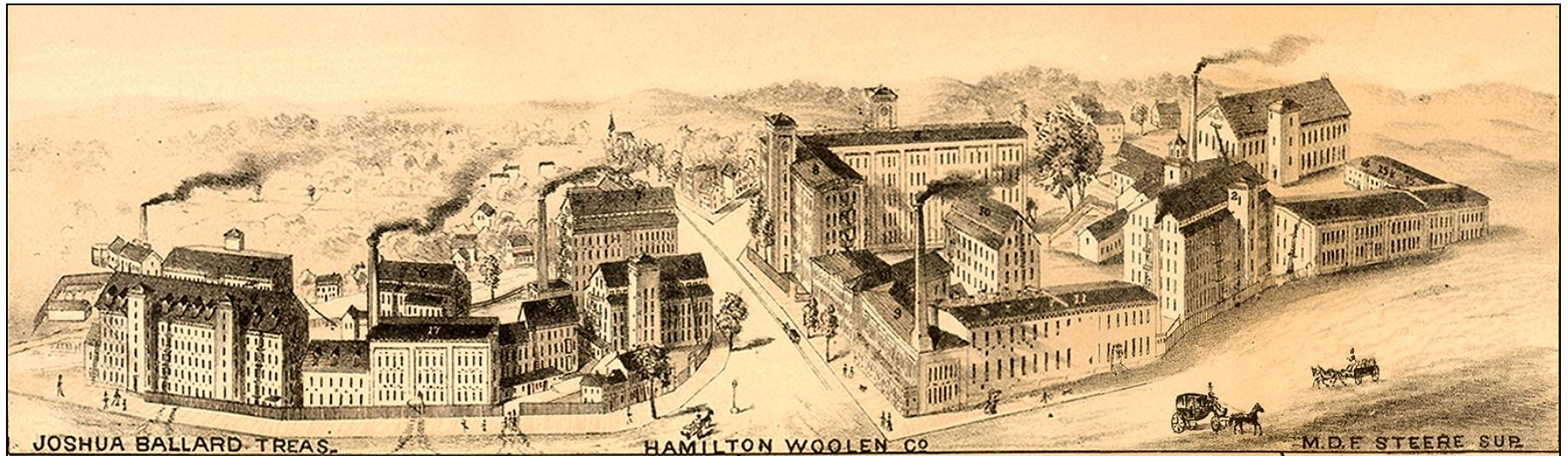


What We See Now vs. What Was

The mass-extinction of Amesbury industrial architecture



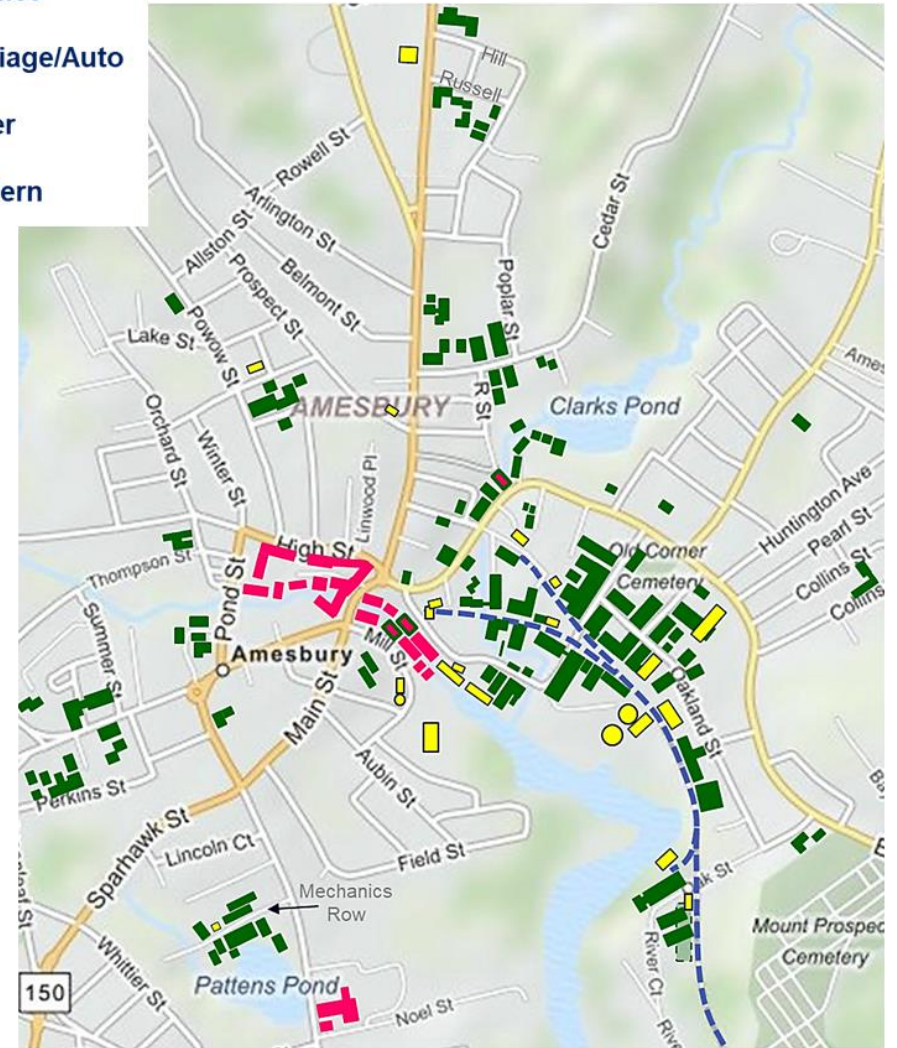
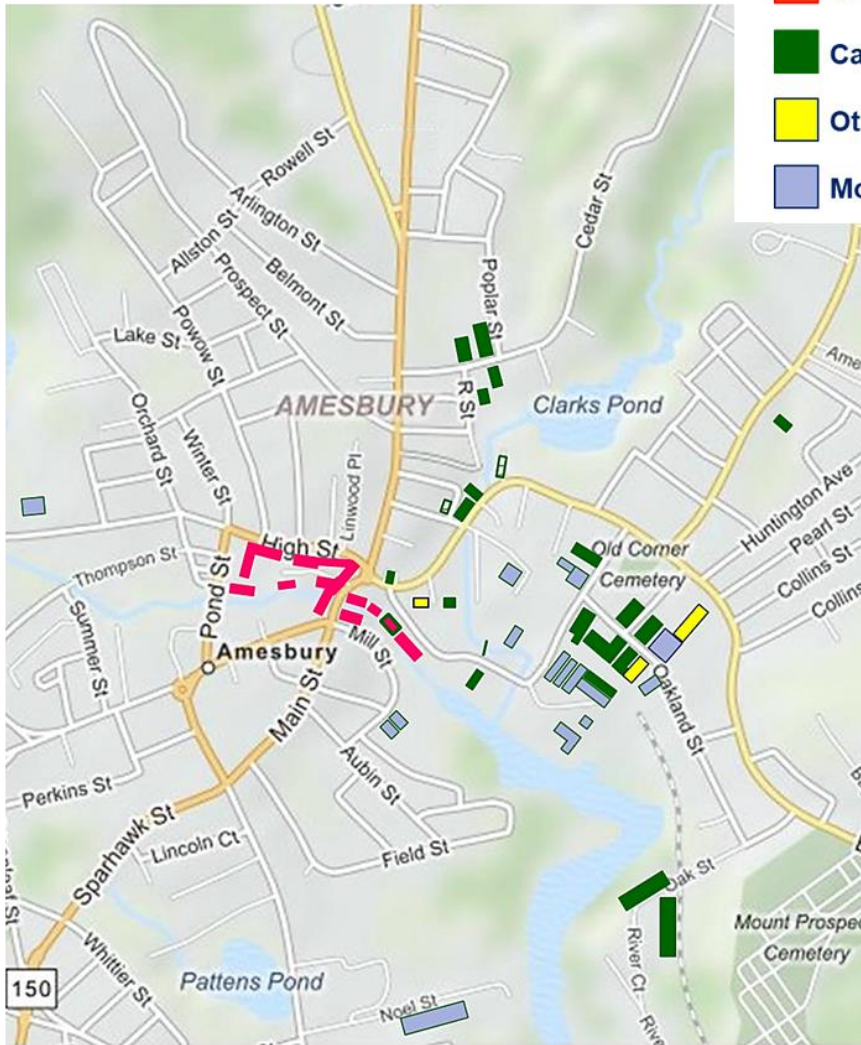
Textile mills along the Powow River, from the 1880 aerial map

Now vs. Then Geographical Factory Distribution

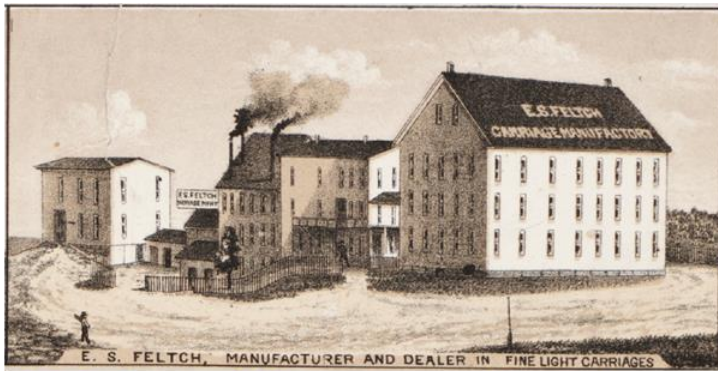
Currently existing buildings

- Textiles
- Carriage/Auto
- Other
- Modern

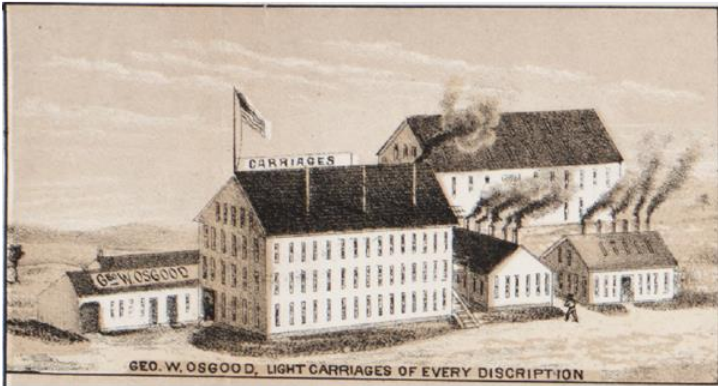
sum of Historical buildings



Carriage making was spread throughout town, using no waterpower. Much carriage work was at complexes in outlying neighborhoods, of which there are no remnants today. Downtown had a concentration of factories on Railroad Ave., Water St., and Carriage Hill, but few still exist.



E. S. Felch – 500 car./year – 45 employees



Geo. Osgood – 475 car./year – 25 emp.



A. P. Boardman – 500 car./year – 21 emp.

Neighborhood & Then Central Carriage Complexes

Carriage makers were dispersed throughout town, none using water power, and most having no power at all.

Neighborhood complexes mostly began during the late 1860's, lasted until the late 1890's, then were overgrown by their neighborhoods without leaving a trace.

- Miller Brothers – 151 Market St.
- E. S. Felch – 139 Market St.
- A. P. Boardman – 91 Market St.
- Geo. Osgood – 27 Powow St.
- Francis & Smith – 15 Thompson St.
- Samuel Rowell – 12 Pond St.
- W. G. Ellis – 99 Friend St.
- Charles Rowell – 100 Friend St.
- F. D. Parry – 108 Friend St.
- Folger & Lewis – 13 School St.
- C. W. Long – 5 Ring St.

- John Chesley – 5 Clark St.
- Foster Gale – 6 Clark St
- T. W. Lane – 4 Rich's Court
- Geo, Hunt – 42 Elm St.
- Seth Clark Jr. – 80 Elm St.
- Dudley Gale – 11 Collins St.
- E. S. Lane – 178 Elm St.
- A.M. Huntington – 66 Rear Main St.
- Locke & Jewell – 6 Mechanics Row
- David Lane – 258 lower Main St.
- Edwin Morrill – Salisbury Point

Carriage Hill began developing during the 1870s, burned in 1888, and re-developed immediately after.

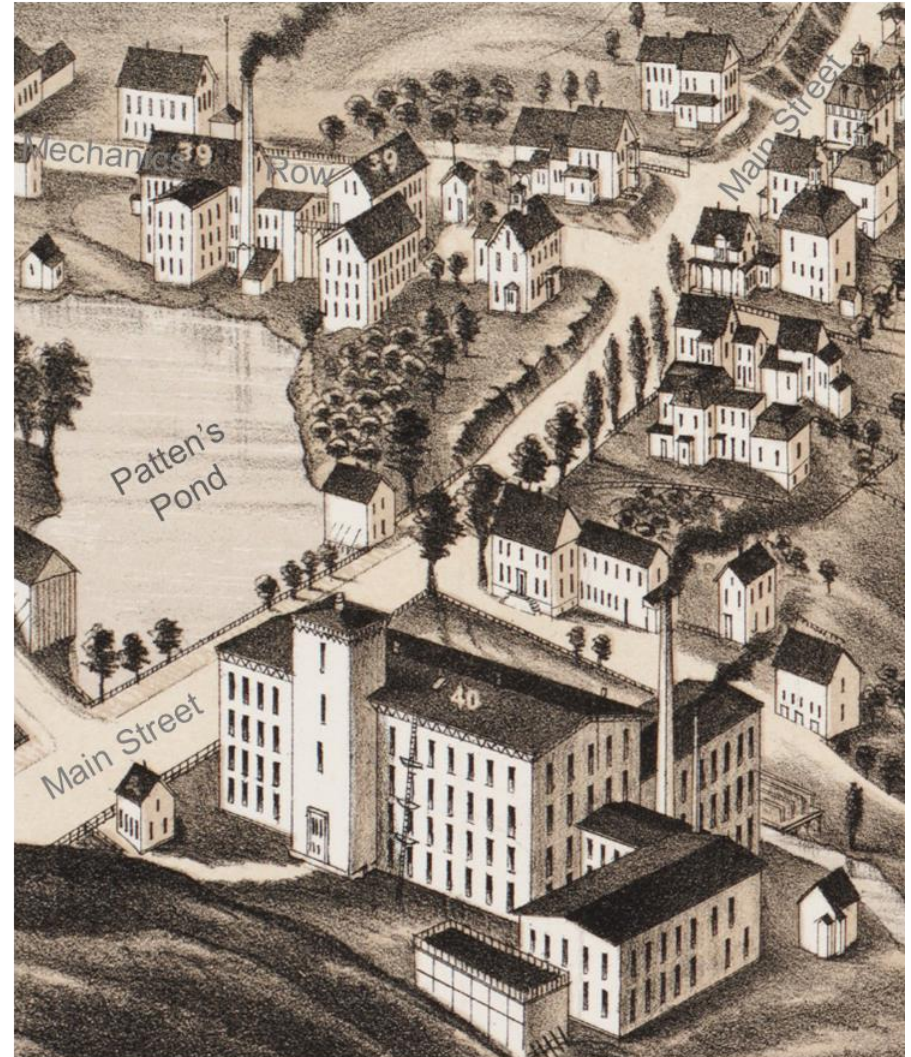
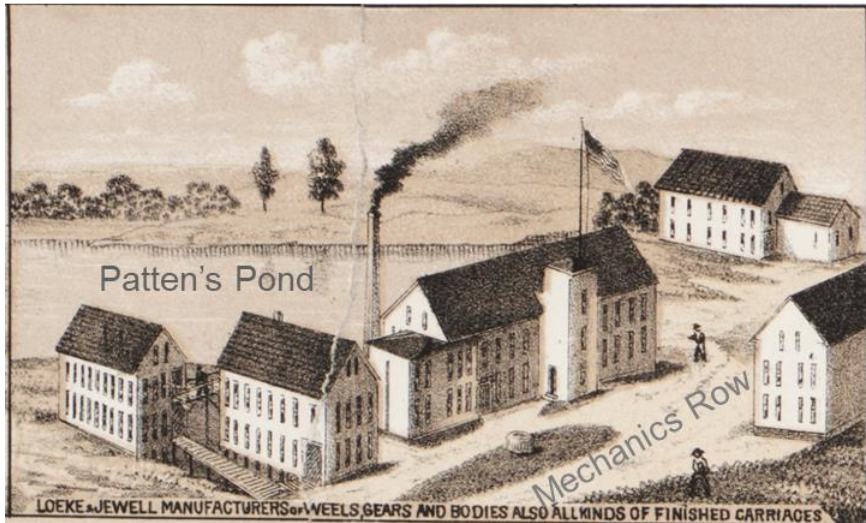
Railroad Ave. began developing during the late 1880s, steadily lost buildings during the early 20th century, and was gone by 1950, leaving little trace of its existence.

Mechanics Row & Patten's Pond Area

None of these factories now exist

Shown, the small industrial complex formerly around Patten's Pond at Mechanics Row & Main Street, from 1880 Aerial Map

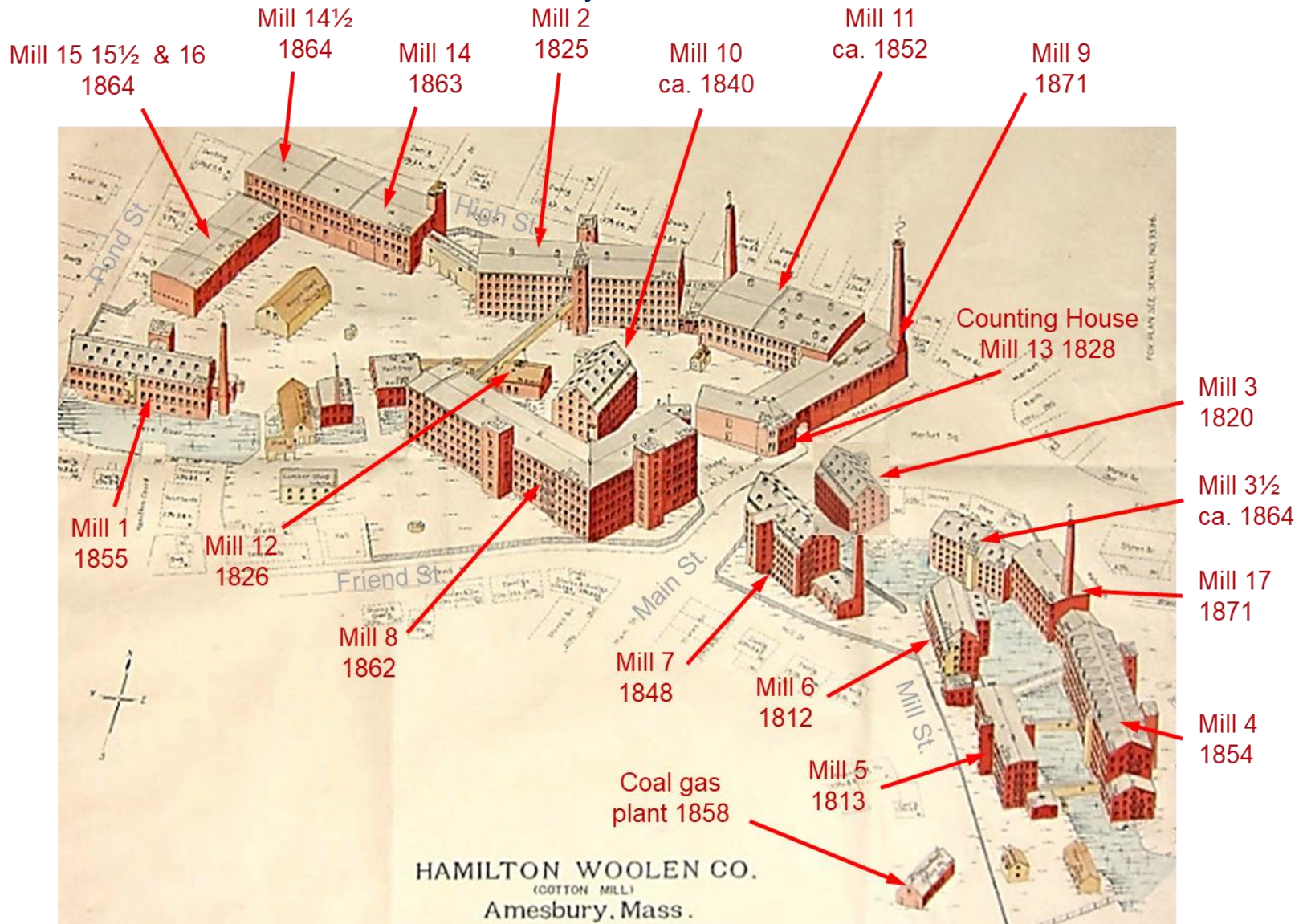
Amesbury Woolen Mill on Main St., plus Locke & Jewell (making carriages and carriage wheels), Pettingell Machine Co. and Derochemont iron foundry on Mechanics Row.



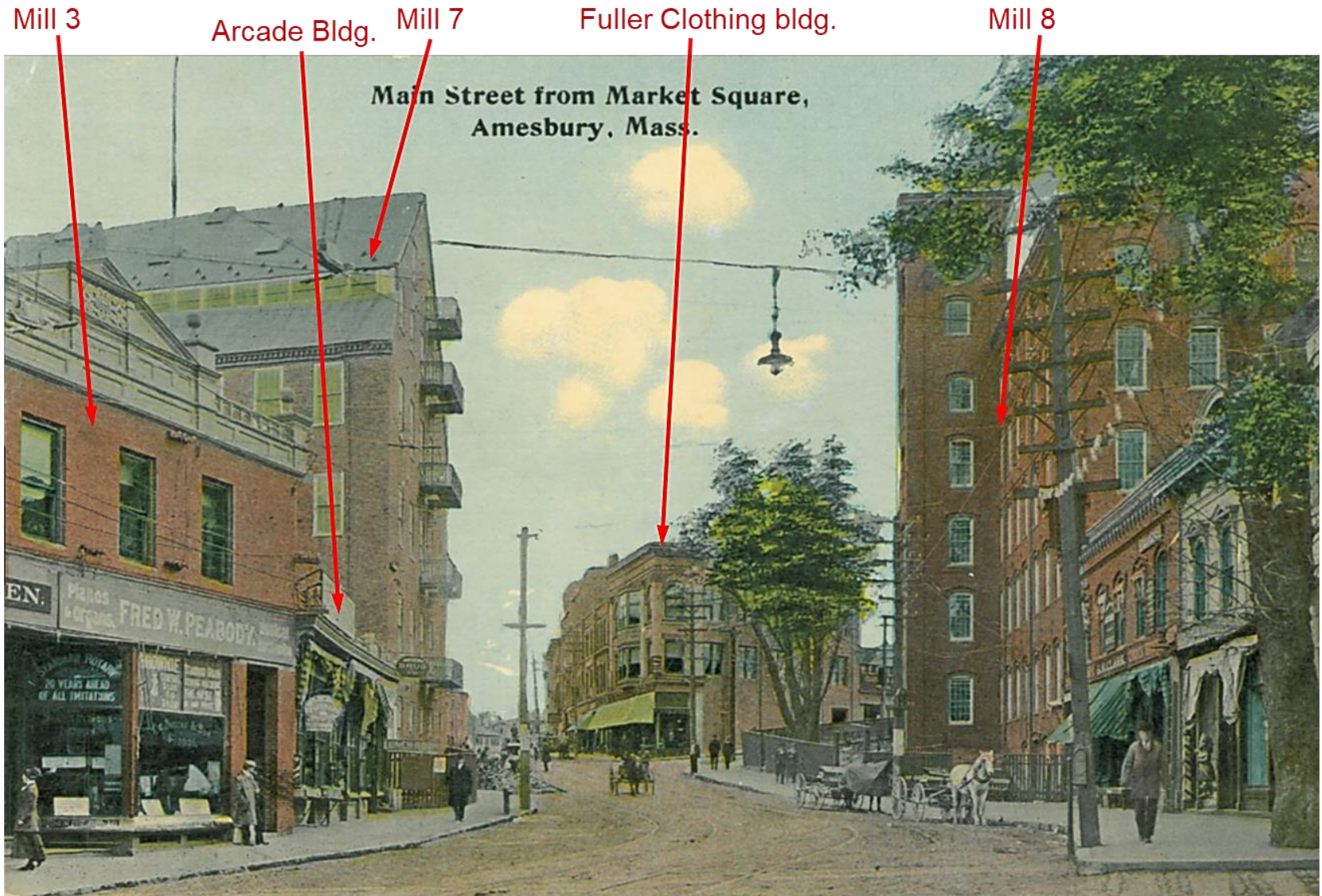
Textile Mill Buildings Along the Powow River – 1910

Mills 5, 6, 8, 10, and numerous small buildings no longer exist

Mill 3 has been reduced to one story, Mill 7 to three stories with no boiler house



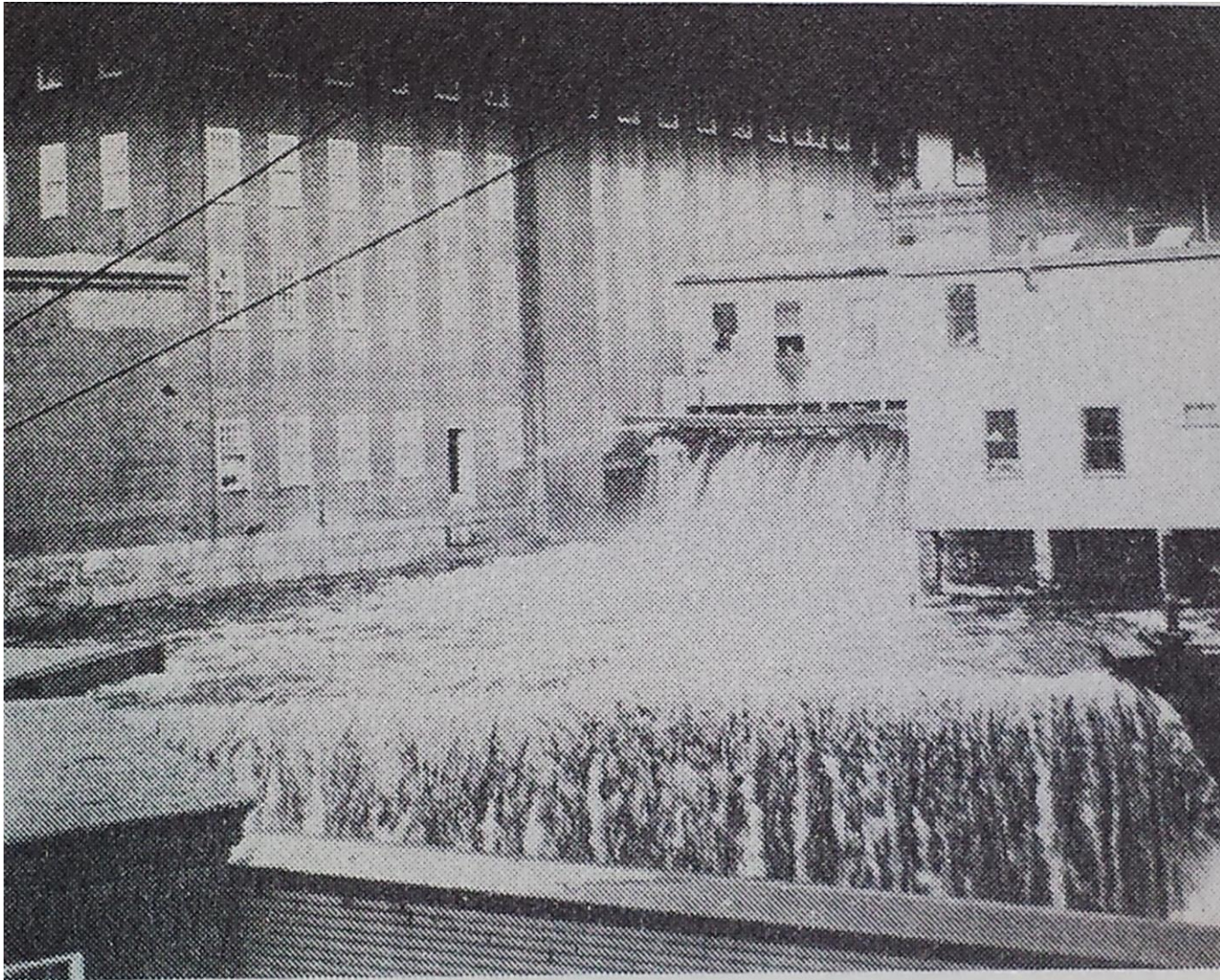
Mills #7 & #8 Dominating Main Street, ca. 1910



Courtesy of Amesbury Public Library

Mill #3 with now-missing decorative top façade, after being reduced to two stories. Ben's Uniform currently occupies that retail space. Just right of that is the front of the Arcade Building, now gone, located directly over the river, see next page. There are now no tall buildings here.

Two Dams Behind Arcade Bldg. on Main Street



Far left is Mill 7, still at full height. Center is the back of the Arcade Building, with water flowing under the building and over the dam that is just behind it. At right is an extension of Mill 3. Near foreground is water flowing over the next dam, now gone, at Mill 3½ .

Looking Up from the Bottom of Mill Street Ca. 1900

Coal Gas Plant

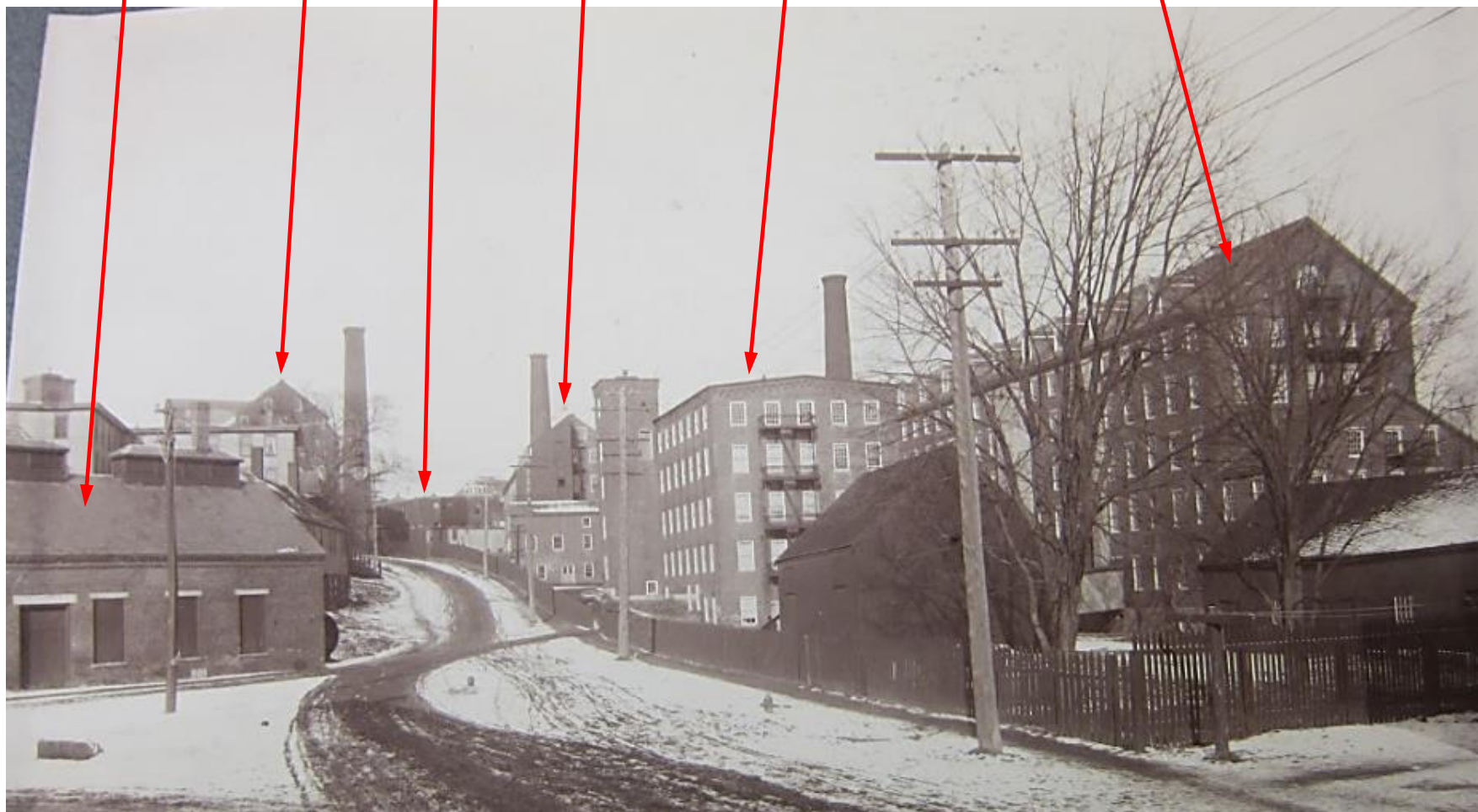
Mill 7

Mill 3

Mill 6

Mill 5

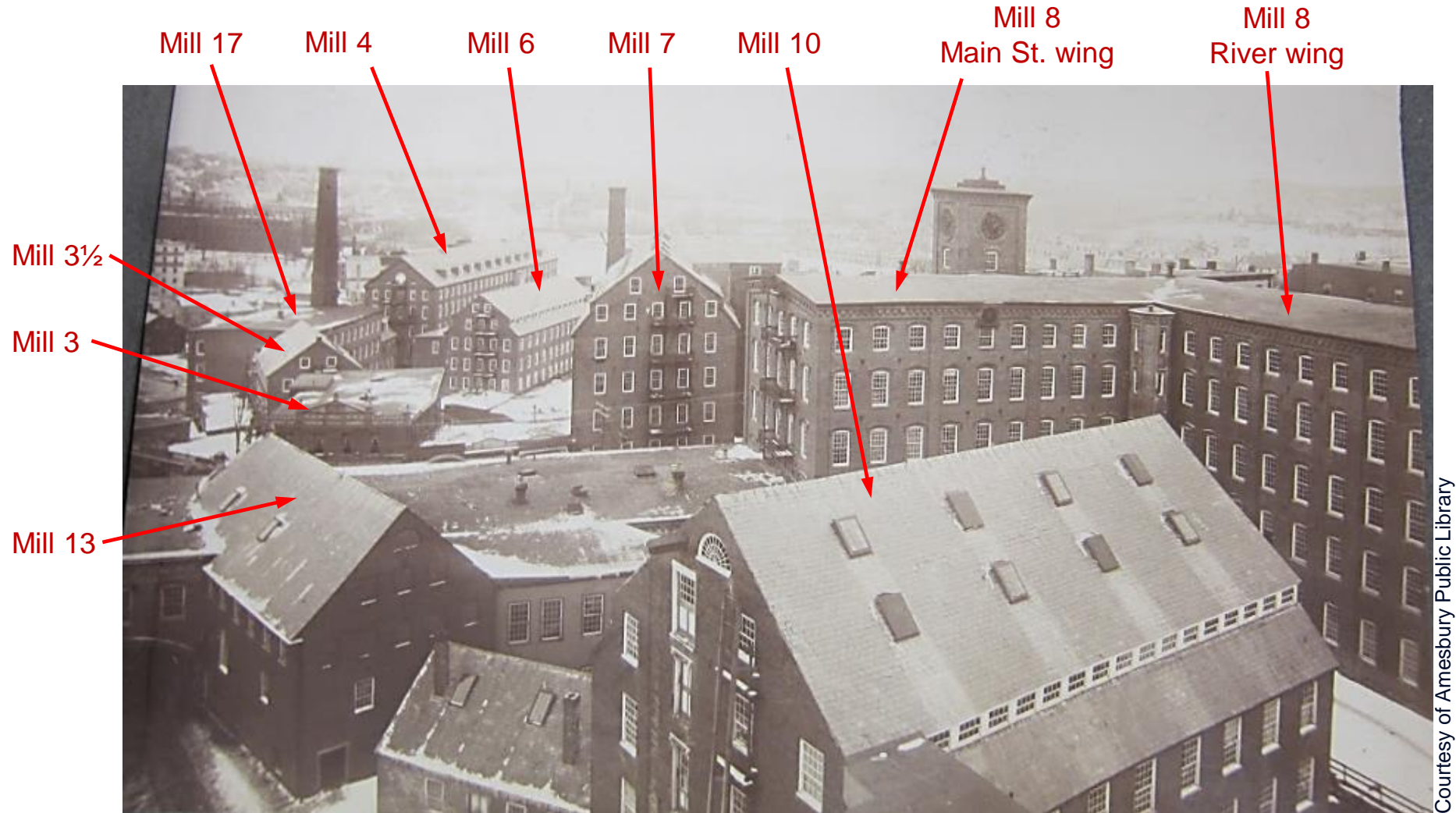
Mill 4



Courtesy of Amesbury Public Library

The gas plant building had later been used as a foundry. The gas plant, Mill 5, and Mill 6, plus various out-buildings at right are now all gone. Mill 7 and Mill 3 are now reduced to 3 & 1 stories respectively, plus the Mill 7 engine house and chimney are gone.

View Across Main St. from Mill 2 Stairwell in the Millyard Ca. 1900



Courtesy of Amesbury Public Library

Mill 3 had been reduced to two stories in about 1892 and is now one story. The Main St. wing of Mill 8 was demolished in 1929, replaced by 2-story retail space. The River wing of Mill 8 that burned in 1951 extended back to the river, over the former 1794 Perkin's nail factory.

Current Water Street Passenger Station Location, 1910

Railroad Avenue factories in the background at right

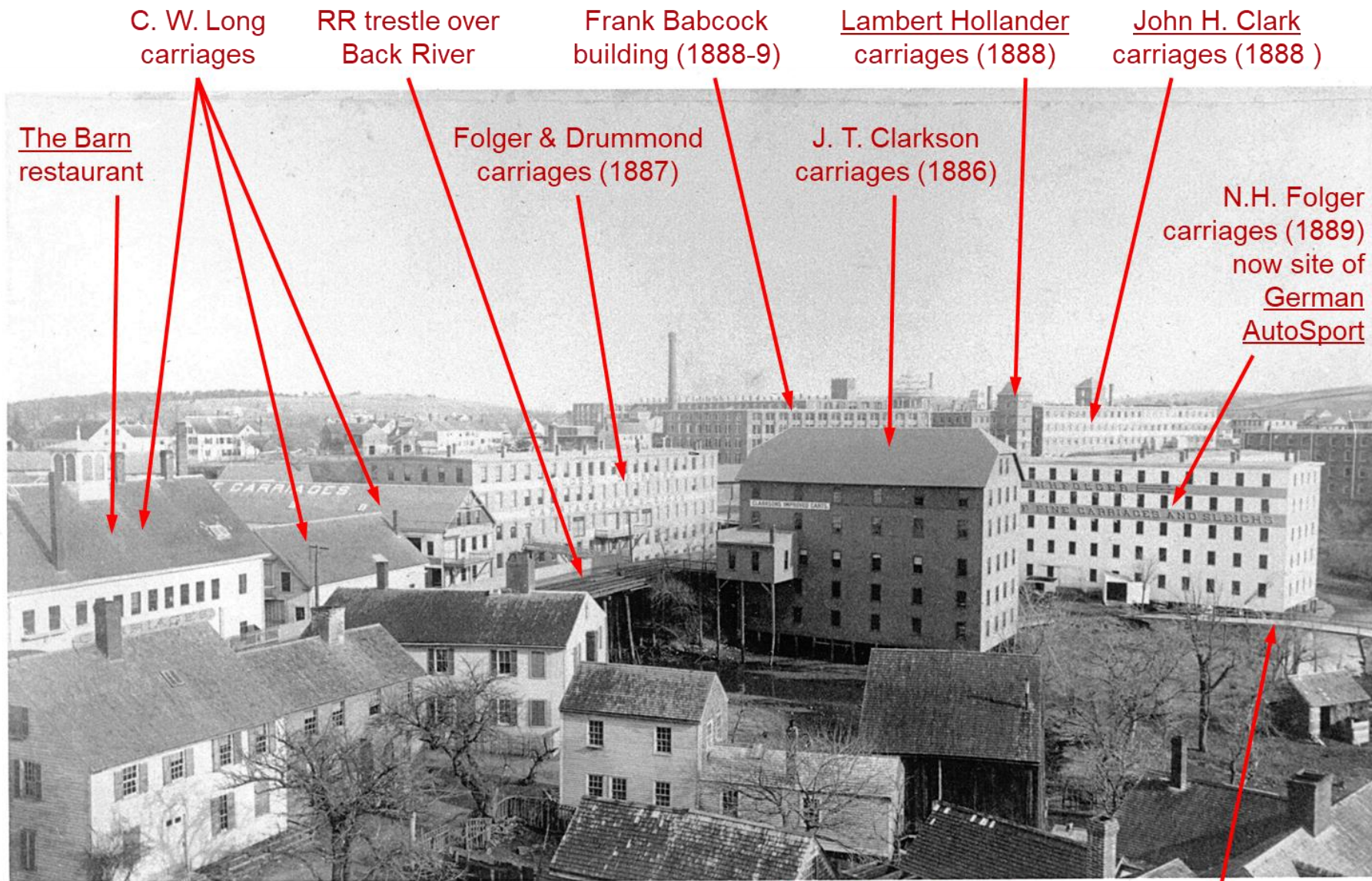


Courtesy of Salisbury Point RR Historical Soc.

Looking past the passenger station from Water Street. Directly behind the station is the current Barn Restaurant building, with cupola. Two sets of tracks at the station curve to the right as they cross the trestle at Back River and enter a visible group of carriage factories in the Railroad Avenue area. It is difficult to imagine now that departing trains passed through a dense industrial concentration that is completely gone.

Barn Restaurant to German AutoSport ca. 1889

Only The Barn, Lambert Hollander, and John J. Clark bldgs. exist, all else is gone



Courtesy of Rick Bartley

Water Street footbridge, same location as today

Lower Water & Chestnut Streets - 1887

Biddle & Smart built the long 4-story brick building (center) in 1882, which would stand today in lower Chestnut Street. Water Street is seen at lower right, congested with dwellings and additional Biddle & Smart factory buildings. The footbridge, lower left, is where today's footbridge remains, over Back River. Only #29 Water Street now exists.

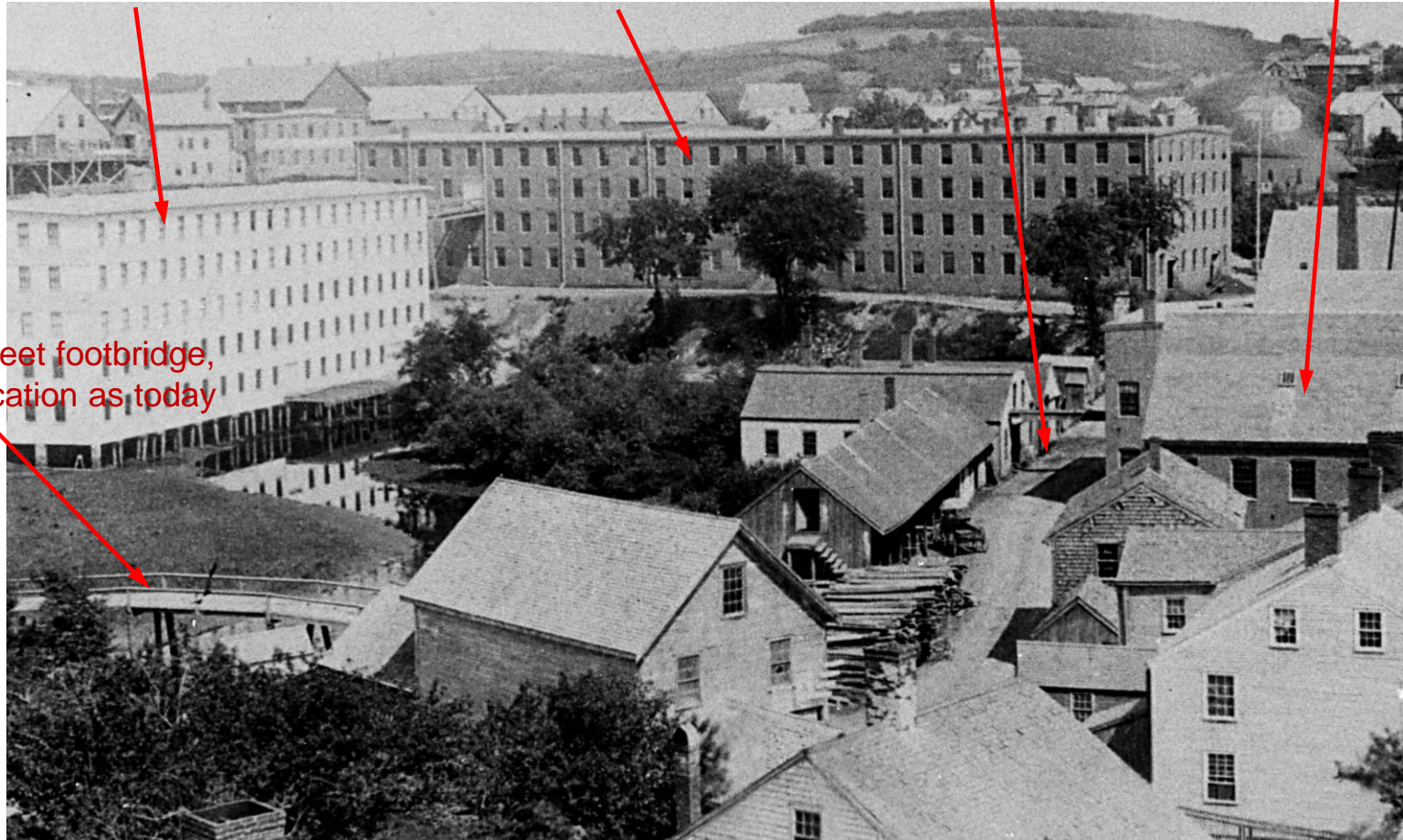
Biddle & Smart White Building
(1886) – now driveway into
German AutoSport

Biddle & Smart carriages
(1882) – now lower
Chestnut Street

Water Street

Today's #29 Water
Street building

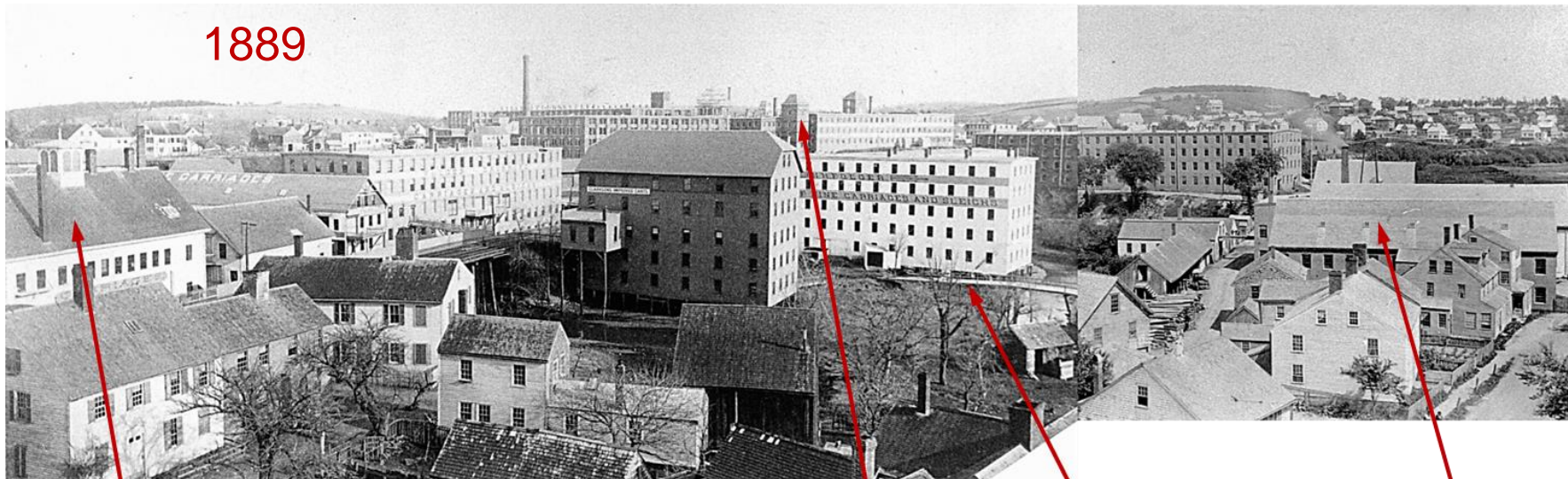
Water Street footbridge,
same location as today



Courtesy of Rick Bartley

Railroad Ave. & Water Street Panorama Composite

1889



Barn Restaurant

Lambert Hollander Bldg. at
Chestnut & Oakland

Footbridge

29 Water St.

Today



Looking Up Chestnut Street Today from the intersection of Chestnut and Water Streets

Fence around metal scrapyards

Entrance to German AutoSport

Lambert Hollander Carriage Co.

John H. Clark Carriage Co.

two long red warehouses that are directly on the old rail bed



Looking up Chestnut from Water St.

Railroad Avenue area is to the left, in the metal scrapyards

Quonset hut of Bartley Machine Co.

The front of the Babcock Building roughly followed the black fence, above, to the left of Chestnut Street. The side of the building ran up Chestnut Street to the Biddle & Smart office building that still exists near the top of Chestnut. The Babcock Building was five stories tall in the front, four stories tall in the back, but because of the hill, it lost two lower stories and gained one upper story along the way. See next page.

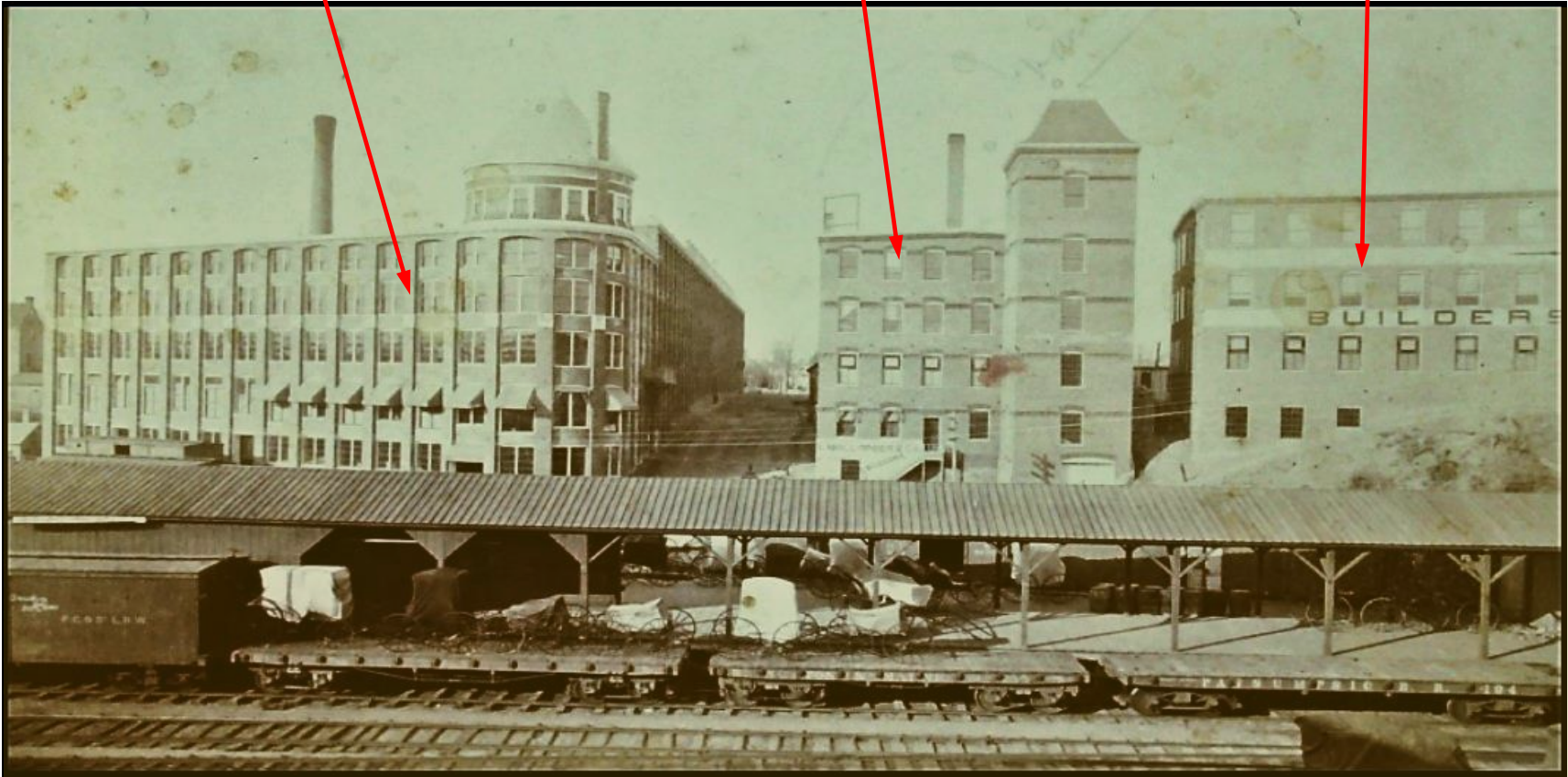
Looking Up Chestnut Street – ca. 1890

Seen from large brick Biddle & Smart 1882 factory, located in now lower Chestnut St.

Babcock Building –
Amesbury Carriage Co.

Lambert Hollander
Carriage Co.

John H. Clark
Carriage Co.



This picture was taken from the Biddle & Smart 1882 building. The Babcock Building (left) was the largest factory in town. Its round turret had been removed by around 1910. Chestnut Street did not cross the railroad tracks, coming downhill, but stopped where the buildings end. Muslin covered carriages await loading onto flatbed rail cars, their look constituting “ghost trains” (a parade of ghosts) that rolled out of town.

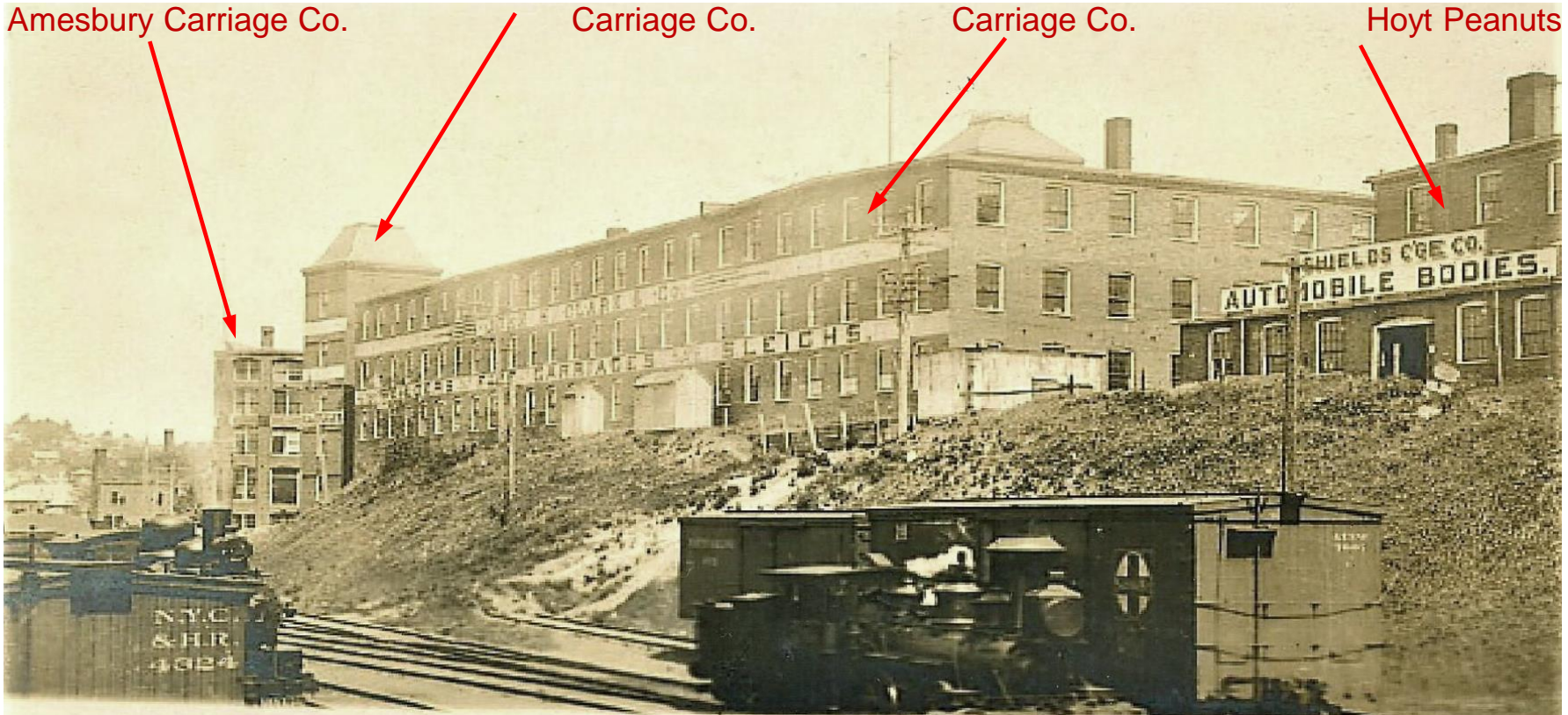
Hollander & Clark Buildings, with Shields Carriage Co. ca. 1910

Babcock Building –
Amesbury Carriage Co.

Lambert Hollander
Carriage Co.

John H. Clark
Carriage Co.

Shields Carriage Co.
Hoyt Peanuts



Courtesy of Salisbury Point RR Historical Soc.

Similar to previous page, but with Shields factory at far right, which made some auto bodies, but mostly did auto body interior trimming for other firms. (Shields is a trade name, the original owner being John Shiels.) Frank Hoyt purchased the Shields building in 1918 as his factory for Buffalo brand peanut products. The Oakland St. side of the building now has wide painted black bands, under which Hoyts signs can still barely be read. Hoyt apparently loaded rail cars down the hill from the factory, and a rail spur can be seen extending only as far as this building.

Panorama of Biddle & Smart on Lower Water St. ca. 1930

Oak St. complex of Walker Body Co. buildings, one with steam heat smokestack, and old electric power plant with smokestack

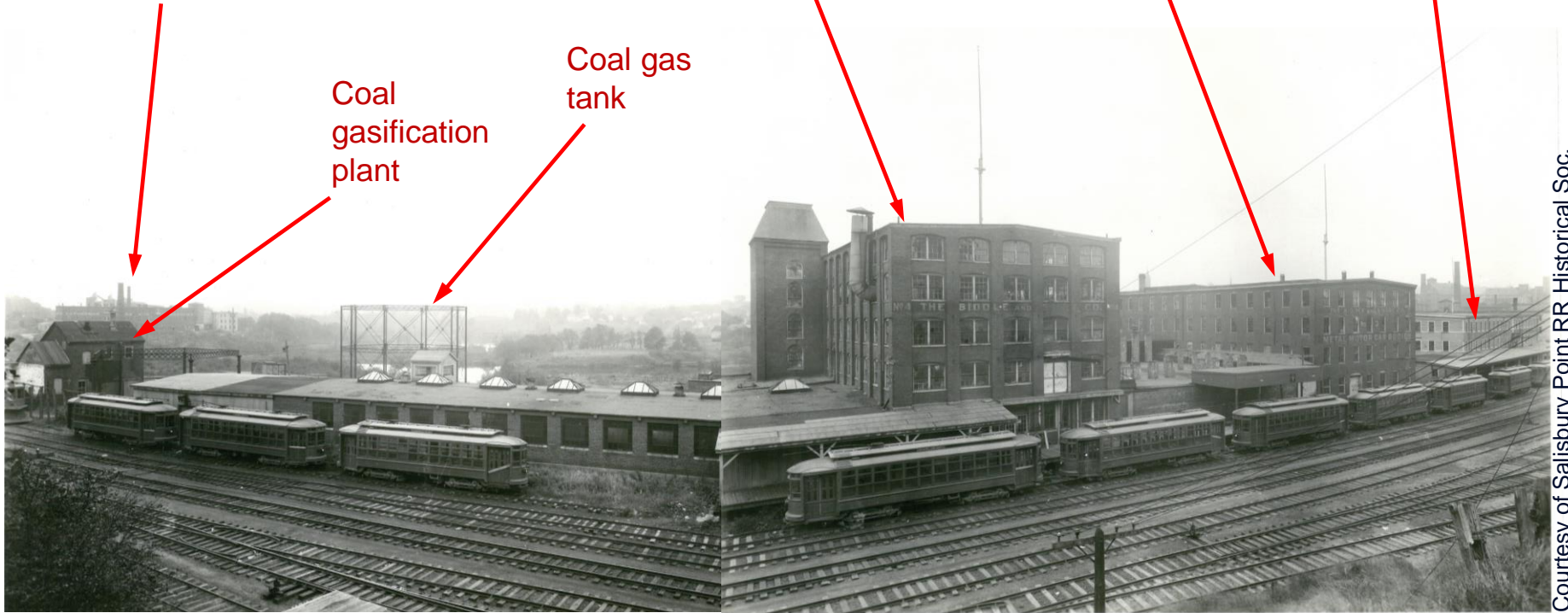
Biddle & Smart (1889)

Biddle & Smart (1882), 3rd largest factory in town.

Biddle & Smart White Building (1886)

Coal gasification plant

Coal gas tank



Courtesy of Salisbury Point RR Historical Soc.

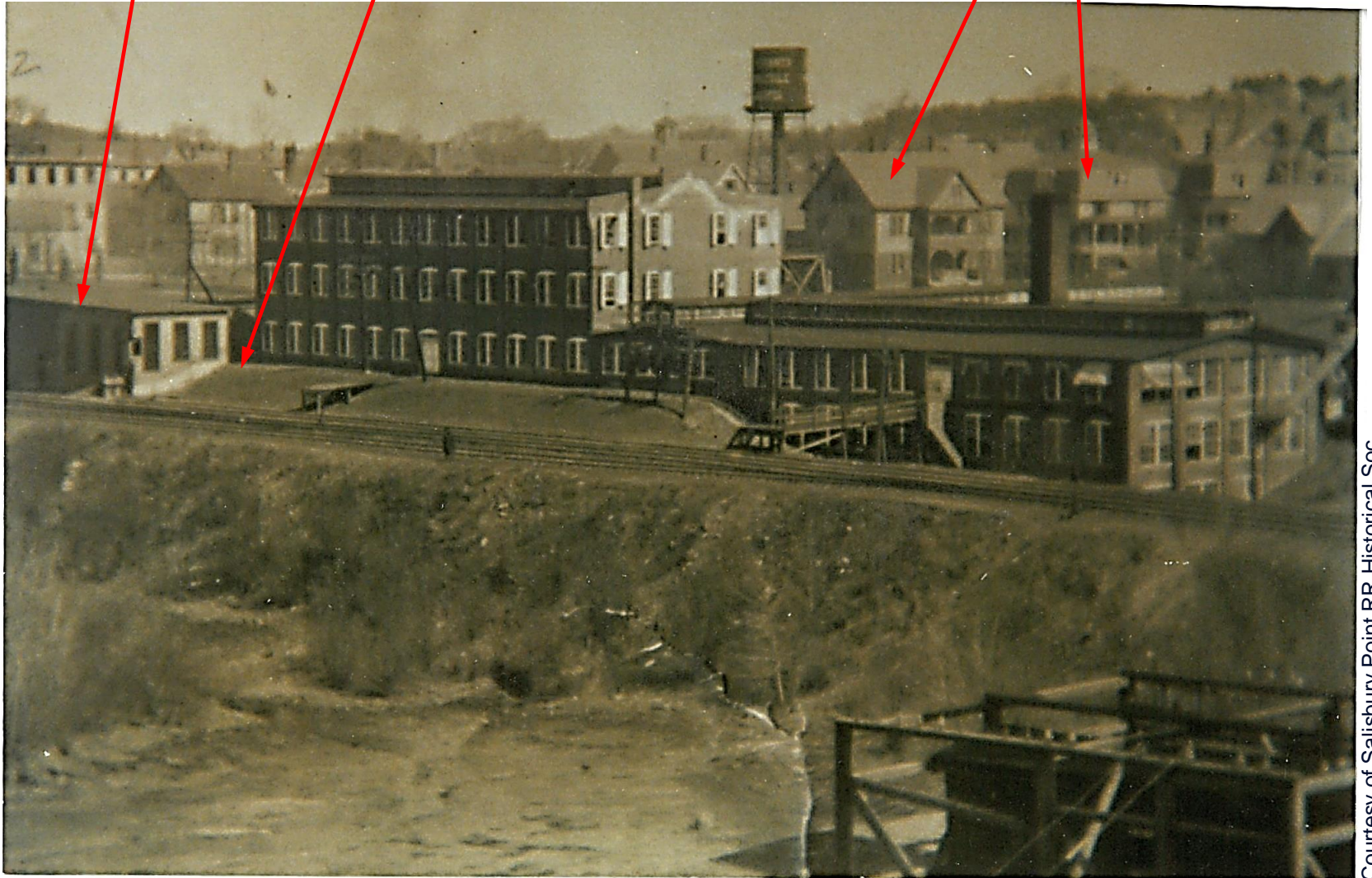
Appears to have been taken from the John H. Clark building, which still exists on Oakland St. on a hill overlooking the railroad tracks. The railroad is about six tracks wide here. The low building just left of center, with raised pyramidal skylights, still exists in the Bartley Machine complex. With the absence of trees, the Oak St. complex can be seen, far left. The group of ten trolley cars was from the Massachusetts Northeastern Street Railway, parked in Amesbury to be scrapped. Nearly everything here is now gone.

Grey and Davis Plant on Oakland Street – ca. 1914

Railroad locomotive house

Paved walkway from the rail trail to Oakland St. is here

Houses on Marston Street



Courtesy of Salisbury Point RR Historical Soc.

This factory complex was where the rail trail parallels Oakland Street, now having houses and back yards. Structure, lower right, is atop the Oak St. electric power plant.

Oak Street Electric Powerplant – ca. 1914



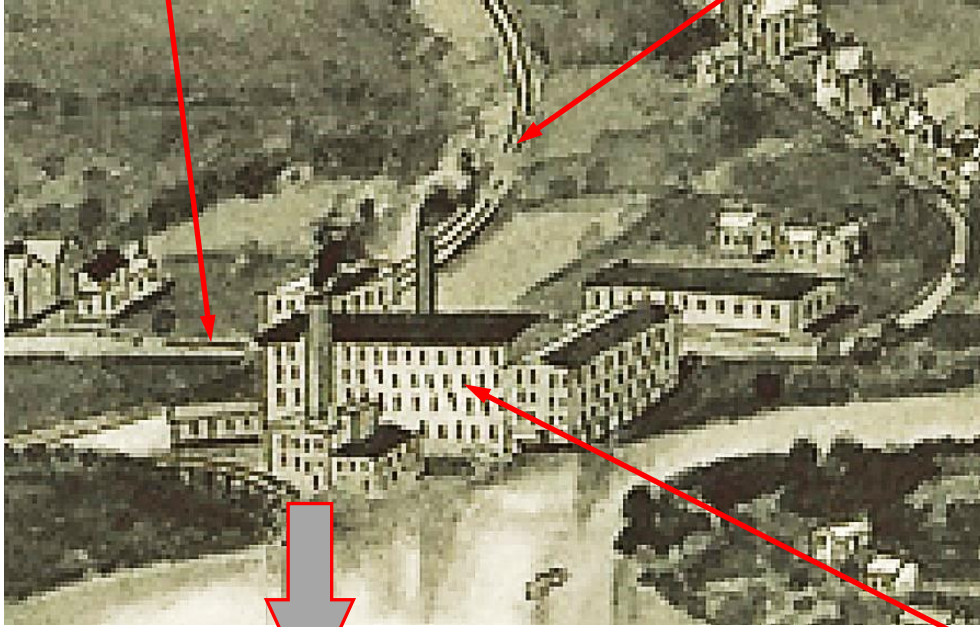
Courtesy of Salisbury Point RR Historical Soc.

The upper building is now townhouse condominiums, just off the rail trail at the Oak St. overpass, but minus the smaller addition at far right. Below is the power plant, with rail spur, coal piles, and a plume of steam that is reflected in the river. It is on a lower plateau down along the river. All traces of the power plant are now gone and the area is wooded.

Oak St. Power Plant – 1914 Aerial Map & Today

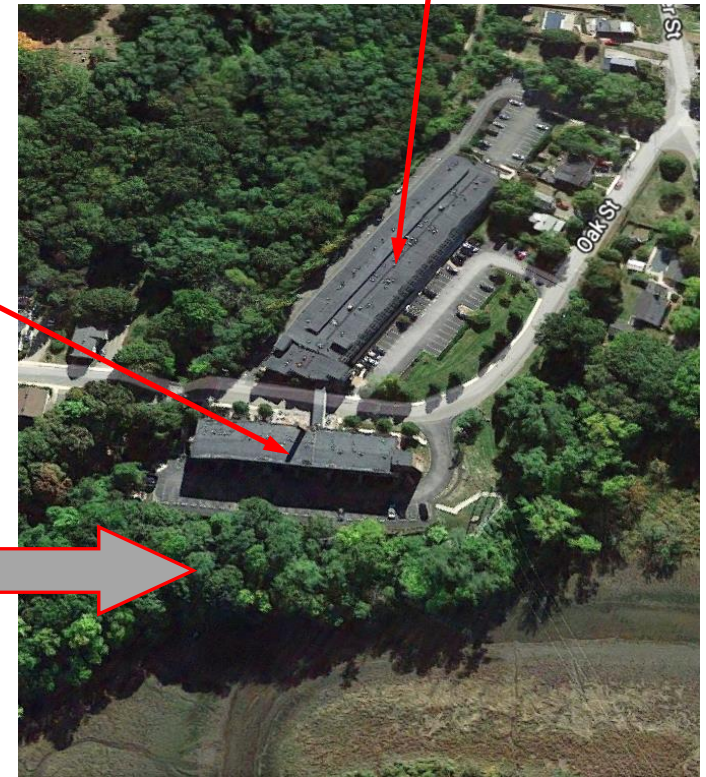
Oak Street overpass

Rail Trail



Apartment building parallel to the rail bed. Built in 1918 by Walker Body Company, making auto bodies primarily for Franklin Car Co. of Syracuse, New York

The electric power plant was built in 1886-7, originally powering the factory complex above, as well as 40 Amesbury street lights and the Folger & Drummond carriage factory. It resided in what is now the woods on the lower plateau along the river, below the brick apartment building. After the textile mills closed, in 1914, their steam and hydroelectric capacity became a source of domestic power, and the Oak St. power plant was closed by 1918.



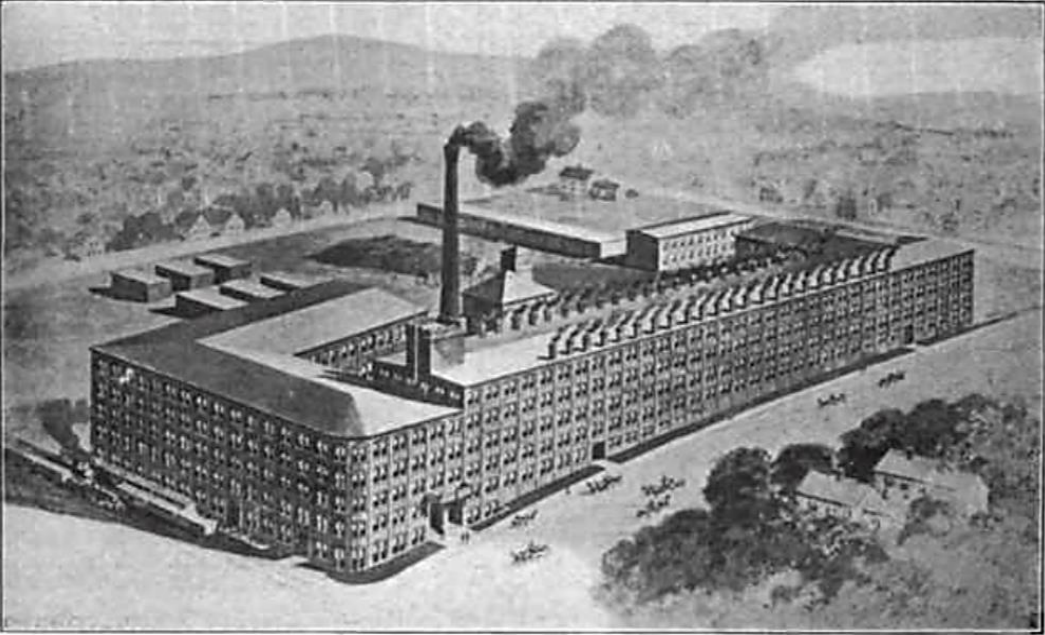
The Fates of Central Amesbury Factory Buildings

Biddle & Smart had owned the Babcock building from 1915 until failing in 1930. By 1933 it was deteriorating, amid others in the town-owned real estate portfolio that was recently acquired by tax title action. Some money was spent trying to maintain and sell it, but town meetings held on the matter produced little progress and sometimes failed to even attract a quorum. After a decade of deterioration, the building was sold to a demolition company for \$4100 in 1942.

This is the general trend in the reduction of Amesbury industrial architecture.

A few buildings burned, while some older wood buildings were probably decrepit and of little value. The larger brick buildings were of wood post and beam interior construction that aged and degraded, helped by leaking roofs. Finally, economic recovery was long and slow after 1930, so that buildings sat as empty maintenance and tax burdens for their owners, who were frequently the town of Amesbury, thus leading to mass-extinction by 1950.

LOCATE HERE



In the leading carriage manufacturing center of the United States. Plenty of skilled labor (non-union). Fine Building. Low Rent, Low Insurance (.63 per cent.), No Cartage, Steam and Hot Air Heat, Electric Power, Large Elevators. A congenial business atmosphere for an Automobile Factory.

AMESBURY BUILDING CORPORATION, AMESBURY, MASS.