

United States Department of the Interior
National Park Service

56-822

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



1. Name of Property

Historic name: Briggs Carriage Company

Other names/site number: N/A

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street and number: 14 and 20 Cedar Street

City or town: Amesbury State: MA County: Essex

Not For Publication: Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

<u>Brona Simon</u>	<u>February 1, 2017</u>
Signature of certifying official/Title: Brona Simon, SHPO Date	
_____ State or Federal agency/bureau or Tribal Government	

In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
_____ Signature of commenting official: Date	
_____ Title : State or Federal agency/bureau or Tribal Government	

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

Jan Edson H. Beall
Signature of the Keeper

4.3.17
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER/Late 19th Century American Industrial

Materials: (enter categories from instructions.)

Principal exterior materials of the property: BRICK, STONE

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Briggs Carriage Company is located on the northern fringes of downtown Amesbury, Massachusetts. This nomination includes the two industrial buildings at 14 and 20 Cedar Street. These two National Register-eligible buildings are among a grouping of four freestanding industrial buildings, each of which stands on a separate lot. The area surrounding these industrial buildings is dominated by residences, primarily houses from the second half of the 19th century. The four industrial lots, two on the north side of Cedar Street (14 and 20 Cedar Street) and two on the south side (15 and 25 Cedar Street), were historically associated with the Briggs Carriage Company, but the surviving buildings on the south side of the street (15 and 25 Cedar Street) are so heavily altered that they no longer retain integrity and so are not included in the present nomination. The nominated properties at 14 and 20 Cedar Street stand on two adjoining lots on the north side of Cedar Street, near its intersection with Poplar Street (Photo 1). The two lots contain a total of 3.2 acres of land. Land on which the buildings stand is relatively flat at the southern end of the lots, but slopes gradually upward toward the rear (north end) of the parcels. There is very little in the way of landscaping on the two lots. Most of the undeveloped space is paved for parking and driveways. Both lots border Cedar Street to the south, where the buildings exhibit a very shallow setback from the street (Photo 8). Similarly, 20 Cedar Street borders Poplar Street to the east. Mature trees border the north sides of both lots and the west side of 14 Cedar Street, forming a buffer from the neighboring residential lots. There is one outbuilding, a small wood-frame garage, ca. 1940, along the western lot line of 14 Cedar Street.

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The two buildings being listed in the National Register represent the largest and most intact of the Briggs Carriage Company buildings in the historic complex. Only one of the principal buildings formerly associated with the Briggs company was lost, a ca. 1870 three-story mill that stood on the opposite side of the street (demolished between 1938 and 1945), where 15 Cedar Street is today. A number of smaller outbuildings from the late 19th and early 20th centuries (primarily storage buildings) were removed from the two lots at 14 and 20 Cedar Street in response to changing needs of the mill occupants, and to make way for additions to the main mill buildings. The small outbuildings were primarily located between the two large mill buildings at 14 and 20 Cedar Street, where today there is a paved driveway and parking area.

Narrative Description

14 Cedar Street (Photos 8-13)

The building at 14 Cedar Street stands on the north side of Cedar Street, where the principal façade (south elevation) borders the public sidewalk. The remaining three sides of the building face paved driveways/parking areas. The building has an irregular footprint, the result of multiple additions to the original building by various owners (see attached Building Key). The main block of the building has a rectangular footprint and was constructed in two phases. The southern two thirds of the main block was constructed ca. 1885, while the rear (northern) portion was built between 1937 and 1945. A brick stairtower was added to the southeast corner of the building (constructed between 1904 and 1909). Just north of the stairtower is a single-story brick addition that was also built between 1937 and 1945. Another single-story brick addition was constructed as a brass foundry between 1934 and 1937. Between the two brick additions at the east elevation is a single-story, wood-frame, L-shaped addition, built around 1975. Toward the north end of the east elevation is another two-story wood addition, which was constructed around the mid 20th century. A recent wood-frame loading dock (ca. 2010, photo 12) is located off the northwest corner of the main block. Finally, there is a two-story brick addition off the southwest corner of the main block (constructed between 1966 and 1971).

Main Block (ca. 1885 and ca. 1940; Photos 9, 11) The main block is a three-story, red-brick structure (roughly 200 feet long and 70 feet wide), enclosed by a slightly pitched roof finished with a recent rubber membrane. Two original skylights are located toward the north end of the roof. There is little in the way of architectural detailing on the building, aside from a corbelled brick cornice. Window openings of the original ca. 1885 southern portion of the building have segmental-arched brick heads and simple wood sills (Photo 9), while windows of the northern extension are wider rectangular openings with paired windows, obscured steel lintels, and smooth concrete sills (Photo 11). All window openings currently hold recent 2/2 aluminum replacement windows. Historic photographs indicate that the ca. 1885 portion of the building originally had 12/8 double-hung windows (presumably wood). The ca. 1940 rear section likely had multipane steel windows when originally built.

The principal elevation (south) faces Cedar Street (Photo 8), and features six bays of symmetrical windows. This wall still bears the painted sign reading "Henschel Corporation," owner of the building from about 1935 to 1985.

The east elevation of the main block (Photos 9 and 11) is divided into 23 window bays (thirteen in the original south portion, and ten on the north section). The two portions of the main block are separated by a plain brick exterior chimney that appears to have been built when the brass foundry was added around

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1935. There is an added modern entrance at the north end of the east elevation that appears to have originally been a loading bay, but now holds recent double doors with sidelights and transom lights (Photo 11).

The west elevation of the main block also has thirteen bays in the south portion and ten bays in the rear portion (Photo 13). A steel fire escape is located near the center of this elevation; historic photos suggest that the fire escape was erected when the rear portion of the main block was constructed (ca. 1940). Two windows on the original south block were converted to doorways for access to the fire escape; one was later converted back to a window. There are also two doors leading to the fire escape from the ca. 1940 north section. All of the doorways now hold recent glazed doors. An entry at the north end of this elevation was added in the location of a former window, and currently holds a modern door alongside a single sidelight.

The rear (north) elevation of the main block is six bays wide and has undergone several alterations (Photo 12). It appears that there was originally an entry at the east end of the first floor (now infilled with brick). There is evidence of a small addition having been removed from around this bricked-up opening. There was originally a steel fire escape, similar to the one at the west elevation, running from the first to the third floor with two associated doors (one at the second floor and another at the third floor). The doorway at the second floor was partially infilled and converted to a window, while the entry at the third floor holds what appears to be the original four-panel door. A window at the center of the first floor was converted to a doorway (date unknown), and currently holds a modern glazed door with sidelight and transom.

Stairtower (ca. 1905; Photo 9) The added stairtower in the southeast corner of the building is nearly square in plan (measuring 20 feet by 22 feet), and is enclosed by a flat roof finished with a recent rubber membrane. This three-story brick tower rises above the roofline of the main block and features similar detailing to the original ca. 1885 portion, with segmental-arched window openings and a corbelled brick cornice. Recent 2/2 aluminum windows were installed in all window openings (which originally had 12/8, wood, double-hung windows). An entry on the south face of the tower is sheltered by a wood canopy on brackets, and holds a modern replacement door. A broad, segmental-arched opening on the east face of the tower now holds a recessed modern entrance.

Brass Foundry (ca. 1935; Photo 10) The former brass foundry addition near the center of the east elevation is a one-story, rectangular brick structure measuring 38 feet wide and 30 feet deep. Its shallow-pitched roof is finished with a recent rubber membrane. The windows were removed from the original wood-frame monitor (date unknown), which now has recent clapboard siding and the windows removed. The roofline is defined by a corbelled brick cornice. The wide rectangular window openings have obscured steel lintels and smooth concrete sills. The original multipane steel windows were replaced by recent 2/2, paired aluminum windows. Access to the addition is by means of a modern entry at the south elevation, which replaced the window in the easternmost bay.

Ca. 1940 Addition (built between 1937 and 1945; Photo 11) This one-story, rectangular, brick addition lies just north of the southeast stairtower at the east elevation, and measures 45 feet wide by 20 feet deep. The addition is enclosed by a flat roof finished with a recent rubber membrane, and defined by a corbelled brick cornice beneath the eaves. There are two original window openings remaining at the east elevation, and these are rectangular openings with obscured steel lintels and smooth concrete sills. The windows hold recent paired, aluminum 2/2 sash; windows likely held multipane steel sash originally. The east elevation also features two entries that appear to have been added in the former locations of windows.

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Both entries have modern doors with transoms.

Ca. 1970s East Addition (appears to have been rebuilt between 1971 and 1978; Photo 13) Although there was an addition running between the brass foundry and the ca. 1940 addition as early as 1945, the current structure in this location appears to date largely to the 1970s. This L-shaped addition is about 40 feet long, and is of wood-frame construction with clapboard siding and flat stock trim for cornerboards and door and window casings. The southern portion is enclosed by a gable roof, while the northern section has a shed roof; both roof sections are finished with asphalt shingles. The roofline is defined by a box cornice. Resting on a concrete foundation, this addition has two entrances on the southern portion, and a row of five small windows on the northern portion.

Ca. 1950 Addition (built between 1945 and 1958; Photo 10) This small, wood-frame addition, located on the north side of the brass foundry, measures 17 by 22 feet and appears to have been updated in recent years with new clapboard siding and flat trim in the form of cornerboards, a fascia board at foundation level, and door and window casings. The addition is enclosed by a flat roof finished with a recent rubber membrane. A wide, modern door and large window take up much of the east elevation.

Loading Dock (ca. 2010; Photo 12) A small, enclosed loading dock was constructed off the northwest corner of the building around 2010. This structure consists of a concrete platform with a shed-roof enclosure with clapboard siding.

Ca. 1970 West Addition (built between 1966 and 1971; Photos 8 and 13) The two-story masonry addition off the southwest corner of the building has a rectangular plan measuring 74 feet wide and 30 feet deep. It rests on a raised-concrete foundation and is enclosed by a flat roof finished with a recent rubber membrane. The south and west walls are constructed of brick, while the north wall is painted concrete block. The addition is void of architectural ornamentation, with the exception of a wood entry hood supported on brackets at the south elevation. This entry holds a modern, glazed aluminum door. The small rectangular window openings hold recent aluminum 2/2 windows. A secondary door was added at the second floor of the rear elevation. This entry holds a recent glazed door, and is reached by means of a recent wood stair.

Building Interior (Photo 15) The building currently serves as artist studios and office space. The interior retains much of its historic fabric and character. Brick walls, wood flooring, and exposed heavy-timber framing are visible throughout the building. The historic stair remains in the southeast tower, as do several of the metal-clad fire doors in the brick firewalls. The original large, open spaces have been subdivided into smaller work spaces, but the industrial character of the spaces remains.

Garage (ca. 1940; Photo 14) According to historic maps, this building was constructed as a ten-car garage between 1937 and 1945 by the Henschel Corporation, although today there are only four wide vehicle bays on the principal elevation (east). It is not known what types of vehicles were stored here by Henschel. This single-story, wood-frame garage measures roughly 80 feet by 20 feet, and is enclosed by a shed roof. The existing horizontal, wood-bevel siding is assumed to be a more modern addition to the building, given that it obscures original vehicle bays. Near the center of the principal elevation (east) is a sliding wood door of vertical planking (date of feature unknown). Just to the south of this opening are three vehicle bays holding modern, overhead garage doors. This structure has been heavily altered and no longer retains its architectural integrity. It has therefore been designated as a noncontributing structure.

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20 Cedar Street

The building at 20 Cedar Street consists of a long, rectangular main block (288 feet by 58 feet), with a small addition (45 by 27 feet) off the north end (Photo 2). A certified rehabilitation of the building was completed in December of 2014 to convert the vacant mill building to rental apartments. The building sits on a corner lot, with Cedar Street at its south elevation and Poplar Street running along the east elevation. Narrow planting beds separate the building from the public sidewalk at both the south and east elevations. A narrow, grassy strip of land with recent plantings (2014) runs along the west side of the building, while a wood stockade fence from 2014 defines the west lot line. Off the northwest corner of the building is a new brick patio framed by planting beds. The north elevation borders a paved parking area.

Main Block (1889 and ca. 1920; Photos 2 - 6) The main block was constructed in two principal sections that include the original 1889 block (24 bays by four bays) and a ca. 1920s addition on the south end, fronting along Cedar Street (eight bays by four bays). The ca. 1920 portion of the main block was designed to match the original 1889 section, so the two have matching detailing. The two-story, red-brick main block is utilitarian in its design, with little in the way of architectural ornamentation, aside from a corbelled brick cornice beneath the shallow-pitched roof. The roof is finished with a new rubber membrane. The main block consists of modest brick elevations with symmetrically arranged, segmental-arched windows with wood sills and brick heads. Window openings now hold multipane, aluminum double-hung windows that were installed as part of the recent rehabilitation. Window openings were fitted with new aluminum double-glazed windows to match the appearance of the original, double-hung windows with a 12/12-pane configuration. The ca. 1920 addition sits on a visible, low, poured-concrete foundation, while the original block has a rubble foundation that is below grade.

The Cedar Street (south) elevation has four bays of windows (Photo 3). These window openings are wider than the building's others, and hold paired sash.

The Poplar Street (east elevation) of the main block is 32 bays long and includes three entrances (Photo 2). The only original entry is located toward the south end of the original 1889 section, and consists of a simple, segmental-arched opening holding a new glazed, wood door. Above this door is a small, nine-pane, segmental-arched window that was added as part of the recent rehabilitation. The entry in the northernmost bay of the main block was added in the location of an original window (likely added around the mid 20th century); it currently holds a new glazed, wood door and is sheltered by a new hood on brackets. Two small windows just south of this entry were created, as part of the recent rehabilitation, in the location of two original windows that had been infilled. The third entry at this elevation was added in 2014 in the location of an original window. The upper portion of the window was retained as a transom, and the doorway holds a new glazed, wood door.

The west elevation of the main block is similar to the east elevation, being characterized by evenly spaced window bays (Photo 6). There is one original entry at this elevation, located in the northernmost bay of the south, ca. 1920 section. This simple entry has a segmental-arched, brick head and a four-panel wood door. Four windows at the first floor were converted to doorways prior to the 2014 rehabilitation. An additional five windows were converted to doorways as part of the recent rehabilitation. In each of these doorways, the upper portions of the windows were retained to serve as transoms, and new glazed, wood doors were installed in the openings. The entries open onto small, paved patios. As part of the 2014 rehabilitation, two small additions were removed from the west elevation. One was a single-story, ca. 1950, concrete-block addition that covered fourteen bays at the center of the elevation. The second

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addition was a small, early 20th-century, wood-frame structure attached to the north end of the ca. 1950 addition.

The north elevation of the main block has three exposed bays (the remaining bays are covered by the ca. 1940 addition; Photo 5). The westernmost bay holds a wide loading bay that appears to be an original feature. The opening has a segmental-arched, brick head and double doors beneath a multipane transom (doors and transom installed in 2014). Two bays to the east is an entry that was added in the location of a window as part of the 2014 rehabilitation. The opening now holds a glazed, wood door beneath a twelve-pane transom. The entry opens onto a former concrete loading dock, to which was added a granite stoop and metal hand railings (in 2014).

Ca. 1940 Addition (Photos 4 and 5) The ca. 1940 addition is a two-story, rectangular, brick structure (six bays by three bays) resting on a smooth, poured-concrete foundation that is only partially exposed. The addition is enclosed by a low-pitched roof that was recently finished with a rubber membrane. Like the main block, it has a utilitarian design with little in the way of architectural ornamentation, other than its corbelled brick cornice and segmental-arched window openings with brick sills. Window openings hold 6/6 aluminum windows from 2014. The north elevation of the addition features six symmetrical windows, while the west elevation has five window bays, with three of the lower-level windows being shorter.

Interior (Photo 7) The recent rehabilitation was carried out in such a way as to preserve the historic character and fabric of the original construction. Each floor was divided into apartment units opening off a long central corridor. The corridors retain the original, exposed wood columns and ceiling framing/decking, while apartment units feature exposed brick walls, wood framing, and decking. The same is true of the public spaces, such as the main lobby, fitness room, and community room.

2014 Rehabilitation In addition to the interior work described above, the building was brought up to code by adding compliant stairs/elevator, as well as all-new mechanical, electrical, and plumbing systems. The exterior of the building and site were also completely renovated. Work included the following:

- Approximately 75 percent of brickwork repointed.
- New aluminum windows installed throughout.
- New rubber-membrane roof installed.
- Loading dock at north end converted to a porch.
- New, historically appropriate, four-panel wood doors installed in two original doorways.
- Two new code-compliant stairs and an elevator installed.
- Existing parking/loading area in north end repaved for parking.
- Concrete sidewalks added along south and east elevations.
- Several grade-level patios added along the north and west elevations.
- Grassy borders established along the west and north property lines.

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Archaeological Description

While no ancient Native American sites are located on the Briggs Carriage Company property, it is possible that sites are present. One site is reported in the general area (within one mile). That site includes the entire area of Powwow Hill, located approximately one mile northwest of the Briggs Carriage Company. Environmental characteristics of the property indicate the presence of several locational criteria (slope, soil drainage, and distance to wetlands) that are favorable indicators for many types of ancient sites. The property includes an excessively drained, level to moderately sloping upland terrace, within 1,000 feet of an unnamed tributary of the Back River. The Back River drains to the Powwow River less than 500 feet from the nominated property. The confluence of the Powwow River and the estuarine zone of the Merrimack River lies approximately one mile south of the nominated property. Extensive ancient Native American settlement has been documented along this portion of the Merrimack River drainage. Most of the open space on the property is paved for parking. Given the above information, the size of the nominated property (3.2 acres), and impacts related to historic landuse, a moderate potential exists for locating ancient Native American resources on the property.

A moderate to high potential exists for locating historic archaeological sites at the Briggs Carriage Company. Many potential historic archaeological sites associates with the Briggs Company may be located on the south side of Cedar Street, where the no-longer-extant 1870 mill, formerly associated with the Briggs Company, was located. On the north side of Cedar Street where the nominated buildings are located, outbuildings are probably the most common potential site type present, followed by the occupational-related features (trash areas, privies, wells cisterns). A number of smaller outbuildings were removed from 14 and 20 Cedar Street for the changing needs of the company's owners, and to make way for additions to the main buildings. The small outbuildings were primarily located between the two main buildings at 14 and 20 Cedar Street. A paved parking area and driveway are located in that area today. Structural evidence of these outbuildings may survive beneath paved areas, along with evidence of occupational-related features, especially trash areas.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance
(Enter categories from instructions.)

ARCHITECTURE
INDUSTRY

Period of Significance

Ca. 1885-1966

Significant Dates

ca. 1885 – 14 Cedar Street constructed
1889 – 20 Cedar Street constructed

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Briggs Carriage Company property, located in the center of Amesbury, MA, retains integrity of location, design, setting, materials, workmanship, feeling and association. The two buildings are locally significant under National Register Criteria A and C. Under Criterion A, the buildings are significant in the area of Industry for their association with the fabrication of transportation-related vehicles, and Amesbury's development as an important center for vehicle production. In the late 19th and early 20th centuries, production in the two Cedar Street mill buildings paralleled the evolution of transportation vehicles in America, beginning in the mid 19th century, with carriage making, transitioning to streetcar production, and eventually to automobile-body manufacturing. The Briggs Carriage Company property is significant under Criterion C in the area of Architecture, as the buildings embody distinctive characteristics of late 19th-century American industrial buildings. Both factories (14 and 20 Cedar Street) are well-preserved examples of late 19th-century, timber-frame, slow-burning construction. The design follows a model that emerged after about 1860 in response to the development of heavy manufacturing machinery and efforts to limit loss due to fire. Despite several small additions, the buildings retain architectural integrity and serve as a tribute to the town's historic industrial prosperity. The two buildings were occupied by manufacturing companies until 1972 (20 Cedar Street) and 1984 (14 Cedar Street). The factories are among the most intact in the city. The period of significance for this nomination runs from 1885, when the oldest of the buildings was constructed by Briggs Carriage Company (14 Cedar Street), to 1967, the 50-year cutoff for National Register listing.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

Criterion A – Industry

Historical Background

The town of Amesbury, MA, was incorporated in 1668; its status officially changed to a city in 1996. The town of Merrimac was formerly included within the bounds of Amesbury, making up the western part of the town. Merrimac became a separate town in 1876. Prior to the 19th century, Amesbury was a modest agricultural community, and developed a successful maritime industry based on shipbuilding, shipping, and fishing by the end of the 18th century. In the 19th century the importance of manufacturing in the town increased dramatically, led by the establishment and growth of the Salisbury Manufacturing Company textile mills. Although still relatively small scale, the manufacturing sector in Amesbury was broad based in the second half of the 19th century. In addition to textiles, local manufacturers produced goods such as hats, shoes, carriages, and wrought iron. Beginning in the mid 19th century, carriage making, the industry for which the town became famous, became increasingly more important to the local economy. In the early 20th century, carriage making was supplanted by an automobile manufacturing industry in Amesbury. Although production of complete cars was limited in Amesbury, local factories produced automobile bodies and a variety of parts to supply larger manufacturers. Automobile-related businesses continued to operate in Amesbury through much of the 20th century, gradually diminishing until the last company closed in the 1970s. Manufacturing in general tapered off in Amesbury during the 20th century. Cloth manufacturing ceased in 1912, with the closing of the former Salisbury Manufacturing Company

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mills at the town center, having a significant impact on the local economy. One notable exception was the Merrimac Hat Company, which continued operations in Amesbury until 1971.

Carriage Making in Amesbury

Carriage making in Amesbury began in West Amesbury (now the town of Merrimac) as early as 1800, prior to which the industry was focused in the nearby towns of Newbury and West Newbury. By the mid 19th century, the carriage-making industry had migrated into Amesbury village, near the center of town. In the 1850s and 1860s eleven carriage manufacturers were established in what is today Amesbury, including James Hume, E. S. Fetch, and F. D. Parry, Seth Clark, and R. F. Briggs & Company, the latter being one of the first in the town center.¹ The combined annual product of the Amesbury companies was nearly 1,500 vehicles in 1865, when roughly 140 people were locally employed in the carriage-making industry. The Amesbury carriage industry experienced enormous growth in the last four decades of the 19th century, even continuing to prosper during the 1873-1878 economic depression. By 1880, the town's population had reached nearly 9,000, roughly 1,000 of whom were employed in carriage shops as body makers, wheelwrights, metal workers, carvers, trimmers, and painters. Twenty-five carriage shops were operating in Amesbury that year, producing more than 12,000 carriages with a value of roughly \$1 million.² The number of carriage shops in Amesbury had grown to 30 by 1888. Seventeen Amesbury carriage manufacturers exhibited at the 1892 Columbian Exposition in Chicago, capturing gold medals in several classes. By 1902 there were 31 carriage manufacturers and nearly two dozen firms engaged in associated businesses, including those that made wheels, carriage parts, and lamps. Amesbury carriages were known "everywhere for their workmanship and fine quality, their originality and style. Amesbury-made wheels rolled in every state, territory, or province of North America: they rattled on the cobbled streets of Europe and wallowed through the sands of Africa...Amesbury carriages ranked with the best in the world."³

In the early 20th century, as automobiles grew in popularity, the carriage-making industry gradually declined. Only ten carriage manufacturers remained in Amesbury in 1910. Five lasted until 1914, and by 1925, only Thomas W. Lane carried on in the carriage-making business. By 1931, none remained.

R.F. Briggs & Company/Briggs Carriage Company

The R. F. Briggs & Company was founded by Richard Francis Briggs (1836-1899), a New Hampshire native who came to Amesbury as a boy and trained as a machinist. After service with the Army in the Civil War, Briggs returned to Amesbury in 1866 and began production of "jump seat" carriages in a factory at 99 Friend Street in Amesbury Village. In 1874 Briggs expanded in partnership with his brother, James W. Briggs, and purchased a vacant wood-frame building on the south side of Cedar Street at the north end of Clark's Pond. The company grew quickly. An advertisement for the company from January 1, 1880, boasted that Briggs Carriage Company produced 24 models and was "the largest [carriage] works in New England."⁴ That year the company produced roughly 1,800 carriages and employed 125 people.

¹ Massachusetts Historical Commission, *Reconnaissance Survey Town Report: Amesbury* (1988), p.12.

² Margaret S. Rice, *Brief History of The Carriage Industry in Amesbury, Massachusetts, 1831-1927*, p.12a.

³ *Ibid.*, 12a.

⁴ G. Scott Briggs, online posting, November 4, 2004, <http://www.hampton.lib.nh.us/hampton/history/trolleys/aforgottenindustry.htm>.

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A second building (25 Cedar Street) was constructed for Briggs adjacent to the original building around 1870. This building remains today, but has been heavily altered. The original wood-frame building was replaced with a larger brick structure at 15 Cedar Street around 1880 (this latter factory building was removed between 1930 and 1945). A third building (14 Cedar Street) was built by 1885, on the opposite side of Cedar Street. According to historic Sanborn Insurance atlases, 25 Cedar Street housed a blacksmith shop and spaces for finish work (varnishing, trimming, etc.). 14 Cedar Street was largely used for storage and preparing shipments, while 15 Cedar was the principal production facility for the carriage bodies.

In 1890, production at the Briggs factory was expanded to include the manufacturing of streetcars, and the building at 20 Cedar Street was constructed (beginning in 1889) at the northwest corner of Cedar and Poplar streets for that purpose. This was the fourth and final major building to be constructed by Briggs. The lower level of 20 Cedar Street was built partly below grade, allowing for a tall workspace to accommodate the streetcars. Briggs was one of two local carriage manufacturers to expand production to include streetcars. The Ellis Car Company had begun production a year earlier, but their factory burned down in 1894, leaving Briggs as the sole streetcar manufacturer in Amesbury. Following the death of Richard F. Briggs, the business was renamed the Briggs Carriage Company in 1894, with Briggs' nephew, Richard Everett Briggs, as president.

The first streetcar order received by Briggs was for four eight-bench open cars for the Manchester (NH) Street Railway, who continued to be an important customer in years to come. The *Street Railway Journal* of August 1890 noted that the cars were "handsomely painted, the groundwork of the seat end panes being Concord green with colored border and bright trimmings, and that their interiors were finished in cherry and ash."⁵ Briggs produced streetcars for a great many rail companies in New England, Canada, and down the East Coast to Pennsylvania, including Thomson-Houston Electric Company of Whitinsville, MA, East Side Railway of Brockton, MA, Allentown & Bethlehem Rapid Transit Company in PA, and Waterville & Fairfield Railway & Light Company in Maine.

The era of the streetcar was short-lived, however, as rapid advancements in automobile technology were made. By the early 1900s it became clear that carriages and streetcars would be supplanted by automobiles as the primary means of transportation, and Briggs was one of the first local companies to begin making the transition to automobile-body production. This move was spurred by a major workers' strike in 1903, which lasted three months and resulted in Briggs officials shutting down streetcar production for good and focusing on the production of automobile bodies. The company ceased to occupy the building at 20 Cedar Street after 1903, but continued manufacturing in the buildings at 14 Cedar Street and 25 Cedar Street. According to city directories, it appears that by 1909, the carriage-body manufacturing had ceased, and Briggs was making only automobile bodies.

The Automobile Industry in Amesbury

The workers' strike of 1903, along with growing availability of automobiles, led to a major shift in manufacturing in Amesbury between 1903 and 1910. Many small manufacturers did not survive the strike, and many that did transitioned soon after to automobile-related manufacturing. The 1902/1903 city directory for Amesbury lists 49 companies engaged in the carriage-making industry, including carriage manufacturers (31), carriage-body makers (seven), and carriage-making suppliers (ten), along with others supplying springs, wheels, trimmings, and hardware. By 1910 the number of firms associated with

⁵ O. R. Cummings, "Amesbury 1890-1904," 1994, <http://www.hampton.lib.nh.us/hampton/history/trolleys/aforgottenindustry.htm>.

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carriage making had dropped to 20, only ten of those being carriage manufacturers, and four producing carriage bodies. That same year there were eighteen firms engaged in businesses associated with automobile manufacturing. Among them were one manufacturer of electric cars (S. R. Bailey & Company), six companies producing automobile bodies (including Briggs Carriage Company), and various companies undertaking automobile finishing, repairs, hardware manufacturing, sales, repairs, and supplies. Of those businesses manufacturing automobile bodies, only the Briggs Carriage Company and Biddle & Smart Company had begun business years before as carriage makers. Biddle & Smart continued to make carriages, but Briggs had dropped carriages from its product line between 1903 and 1910. Although complete cars were only manufactured in Amesbury for a short time (by the S. R. Bailey Company), automobile-body manufacturing in Amesbury expanded in the early 20th century, and by 1920 there were a dozen local firms, including Briggs.

Briggs Carriage Company began building automobile bodies for the Locomobile Company of Bridgeport, CT, producers of steam-propelled automobiles, around 1903. Briggs initially produced wooden automobile bodies, but in 1913 turned to production of steel and aluminum bodies. The Briggs company relied heavily on contracts with Locomobile as well as Stanley, who was also producing steam-powered automobiles. Briggs Carriage Company enjoyed great success in the automobile-body industry until 1923, when Locomobile declared bankruptcy, and Stanley was experiencing difficulty in selling their overpriced gasoline-powered automobile. Richard E. Briggs, company owner at the time, closed the business and retired in 1923 after 47 years of manufacturing carriages, streetcars, and automobile bodies.

The automobile-body industry in Amesbury declined thereafter, as the large automobile manufacturers turned to sources closer to their factories, most in Detroit, or set up their own facilities to produce the automobile bodies. By 1925 only seven manufacturers of automobile bodies remained in Amesbury. The last firms closed their doors in the early 1930s (Biddle & Smart in 1930, and Walker Body Company shortly thereafter). Through the mid 20th century, the number of automobile-related businesses in Amesbury gradually diminished until the last one moved out in the 1970s. This was the Bailey Company, who manufactured rolled metal shapes for auto manufacturers.

Briggs Carriage Company Complex in the 20th Century

As the Briggs company shifted the focus of production to meet changing market demands in the early 20th century, their four factory buildings on Cedar Street continually changed use and function. Around 1900, the first Briggs mill at 21 Cedar Street (no longer extant) was vacated by the company, and by 1904 was occupied by James N. Leach, carriage-body manufacturer, until about 1916. Subsequent occupants were the truck-body manufacturer Unit Manufacturing Company (beginning about 1917) and the Amesbury Manufacturing Company, maker of amusement cars (by 1930). The building was removed between 1938 and 1945.

The Briggs Carriage Company continued to use the ca. 1870 mill at 25 Cedar Street for automobile-body manufacturing until the company closed in 1923. In 1930 the building was renovated for use by the Merrimac Hat Company, as was the Briggs mill building at 20 Cedar Street. The building at 25 Cedar Street was more recently converted to residential condominiums, resulting in extensive changes to the building exterior and interior. As the result of these alterations, the building at 25 Cedar Street was not included as part of this National Register nomination.

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After Briggs discontinued streetcar production in 1903, the company no longer utilized the large mill building at 20 Cedar Street. By 1904, Briggs' former streetcar factory at 20 Cedar Street was occupied by Francis S. Merrill, maker of carriage wheels. Merrill used the lower level of the mill building for storage, and had his woodworking shop on the second floor. He occupied the building until at least 1920, and had moved out by 1925.

Biddle & Smart Company

In 1926 the Biddle & Smart Company, auto-body makers, moved into 20 Cedar Street. Biddle & Smart was the largest automobile-body manufacturer in Amesbury. Like the Briggs Carriage Company, Biddle & Smart started out as a carriage manufacturer in the 19th century, and made the transition to automobiles in the early 20th century. The company's customers in the 1920s included Rolls-Royce, Lincoln, Hudson, Peerless, and others. Biddle & Smart expanded tremendously in the 1920s, tripling production in 1923, and producing more than 12,000 automobile bodies, primarily for Hudson. An advertisement for Hudson's new sedan that year noted that the vehicle was "produced in the shops of one of America's largest established body builders, where work is never hurried and where the workmen have always specialized in the finest closed cars."⁶ Between 1923 and 1926 Biddle & Smart acquired several of the smaller automobile-body manufacturers in Amesbury, including Currier Cameron & Company, Hollander & Morrill Body Company, Witham Body Company, T. W. Lane Company, and Bryant Body Company. These acquisitions brought Biddle & Smart's factory space to more than a half million square feet in 21 buildings throughout Amesbury.⁷ Production peaked in 1926, when they produced 400 automobile bodies a day and employed 4,736 people. That same year, Biddle & Smart began occupying the old Briggs building at 20 Cedar Street. Shortly thereafter, Hudson began manufacturing their own automobile bodies in Detroit, resulting in a plunge in production for Biddle & Smart—a drop of 60 percent by 1928. Biddle & Smart continued to produce specialty bodies for Hudson until 1930 when they went out of business. Closing of the Biddle & Smart operation at 20 Cedar Street marked the end of an era at the site.

Merrimac Hat Company

In 1934, the Merrimac Hat Company moved into the mill at 20 Cedar Street, where they made fur hat bodies. The company installed eight fur formers, "together with the very latest equipment for the manufacture of fur hat bodies," and boasted "one of the most modern fur body plants in the country."⁸ Merrimac Hat had already established itself as a major manufacturer in Amesbury when they expanded production to include the fur hat bodies. The Merrimac Hat Company was founded in 1856 by Abner L. Bailey as a modest factory in the southern part of Amesbury along the Merrimac River. The company experienced rapid success and growth, buying out two other local hat manufacturers: the Amesbury Hat Company in 1863, and the Horton Hat Company in 1866. Through the end of the 19th century and into the 20th century, the Merrimac Hat Company continued to expand its holdings, acquiring several hat manufacturing companies throughout the country including William Knowlton & Sons Company in West Upton, MA, in 1923 (NRIND), John Webber Company of Portland, ME, in 1926, and the Dutchess Hat Works in Fishkill, NY. Merrimac Hat also constructed an "ultra-modern" hat factory in Greenville, AL, in 1941. By 1944 they were the largest producer of hat bodies and trimmed hats in the United States. Merrimac Hat's main facility was a large brick complex on Merrimac Street in Amesbury alongside the Merrimac River (extant). Known as Plant No. 3, 20 Cedar Street continued to be used by Merrimac Hat into the 1960s. The last of the Merrimac Hat factories closed in 1971. The mill at 20 Cedar Street was

⁶ "Encyclopedia of American Coachbuilders & Coachbuilding," www.coachbuilt.com/bui/b/biddle_smart/biddle_smart.htm

⁷ Ibid.

⁸ Merrimac Hat Corporation, *Making the Headlines*, p. 34.

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sold in 1972, and passed through four different owners between 1972 and 1996, during which time it was occupied by a variety of small businesses. By 2013, the building was largely vacant, used primarily as a storage facility. In December of 2013 the building was purchased by 20 Cedar Street, who undertook a certified rehabilitation in 2014 to convert the building to apartment use using federal and state historic rehabilitation tax credits.

14 Cedar Street in the 20th Century

The Briggs Carriage Company continued to use the mill at 14 Cedar Street for manufacturing and storage as late as 1909. By 1918 Briggs used the first floor for storage, while the upper floors were occupied by the A. J. Anderson, Inc. shoe factory. After the Briggs company closed in 1923, the mill building was sold to A. J. Anderson, Inc., and the shoe factory was the sole occupant. City directories suggest that A. J. Anderson was a local company and this was its only location. The shoe company closed after the death of Arthur J. Anderson in 1934. By 1935, 14 Cedar Street was occupied by Charles J. Henschel & Company (later Henschel Corporation), manufacturer of nautical instruments. The company was established in Amesbury in 1919, making parts to supply the town's automobile manufacturing industry. After the Amesbury automobile industry declined in the 1930s, Henschel turned its focus to the manufacturing of ship components, such as ships' telegraphs, instruments, foghorns, and bells. The company supplied instruments for naval ships during World War II. Henschel remained at the Cedar Street location until 1984, when they moved to the neighboring town of Newburyport. In 1985 the building was sold to First Cedar Realty Trust and was subsequently occupied by a variety of tenants. The building was converted to artist lofts and offices by Cedar Tree Development LLC in 2002, and remains in that use today.

Criterion C – Architecture

The Briggs Carriage Company buildings are significant as well-preserved examples of late 19th-century factory construction. The two buildings were constructed following a model that emerged in the mid 19th century, and served as a standard design into the early 20th century, namely brick exterior walls tied into a framework of heavy wood beams and columns. According to Randolph Langenbach, in his report, "Better than Steel (Part 2): Tall Wooden Factories and the Invention of 'Slow-burning' Heavy Timber Construction," this type of construction was initially employed in the late 1820s for its greater structural stability and cost savings. It was not until the mid 19th century that the fire-resistant attributes of the heavy-timber construction were fully recognized, and not until the 1870s that the term "slow-burning" construction was coined by the factory mutual companies, who were promoting fire-resistant construction for American mills.

After about 1840, American manufacturers joined together to create their own mutual insurance companies that would only underwrite facilities with low risk of loss, an approach that would result in lower premiums and reduced loss of assets. After 1850, the number of mutual insurance companies rapidly increased and allied themselves, becoming known as the Associated Factory Mutual Fire Insurance Companies, or Factory Mutuals, for short. The Factory Mutuals developed a set of standards for construction that became the model for factory design throughout the country. Known as "slow-burning" construction, the new standards were characterized by the use of heavy timbers and planks, and compartmentalizing the building so that fire could be contained to one floor or one portion of the

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building. Among the guidelines established by the Factory Mutuals to prevent loss due to fire were the following:⁹

- Buildings to be constructed of brick or stone with walls plastered or whitewashed on the interior.
- Stone sills and lintels.
- Brick, stone, or metal cornices.
- Slate or metal roofing material.
- Sufficient lightning rods.
- Multi-layers of plank flooring, preferably with mortar between floors.
- Flat roofs with attics finished in whitewash on the inside boards and rafters.
- Stairs enclosed in fireproof shafts or towers.
- Floors without openings, or openings that could be sealed over by fireproof covers.
- Effective sprinkler systems.

Typically, the plank flooring would be laid directly onto beams without the use of joists, which were quicker to burn. Flat or very shallow-pitched roofs were known to burn more slowly than steeply pitched gables with attic spaces, where fires could smolder and spread without detection. Advances in roofing materials made the construction of flat roofs viable by 1850. Flat roofs were not practicable prior to the invention of membrane roofing technology (particularly tar-and-gravel roofing technology), which was developed during the mid 19th century.

Characteristic elements of the building type that developed out of the Factory Mutuals' guidelines include the red-brick exterior, very shallow-pitched roof with overhanging eaves, segmental-arched windows with wood double-hung sash, and corbelled brick cornices. This basic building form was used for mills of varying sizes and configurations. Although some modifications were made to accommodate the type of goods being produced, the basic form remained largely unchanged in the last three decades of the 19th century. The design was driven in large part by the need to accommodate advances in manufacturing machinery and to reduce the threat of loss due to fire.

The brick firewalls with sliding metal-clad doors at the Briggs property were features commonly used to contain the spread of fire. Designs for slow-burning construction were widely circulated in the late 19th century through engineering and architectural treatises, illustrating the type of construction that became standard practice for industrial buildings, such as the Briggs complex, into the 20th century. The Briggs factories reflect the newer fire-resistant construction techniques, with their shallow-pitched roofs, brick firewalls with sliding metal-clad doors, beam and plank construction, and segmental-arched windows. The level of architectural detailing displayed on the exteriors varied, with some being far more decorative than others. The Briggs buildings represent the most utilitarian of designs, with little architectural detailing other than the corbelled brick cornices.

⁹ Edward V. French, *Arkwright Mutual Fire Insurance Company*, p.12.

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Buildings designed in the manner and style of the Briggs complex are identified by the Massachusetts Historical Commission as being Classical Revival in style. In the case of the Briggs buildings, the style is modestly exhibited, most notably through the use of segmental-arched windows. There are several other buildings of this type remaining in other industrial complexes in Amesbury. The most intact include:

- John H. Clark & Co. (Oakland and Morill streets)
- Salisbury Manufacturing Company Mill #17 (Water Street, AME.72)
- Merrimac Hat Company (Merrimac Street, AME.N)
- Boston & Amesbury Manufacturing Company (Oak Street, near River Street)
- Currier, Cameron & Co. (Elm and R streets)

The Amesbury carriage manufacturers of the 19th century established their millyards throughout town, rather than focusing in one particular area. Of the roughly 40 carriage factories in Amesbury in 1895, only about a third of them remain standing today. Of those that remain, ten are relatively well preserved, many having been repurposed for new uses. The Briggs Carriage buildings are among the most intact in the city.

Archaeological Significance

Since patterns of ancient Native American settlement in Amesbury are poorly understood, any surviving sites could be significant. Ancient sites in the Briggs Carriage Company locale may be significant by contributing information on the importance of sites located along tributary streams of the Merrimack River to sites located along the main channel of that drainage. Native American sites in this area may represent a seasonal component of a subsistence and settlement strategy that was based on resources and site locations along the coast or the main drainage of the Merrimack River. Potential sites in the area may include small, special-purpose, short-term campsites.

Potential historic archaeological resources described above may contribute important information related to the fabrication of transportation-related vehicles, and the development of Amesbury as an important center of vehicle production in the late 19th and early 20th centuries. Additional documentary research, combined with archaeological survey and testing, may help locate the sites of outbuildings and other manufacturing-related structures that can help to reconstruct the building patterns for storage, maintenance, and other manufacturing-related activities associated with the vehicles under production. Information may also be present that indicates the extent to which outbuildings changed with the transition from horse-drawn to motorized vehicles. Important information may be present that contributes information on the technology and materials used in the manufacturing process. Detailed analysis of occupational-related features, especially trash areas, may contribute information related to the overall condition of workers and their relationship with the owners at the mills. Technological information may also be available for the development of the hat industry in America.

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9. Major Bibliographical References

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): AME.485, 542

10. Geographical Data

Acreeage of Property 3.2 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

Or

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UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 19 | Easting: 342520 | Northing: 4747230 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The nominated buildings occupy Amesbury town lots 40/209 and 40/210. Boundaries are delineated on attached town assessors map.

Boundary Justification (Explain why the boundaries were selected.)

Boundaries were drawn to include the lots (14 and 20 Cedar Street) holding the two intact buildings of the former Briggs Carriage Company. This includes two lots that were historically associated with the Briggs company. While there is one other surviving mill building from the Briggs complex on the opposite side of Cedar Street (25 Cedar Street), it has been so heavily altered that it no longer retains integrity, and thus has been excluded from the nomination. The Briggs Company also had an older building on the lot at 15 Cedar Street, but that building is no longer extant.

11. Form Prepared By

name/title: Christine Beard/Consultant/Tremont Preservation Services with Betsy Friedberg, NR Director, MHC
organization: Massachusetts Historical Commission
street & number: 220 Morrissey Boulevard
city of town: Boston state: MA zip code: 02125
e-mail: betsy.friedberg@sec.state.ma.us
telephone: 617-727-8470
date: January 2017

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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Briggs Carriage Company Mills

City or Vicinity: Amesbury

County: Essex State: MA

Photographer: Christine Beard

Date Photographed: 2015

Briggs Carriage Company
Name of Property

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Description of Photograph(s) and number, include description of view indicating direction of camera:

<u>Photo #</u>	<u>Image Name</u>	<u>Description</u>
1 of 15	MA_Amesbury (Essex County)_Briggs0001.tif	View west showing 20 Cedar Street (right foreground) and 14 Cedar Street (center background)
2 of 15	MA_Amesbury (Essex County)_Briggs0002.tif	View northwest showing 20 Cedar Street – east elevation (right) and south elevation (left)
3 of 15	MA_Amesbury (Essex County)_Briggs0003.tif	View northeast showing 20 Cedar Street – south elevation (right) and west elevation (left)
4 of 15	MA_Amesbury (Essex County)_Briggs0004.tif	View southwest showing 20 Cedar Street – main block (left) and ca. 1940 addition (right)
5 of 15	MA_Amesbury (Essex County)_Briggs0005.tif	View south showing 20 Cedar Street – north elevation – main block (right) and ca. 1940 addition (left)
6 of 15	MA_Amesbury (Essex County)_Briggs0006.tif	View northeast showing west elevation of main block
7 of 15	MA_Amesbury (Essex County)_Briggs007.tif	View southwest showing typical interior treatment
8 of 15	MA_Amesbury (Essex County)_Briggs0008.tif	View northeast showing 14 Cedar Street – south elevation (right) and west elevation (left) with ca. 1970 addition visible
9 of 15	MA_Amesbury (Essex County)_Briggs0009.tif	View northwest showing 14 Cedar Street – east elevation (right) and south elevation (left)
10 of 15	MA_Amesbury (Essex County)_Briggs00010.tif	View southwest showing 14 Cedar Street (east side) – brass foundry (left), ca. 1950 addition (right foreground) and ca. 1940 extension of main block (background)
11 of 15	MA_Amesbury (Essex County)_Briggs00011.tif	View west showing 14 Cedar Street – east elevation of ca. 1940 extension of main block
12 of 15	MA_Amesbury (Essex County)_Briggs00012.tif	View south showing 14 Cedar Street – north elevation of ca. 1940 extension of main block, with ca. 2010 loading dock enclosure (right)

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- | | |
|---|--|
| 13 of 15 MA_Amesbury (Essex County)_Briggs00013.tif | View southeast showing 14 Cedar Street – west elevation of main block with ca. 1970 addition (right) |
| 14 of 15 MA_Amesbury (Essex County)_Briggs00014.tif | View southwest showing garage on lot of 14 Cedar Street – east elevation |
| 15 of 15 MA_Amesbury (Essex County)_Briggs00015.tif | 14 Cedar Street, interior view showing staircase |

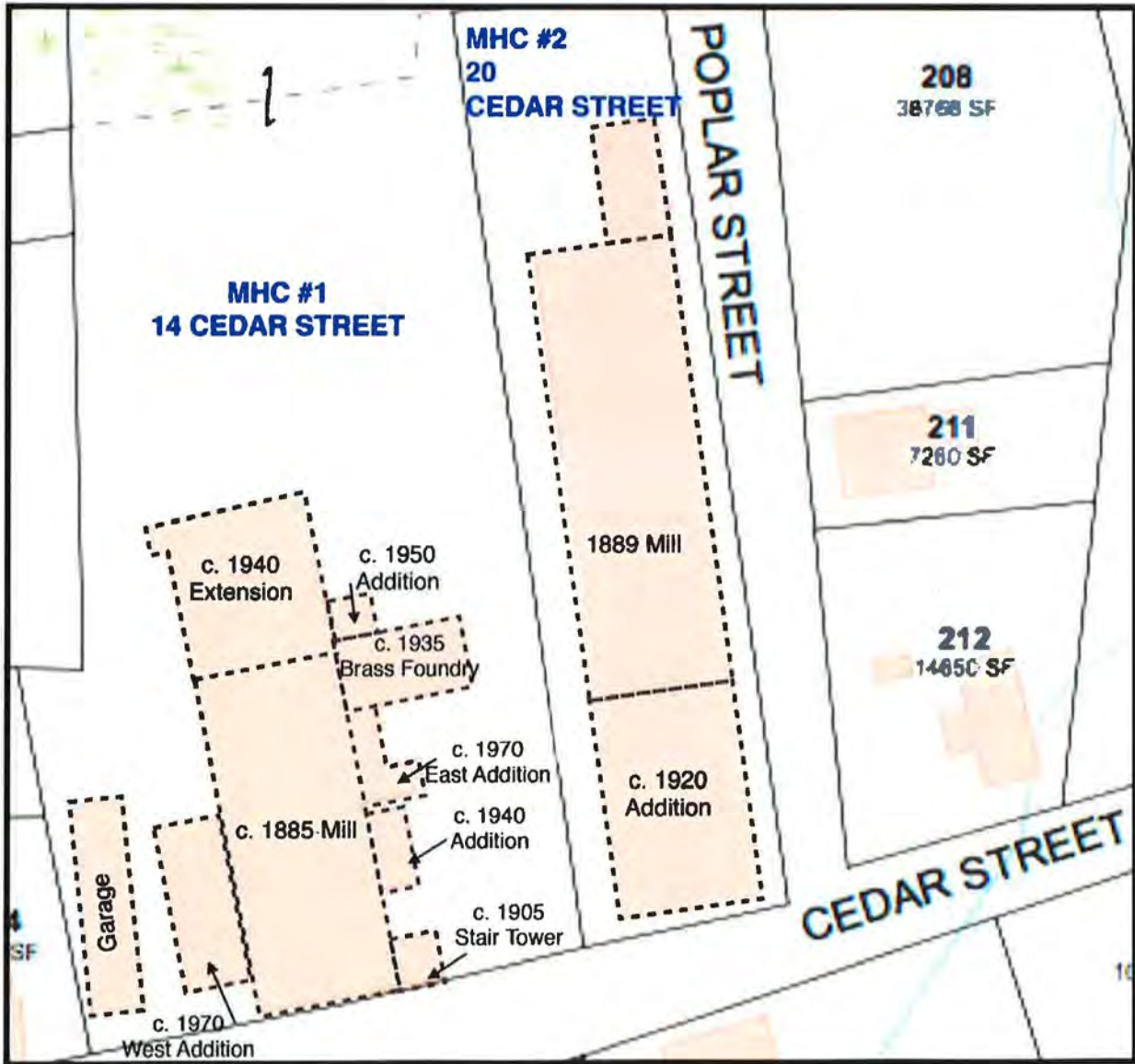
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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Figures



Building Key



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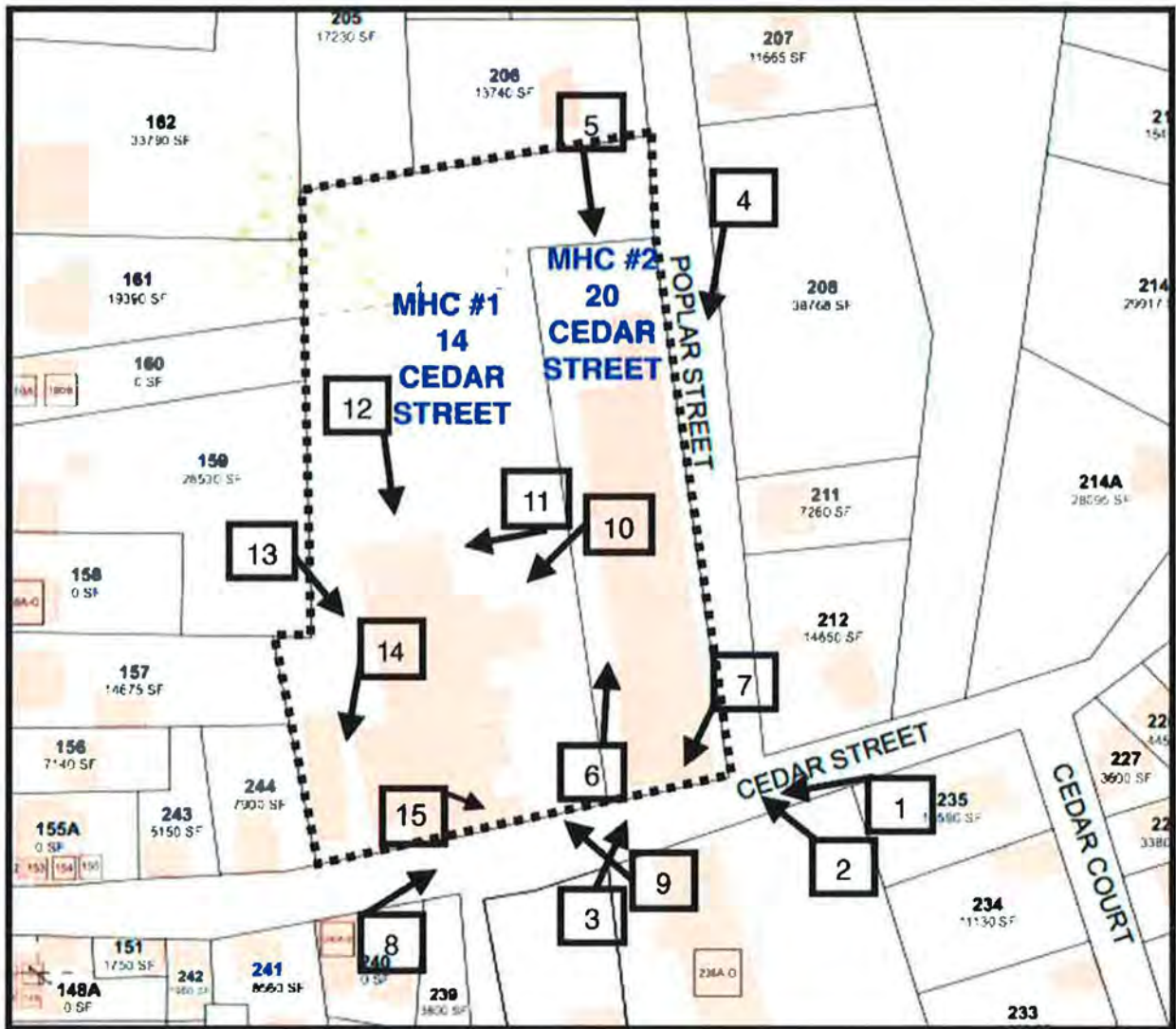


Photo Key



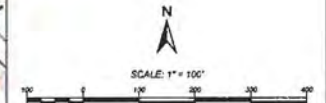
Briggs Carriage Company, Amesbury, Essex County, Massachusetts

CITY OF AMESBURY, MASS.
Assessor Maps



LEGEND

- Parcel Line
- Building Footprints
- Prior Parcel Line with Common Ownership
- Condo Unit Number
- Contour Lines, 2 Ft
- Right of Way
- Map Index
- Town Boundaries
- Easements
- Hydrographic Features
- Streams
- Wetlands
- Exempt Lands
 - Federal
 - State
 - Municipal
 - Private



NOTE: THE AREAS, BOUNDARIES, AND DIMENSIONS SHOWN ON THIS TAX MAP ARE DERIVED FROM AERIAL PHOTOGRAPHS, GROUND SURVEYS, AND RECORDED PLANS, MAPS, DEEDS, AND WILLS AND ARE INTENDED TO BE USED FOR PROPERTY ASSESSMENT PURPOSES ONLY AND NOT FOR CONVEYANCE.

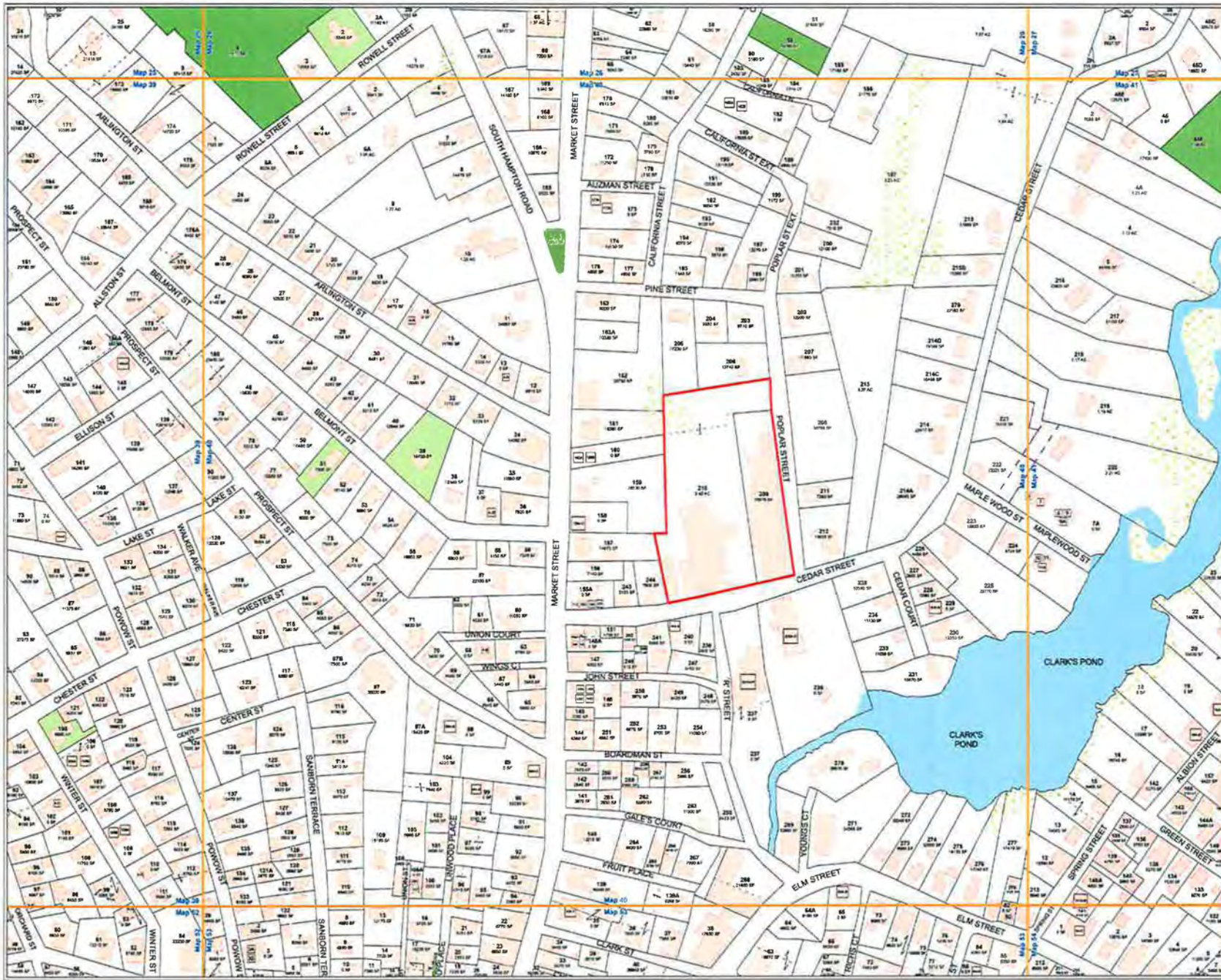
MAP REVISION DATE	
As of January 1, 2016	

Data Sources: The data for this map was supplied by the Merrimack Valley Planning Commission, the Town of Amesbury and the Executive Office of Environmental Affairs/MassDEG.

Merrimack Valley Planning Commission

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Map 40



Briggs Carriage Company, Amesbury, (Essex Co.), MA





PRIVATE
PROPERTY
NO
PARKING
THE LOTTS AT
BERRY'S FORD





AMERICAN
...
...





178 VJ7

☆☆







HENSCHLER COMPANY







SLOW
NOT OVER
15 MPH ROUND





Row of windows on the second floor of the brick building.

Row of windows on the third floor of the brick building.

White porch area with a door and a window on the ground floor.

White double doors on the ground floor of the brick building.

Silver station wagon parked in the foreground on the left.

Dark SUV parked in the middle of the parking lot.

White hatchback car parked on the right side of the lot.

Silver minivan parked on the right side of the lot.

Red SUV parked on the right side of the lot.

Blue sedan parked on the right side of the lot.



Stone Oven
BREAD & BEER
CORPORATE & PRIVATE EVENTS
603-303-7551







UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: Date of Pending List: Date of 16th Day: Date of 45th Day: Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

Accept Return Reject Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Edson Beall Discipline Historian

Telephone _____ Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

February 1, 2017

Mr. J. Paul Loether
National Register of Historic Places
National Park Service
1201 Eye Street, NW 8th floor
Washington, DC 20005

Dear Mr. Loether:

Enclosed please find the following nomination form:

Briggs Carriage Company, 14 and 20 Cedar Street, Amesbury (Essex), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owner of the property was notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

Sincerely,

A handwritten signature in blue ink that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Joseph Finn, Amesbury Historical Commission
Ken Gray, Mayor, City of Amesbury
Lynn Davis, Patchogue, NY
Christine Beard, Tremont Preservation Services, consultant
David Frick, Amesbury Planning Board
Eric Chinburg, Chinburg Properties
Barbara Lawrenc, Cedar Tree Development LLC