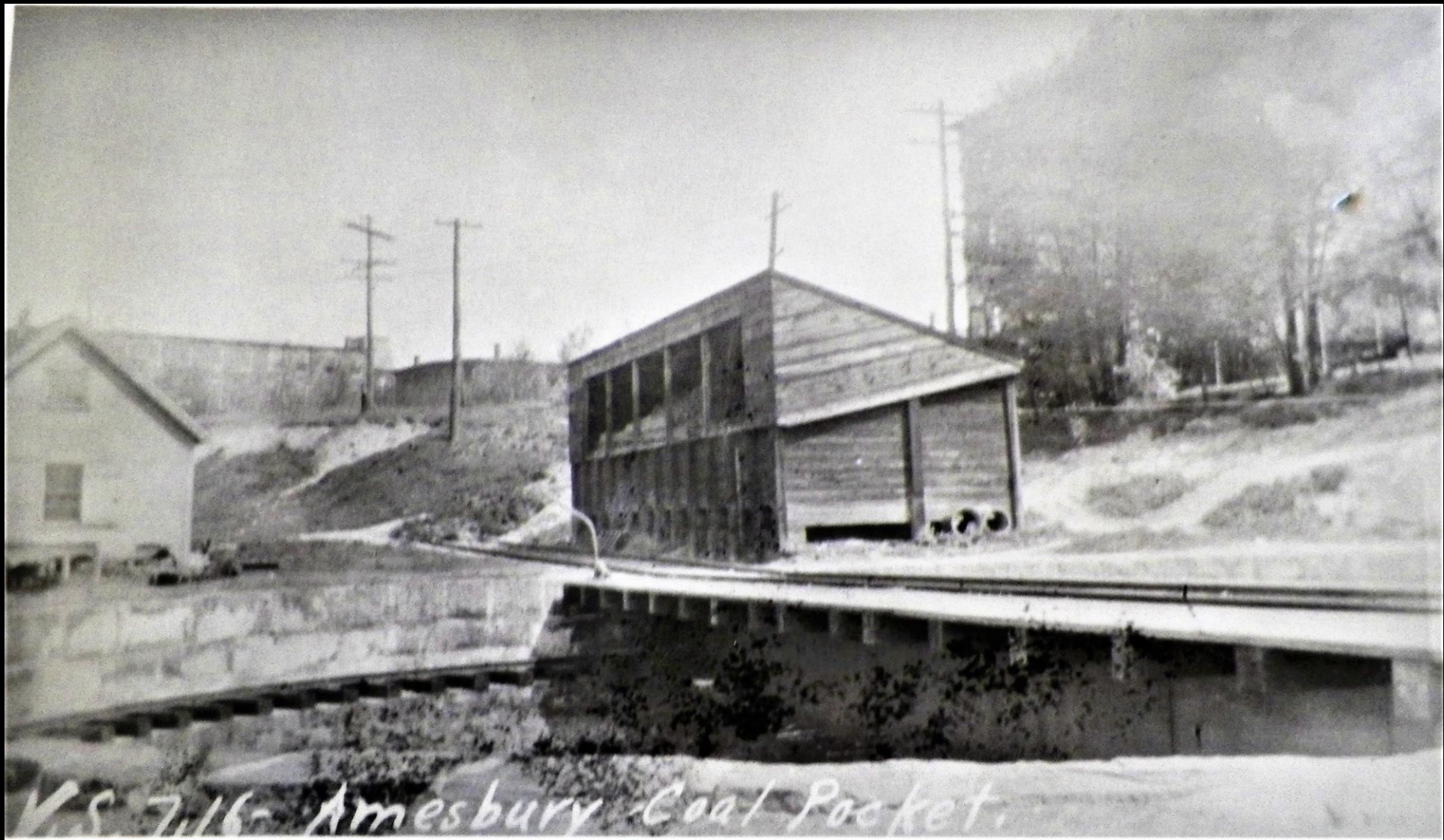
Boston & Maine R.R. Valuation Survey V.S. 716

Salisbury Point freight house



Salisbury Point Freight House – Circa 1914

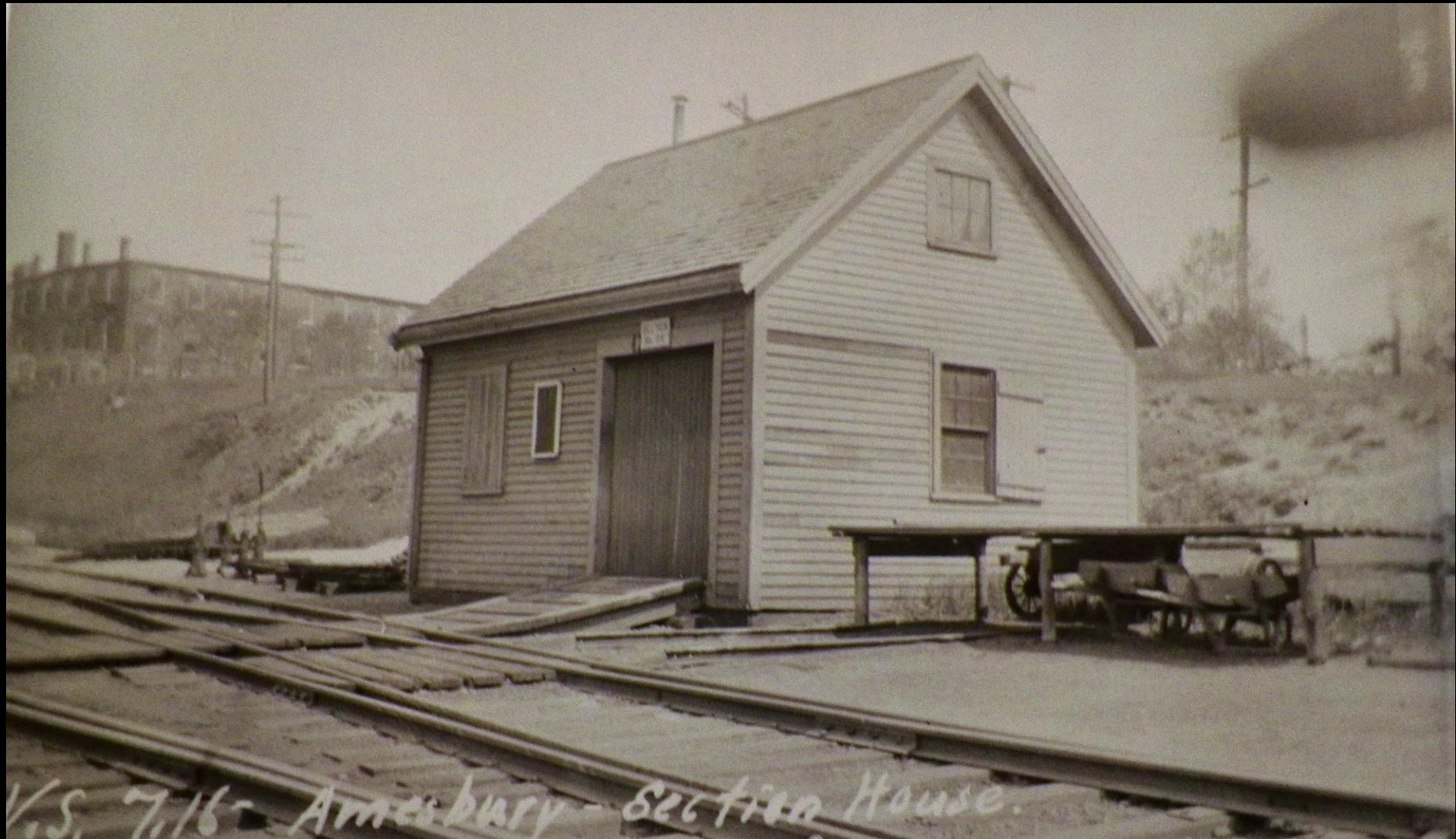
Boston & Maine R.R. Valuation Survey V.S. 716



## Boston & Maine Railroad Coal Pocket 1914

Boston & Maine R.R. Valuation Survey V.S. 716





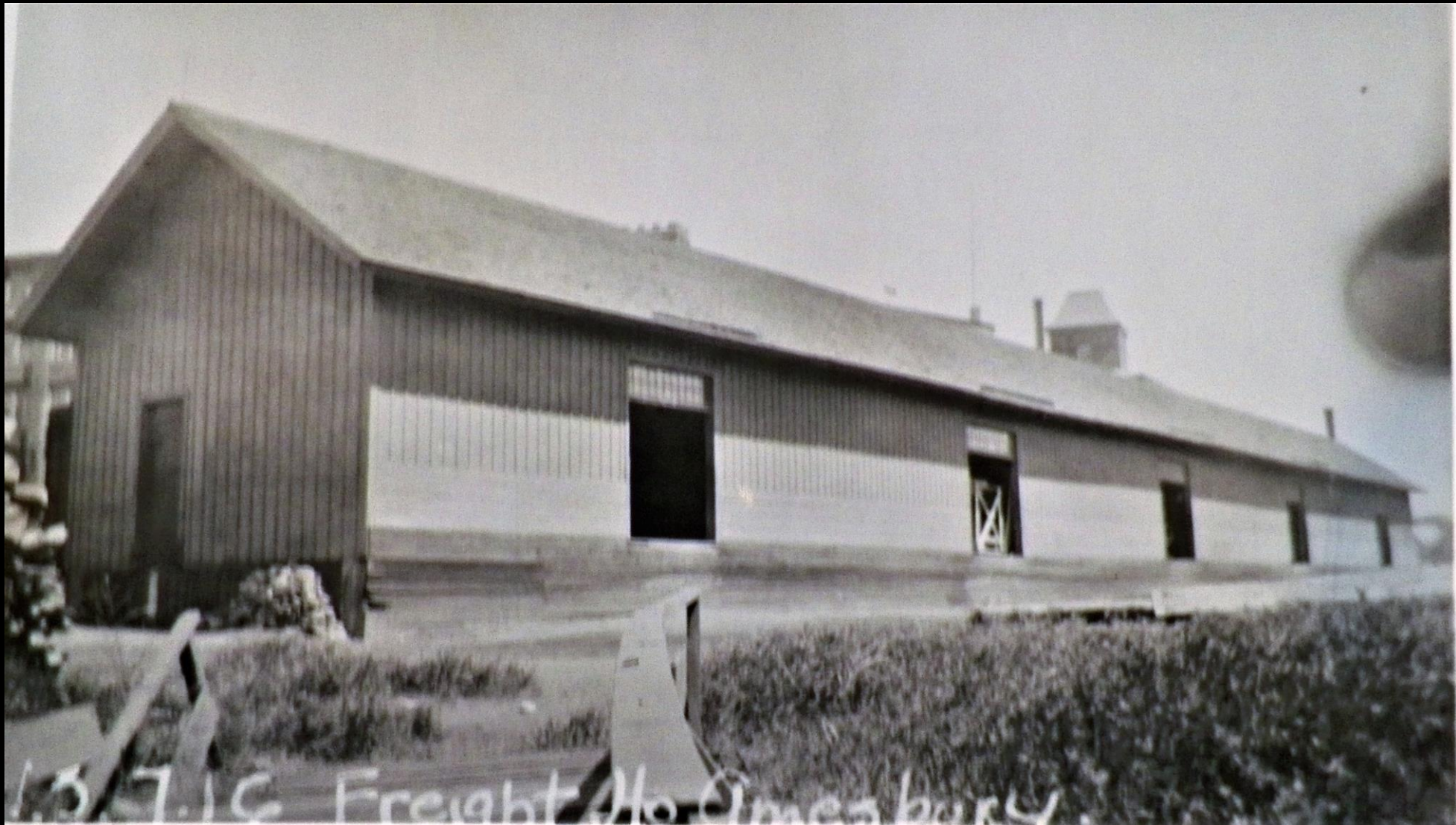
Boston & Maine Railroad Section House 1914

Boston & Maine R.R. Valuation Survey V.S. 716



## Boston & Maine Railroad Transfer Shed 1914

Boston & Maine R.R. Valuation Survey V.S. 716



Boston & Maine Railroad Freight House 1914

Boston & Maine R.R. Valuation Survey V.S. 716



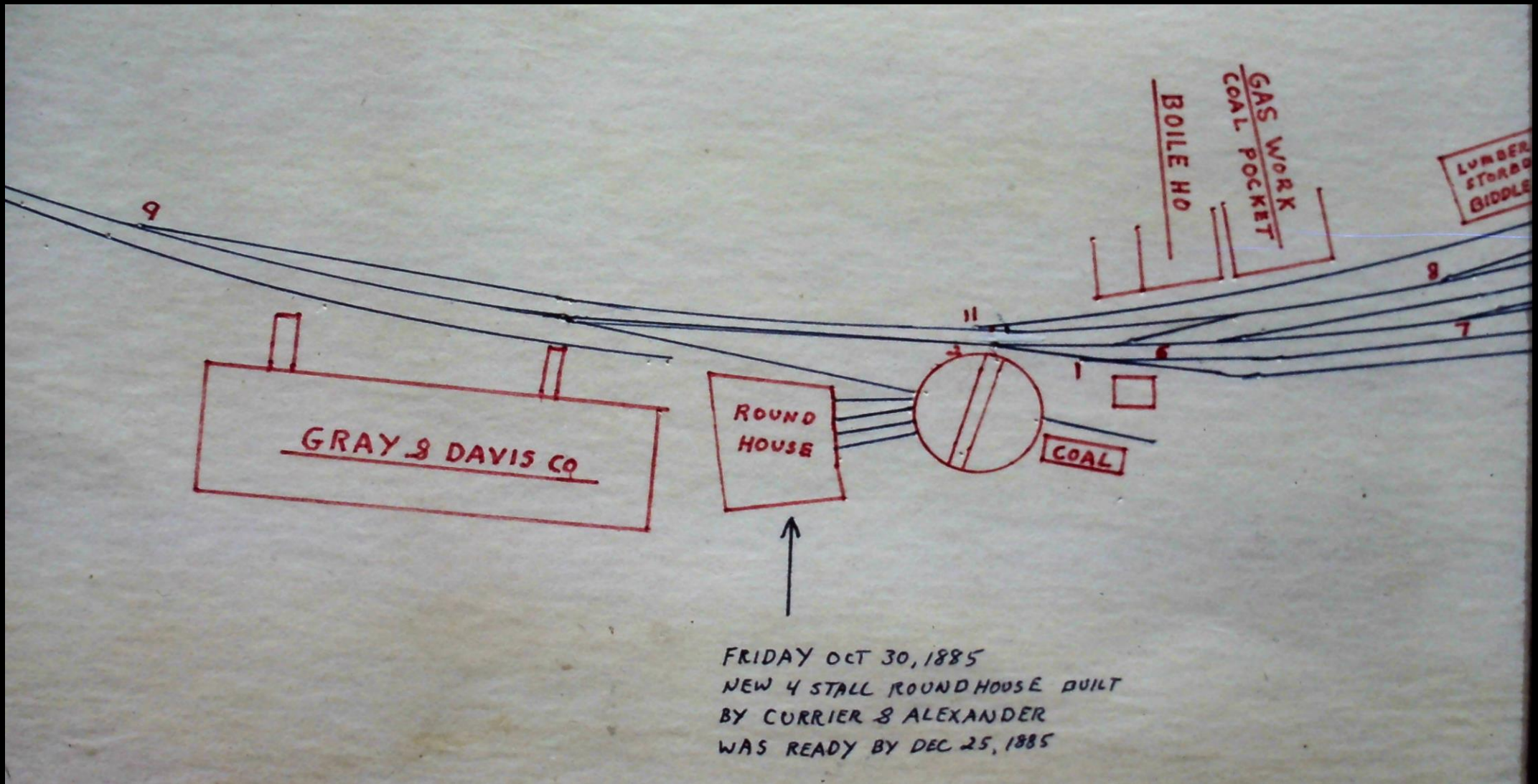
Boston & Maine Railroad Freight Office 1914

Boston & Maine R.R. Valuation Survey V.S. 716



B. & M.R.R. Baggage Shed – Water St, Amesbury 1914

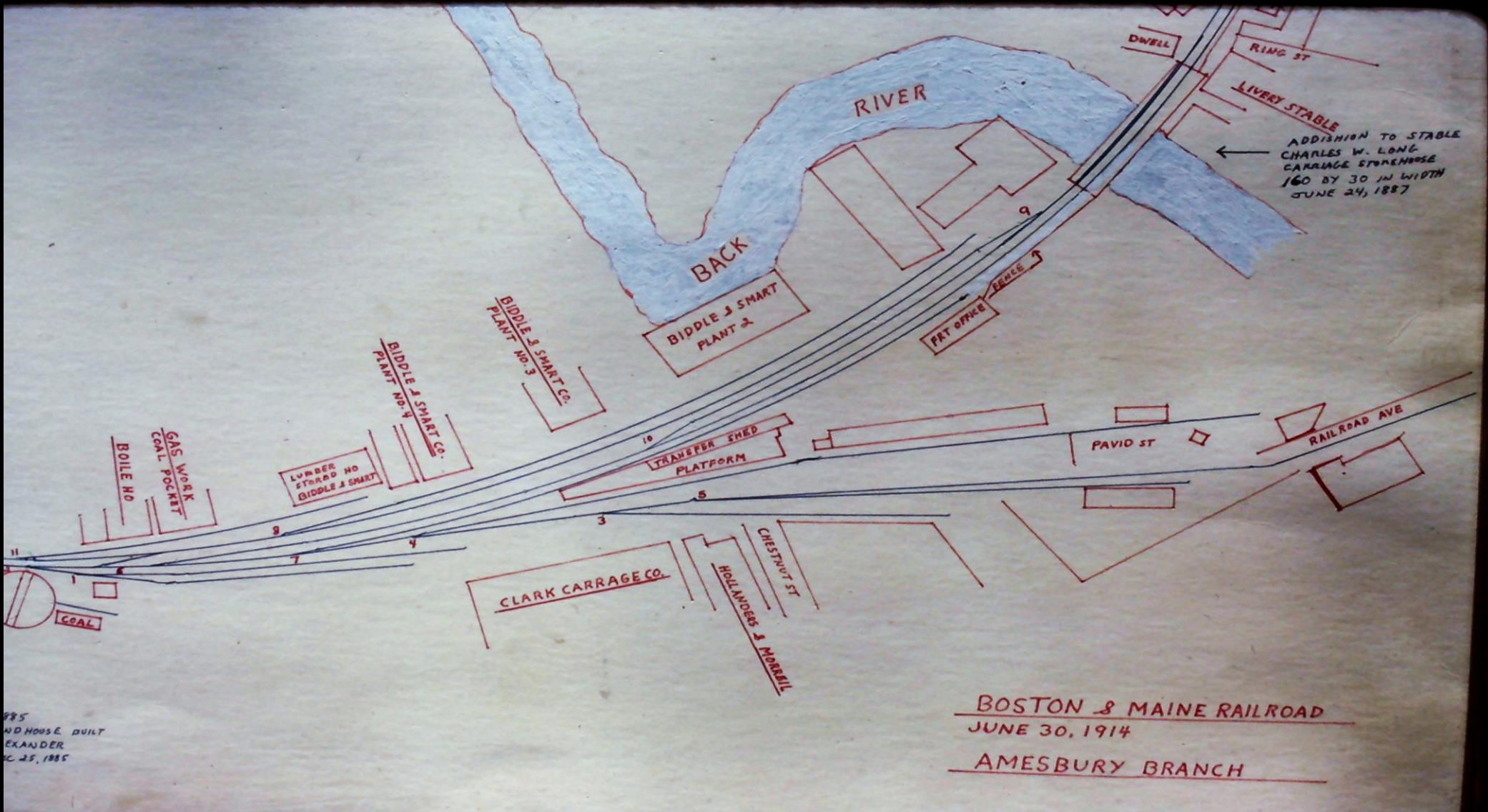
Boston & Maine Valuation Survey V.S. 716



## Boston & Maine R.R. Yard Amesbury 1914

Boston & Maine R.R. Valuation Survey V.S. 716 - Drawing.

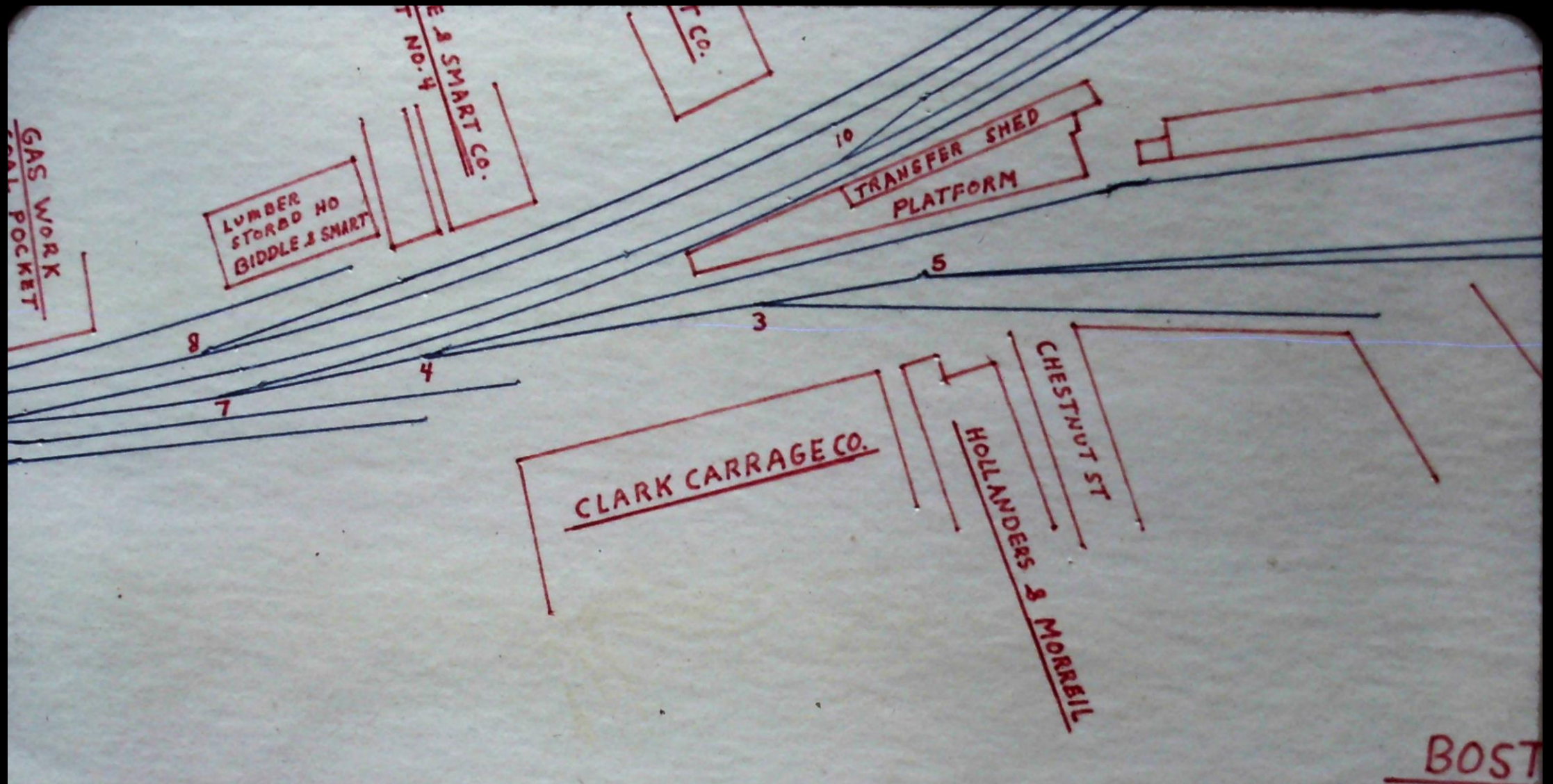
Drawing by Richard Nichols



## Boston & Maine R.R. Yard Amesbury 1914

Boston & Maine R.R. Valuation Survey V.S. 716 Drawing.

Drawing by; Richard Nichols

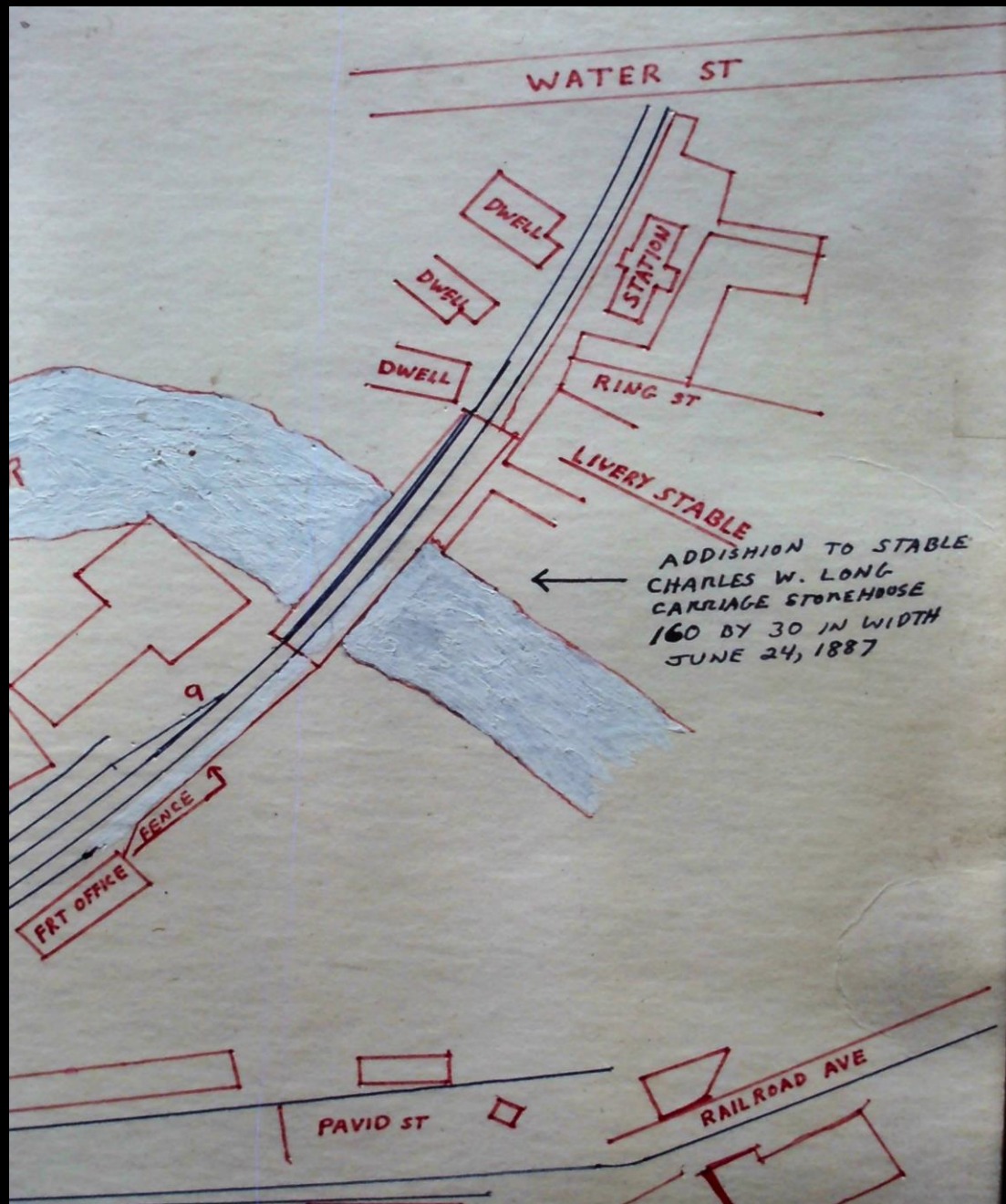


## Boston & Maine R.R. Yard Amesbury 1914

Boston & Maine R.R. Valuation Survey V.S. 716 – Drawing.

Drawing by; Richard Nichols





## Boston & Maine Railroad Yard Amesbury, Mass 1914

Boston & Maine R.R.  
Valuation Survey V.S. 716 – Drawing.

Drawing by; Richard Nichols

## Chronology Amesbury Branch 1916

- **1916** – B.& M. R.R. removed the Transfer Shed at the bottom of Chestnut St, and Railroad Avenue to install a “Team Track” – a spur or siding for loading freight, often used by firms not having their own direct rail access.
- **July 18, 1916** - Electric Locomotive Purchased:
  - Electric Locomotive was purchase in Philadelphia for the Industrial Railroad in Amesbury.
  - A 25 Ton Locomotive built by the Baldwin Locomotive works, equipped with General Electric Motors.
  - The Electric Locomotive ran on Mass Northeastern Street rails and went up to the end of the B&M freight yard on Railroad Avenue, to pick up or deliver freight cars to the Boston & Maine Railroad.

November 10, 1916 - Agreement made between Massachusetts Northeastern St, Railway Co. Hereinafter called the Railway Co. & The Merrimac Valley Power & Buildings Co, hereinafter called the Merrimac Company, both corporations being duly established under the laws of the Commonwealth of Massachusetts.

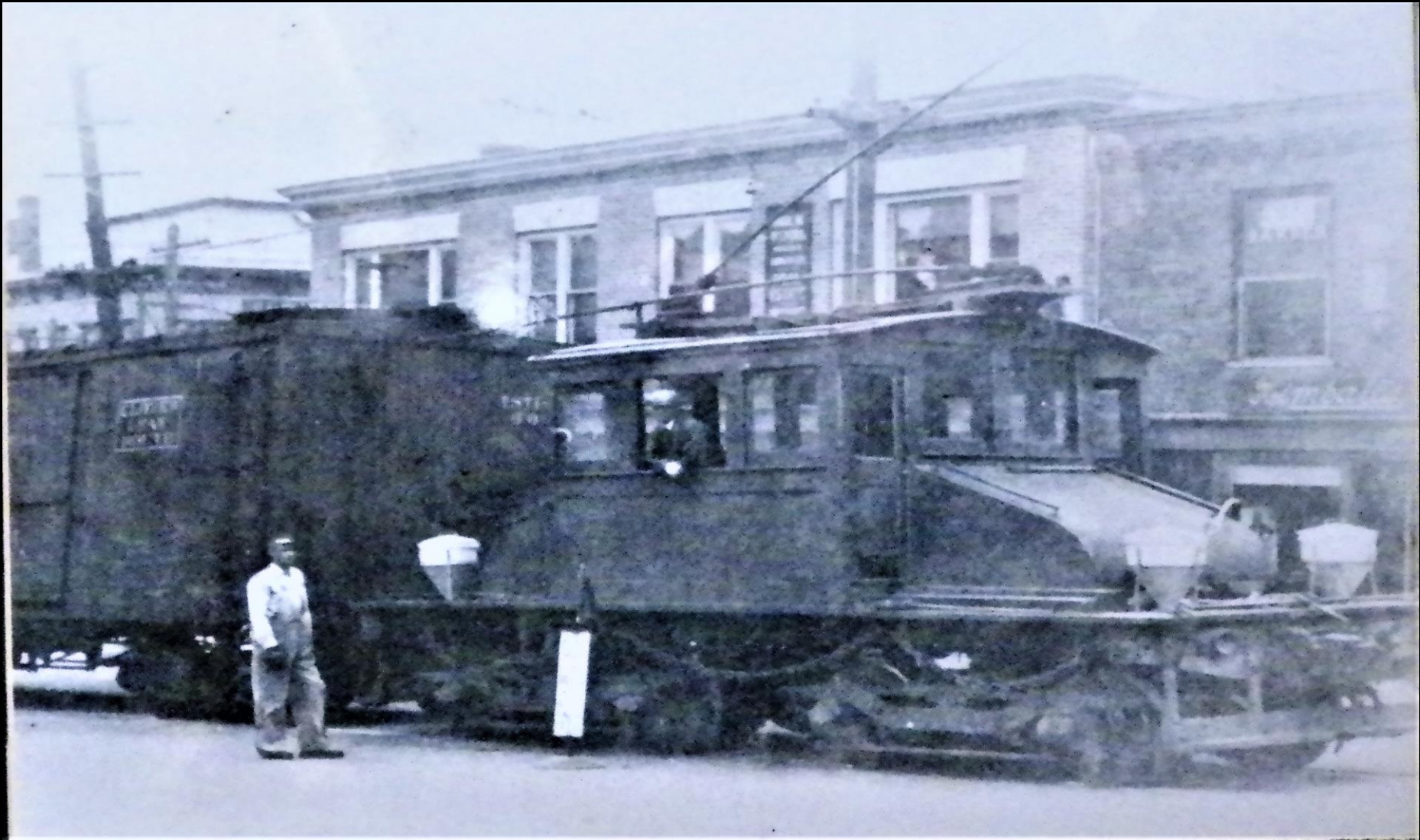
The Railway Co. own and operates a Street Railway in and through Elm Street and Market Square, in the town of Amesbury, Massachusetts.

The Merrimac Co. has received from said town the right & authority, duly approved by the Public Services Commission, to construct, maintain, and operate by "Electricity a Single Track Railway" upon along the public highway, in said town.

(1) Beginning in Elm Street, near Railroad Avenue at the present track of the Mass Northeastern Street Railway Co., to cross private land, to, across and along the portion of Railroad Avenue to a private way called Railroad Avenue, and connecting with the tracks of the Boston & Maine Railroad.

(2) Beginning in Elm Street, at Market Square at the present track of the Mass Northeastern Street Railway Co. by a curve to the East & Southeast, through Elm Street to and through Water Street, to private land of the Merrimac Valley Power and Buildings Co. near the Powwow River to and across Powwow River to other land of the Merrimac Valley Power and Buildings Company.

(3) Beginning in Market Square at the present track of the Massachusetts Northeastern Street Railway Company, by a curve to the right through Market Square to private land of the Merrimac Valley Power and Building Company at the 'Archway', so called, to and through private land of the Merrimac Valley Power and Building Company to various points, all together with such switchers, curves and connections as may be necessary or convenient for the operation of the cars of the said Merrimac Valley Power and Building Company.



Market Square 1920 – Amesbury, Mass

The Railway Company – Industrial Center Cab Locomotive, Electric Street Railway.



## The Railway Co. Industrial Center Cab 25 ton Locomotive

Crossing over the Powwow River on the Dizzy Bridge, from Mill St, onto Water St, 1920 Amesbury, Mass.

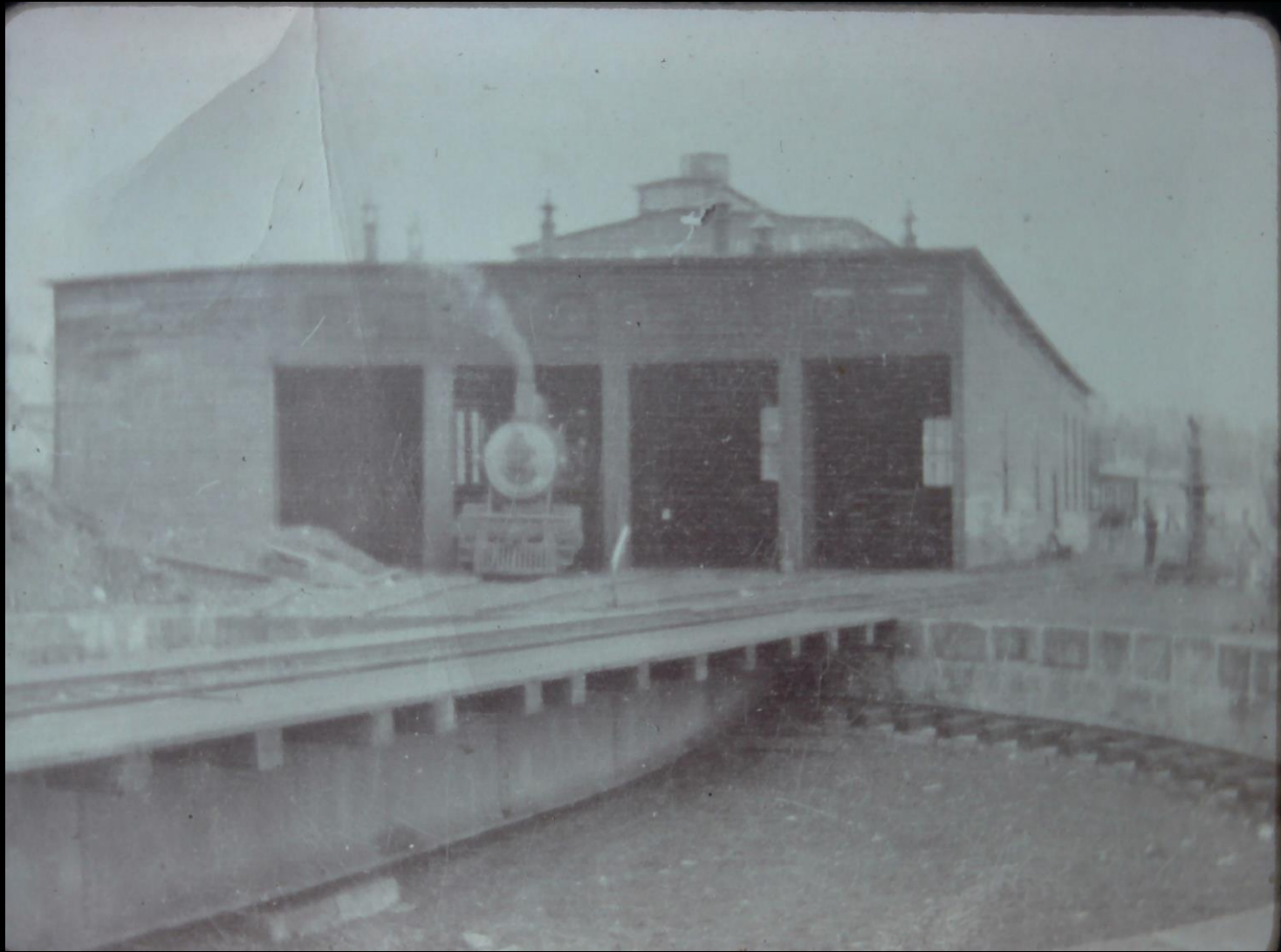
## Friday, November 3, 1916

- Farewell To the Old Ball Signals:
- New Switching and Signaling System of the B.&M. to cut in here Sunday Morning.
- The system does away with the Ball Signal House which has been in use for several generations and almost ever since the introduction of railroading in Newburyport, and conforms to the new State Law requiring the change.
- It is operated from a new Signal Tower erected a little beyond the old Signal House, a two story cement structure and is one of the most popular in use in the Country.
- In the second story of the Signal House, the apparatus is installed, which controls by 40 levers the signal and switches in the railroad yard between the Junction and Salisbury.



## View of the B.&M.R.R. Yard facing Water St, 1920 Amesbury, Mass

L/R – Former Castle Lamp Co. – Sargent Coal Co. with coal shuts – Trestle Bridge No. 220 over Back River.  
B. & M. Four Car passenger train on the outbound track across from the Amesbury Station.  
Center – B. & M. Freight Office – Walker & Wells Co. Automobiles Bodies.



## Boston & Maine 60' Turntable & Four stall Roundhouse – Circa 1920

The roundhouse was sold for \$50.00 in 1941 and the turntable was filled in 1956.





## Boston & Maine Railroad – Amesbury Branch 1920

Passenger Train heading outbound at the base of Mount Prospect Cemetery.  
Salisbury Point Station facing east at Rocky Hill Road.

# A History Of The Amesbury Branch

## Acknowledgements

### Photographs & Information

- Amesbury Public Library, Main Street, Amesbury, Mass
  - Amesbury Carriage Museum, Amesbury, Mass
  - Bartlett Museum Inc. Main Street, Amesbury, Mass
  - Boston & Maine Railroad Historical Society, Lowell, Mass
  - Beverly Historical Society (Walker Transportation Collection) Cabot Street. Beverly, Mass
  - Stanley O. Bean, O. R. Cummings, Willard Flanders, Robert Grodzicki, Richard W. Symmes.
- 
- Submitted by; Richard Nichols  
Boston & Maine Railroad Historical Society