

FORM B - BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, State House, Boston

In Area no. Chelmsford Center	Form no. 251
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own Chelmsford

address 8 Littleton Road

name _____

service station

present owner Raymond & Virginia Osborn

description:

date 1950 or 1951

Source real estate valuation lists

style _____

Architect _____

Exterior wall fabric brick

Outbuildings (describe) none

Other features 2 gas pumps; no basement;

ridge roof - gable on side

Altered see attached Date 1972

Moved no Date _____

5. Lot size:
17,538 sq. ft.

One acre or less x Over one acre _____

Approximate frontage 250 feet

Approximate distance of building from street

ca 45 feet

6. Recorded by Jane B. Drury

Organization Chelmsford Hist. Commission

Date March 6, 1977

4. Map. Draw sketch of building location in relation to nearest cross streets and other buildings. Indicate north.



DO NOT WRITE IN THIS SPACE
USGS Quadrant _____
MHC Photo no. _____

(over)

7. Original owner (if known) Raymond T. Osborn

Original use service station

Subsequent uses (if any) and dates _____

8. Themes (check as many as applicable)

Aboriginal	Conservation	Recreation
Agricultural	Education	Religion
Architectural	Exploration/ settlement	Science/ invention
The Arts	Industry	Social/ humanitarian
Commerce	Military	Transportation <u>X</u>
Communication	Political	
Community development		

9. Historical significance (include explanation of themes checked above)

This building is on the site of the second railroad passenger station in Chelmsford Center, which was completed and first occupied during the week of July 12, 1889. At that time, the railroad station was said to be "the finest of the kind on the line of the northern division of the Old Colony road."

In 1949 the railroad sold the passenger station to Grossman's, Inc. of Billerica, which sold it one year later to the present owner with the restriction that no lumber/building supply/or plumbing supply business be conducted on the premises for 30 years. The railroad station was demolished and the gas station erected either in 1950 or 1951.

10. Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

Chelmsford Assessors' records; real estate valuation lists

Lowell Weekly Journal: July 12, 1889

Middlesex North District Registry of Deeds: Plan Bk.77, Plan 72A; Bk.2069, p.111
Bk.1137, pg.149; Bk.1123, p.76

INVENTORY FORM CONTINUATION SHEET

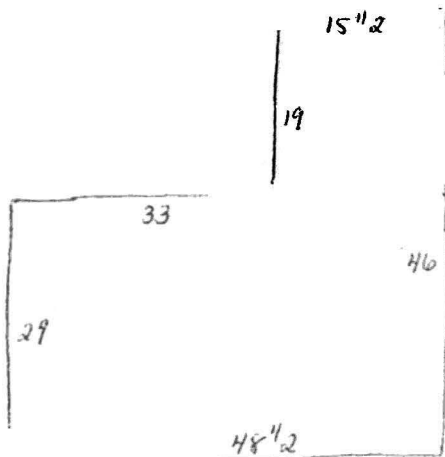
MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, Boston

Community: Chelmsford	Form No: 251
Property Name:	

Indicate each item on inventory form which is being continued below.

3. Description
Altered:

extensive remodelling - 1972
walls - changed from stucco on masonry to brick
roof - changed from flat tar & gravel to ridge with gable on end



Chelmsford Assessors' Records
1971

Staple to Inventory form at bottom

8 Littleton Road
Middlesex North District Registry of Deeds

Book 2069, pg. 111	6/ 6/1973	Raymond T. Osborn, Manchester, N.H., to Raymond T. & Virginia M. Osborn \$1 17,538 sq. ft. & improvements thereon Plan Book 77, Plan 72a
Book 1137, pg. 149	4/ 4/1950	Grossman's Inc., Billerica, to Raymond T. & Ruth J. Osborn 17,538 sq. ft. & improvements thereon Plan Book 77, Plan 72a Restriction - no lumber yard, etc. for 30 years.
Book 1123, Page 76	7/26/1949	N.Y., N.H. & Hartford R.R. to Grossman's Inc., Billerica 17,538 sq. ft. & improvements thereon

Lowell Weekly Journal

Dec. 11, 1884 - The new passenger station which is occasionally hinted at on the street probably will not take place before another season. There is no question as to the need of better accommodations and it is understood that so much at least has been conceded by the powers that be. With the recent improvements all around it the modest passenger station looks more humble than ever.

May 21, 1886 - That long-promised and earnestly-desired new passenger station, which was to be erected this spring - well this is all that can be definitely stated about it.

Aug. 5, 1887 - Several times during the past two years the writer has voiced the opinion of the community that there is a need of a new passenger station at this point, and from time to time there have been semi-official assurances that the public wishes would soon be gratified. Various obstacles have, however, delayed the work, but now it is announced upon high authority that before the close of the year a new and commodious station will be an accomplished fact. The present building will prove a greater convenience than the present sky-roofed platform.

Oct. 21, 1887 - There is good reason to believe that the new passenger station will be erected this season. The plans are completed, and the community is ready for action on the part of the O.C.R.

Nov. 4, 1887 - By the way, when will the brick arrive for that new depot? We hope to be able to give a satisfactory answer soon. In the meantime let us not forget the excellent facilities already given us by the Old Colony road.

April 13, 1888 - It has been intimated that as soon as the frost is out the new passenger station will go in. N.B. The frost is nearly out.

Aug. 24, 1888 - The new passenger station has so far materialized that the engineers made the survey for the site Thursday. The building will stand about 10 feet farther from the track than the present one. It is to be of brick, and, with a few modifications, will be a counterpart of the station at Southboro. With a spacious general waiting room, smoking room, ladies' toilet room, baggage room and the other appointments of the modern passenger station, the new structure will be much more commodious and attractive than the present one, more creditable to the railroad company, and more truly indicative of the importance of Chelmsford as a contributor to the business of the road. It is understood that work upon the foundation will begin at once.

Sept. 7, 1888 - An alteration was made Tuesday in the site of the proposed passenger station, which will be carried back 20 feet from the track instead of 10, as first proposed. This change is made to give room for an additional track, which, however, will not be laid at present.

Sept. 14, 1888 - The passenger station is soon to be moved from its present site to make room for its successor.

Sept. 28, 1888 - The contract for building the new passenger station has been taken by Ladd & Conant of Lowell, and the old building will at once be moved from its present site to make room for its more attractive successor.

Oct. 19, 1888 - Workmen are making good progress upon the foundation of the new passenger station. P. O'Hearn of Lowell has the contract. It is expected that the bricklayers will begin upon the walls next week.

Nov. 16, 1888 - Good progress is being made upon the brick walls of the new passenger station. This building promises to be an ornament as well as a convenience to the village.

Nov. 30, 1888 - The brick walls of the new passenger station are completed and carpenters are at work upon the roof.

Jan. 18, 1889 - Carpenters are now constructing the long covered passenger platform which is to form a very useful annex to the new passenger station

May 31, 1889 - The edge stone for the concrete walks at the railroad station are being placed in position but the work cannot be completed until the removal of the old building. The new station will not be occupied for two or three weeks.

July 19, 1889 - The removal of the old station, completion of the concrete walk - which will be over 200 feet in length instead of 100 as we stated last week - and the final grading around the new station are now in progress, and will soon be completed.

Aug. 16, 1889 - The work of concreting and grading about the passenger station is now completed. The freight depot has been furbished up, and the O.C.R. has done its part to make the village as presentable as the presence of a railroad track will admit.

Chelmsford Newsweekly, 1955

July 12, 1889 - Our new passenger station for which we have long and somewhat impatiently been waiting is finished and will be occupied this week. It is said to be the finest structure of the kind on the line of the northern division of the Old Colony road. At all events it is one in which we take a pardonable pride. Standing about 3 rods west of the present station, it occupies a more elevated situation. It is of brick laid in dark mortar and is one and one-half stories in height. The upper room will contain the water tank, which has a capacity of about 50 barrels and will be filled from a well in the cellar. Extending nearly around the building is a wide covered concrete walk and along the track is a similar walk 100 feet in length when completed. The building is reached from the track platform by an easy flight of six steps. On the front are three entrances, one opening into the baggage room, the others admitting to the spacious general waiting room which is a model of its kind, handsomely finished in ash - as are all the rooms - well lighted, heated by hot water, also by an open brick fireplace, which will shed its cheerful glow when the temperature does not require the services of the hot water radiators. In the northwest corner leading from the waiting room are the ladies' toilet rooms, and between these and the baggage room are the gentlemen's smoking room and closets, to which there is communication from the main waiting room and from the walk on the westerly side. The commodious and tasteful ticket and telegraph office is between the main room and the baggage room and here Mr. Harry L. Parkhurst, the station agent, will have all the needed facilities for the convenient performance of his official duties. The rear of the building is on a level with the street and upon this side there is also an entrance to the general waiting room which will prove a great convenience to outgoing passengers who come to the station by carriage. Upon the removal of the old station, which has been sold, the concrete walk will be completed and the grading finished.

Railroad Station

Lowell Daily Courier:

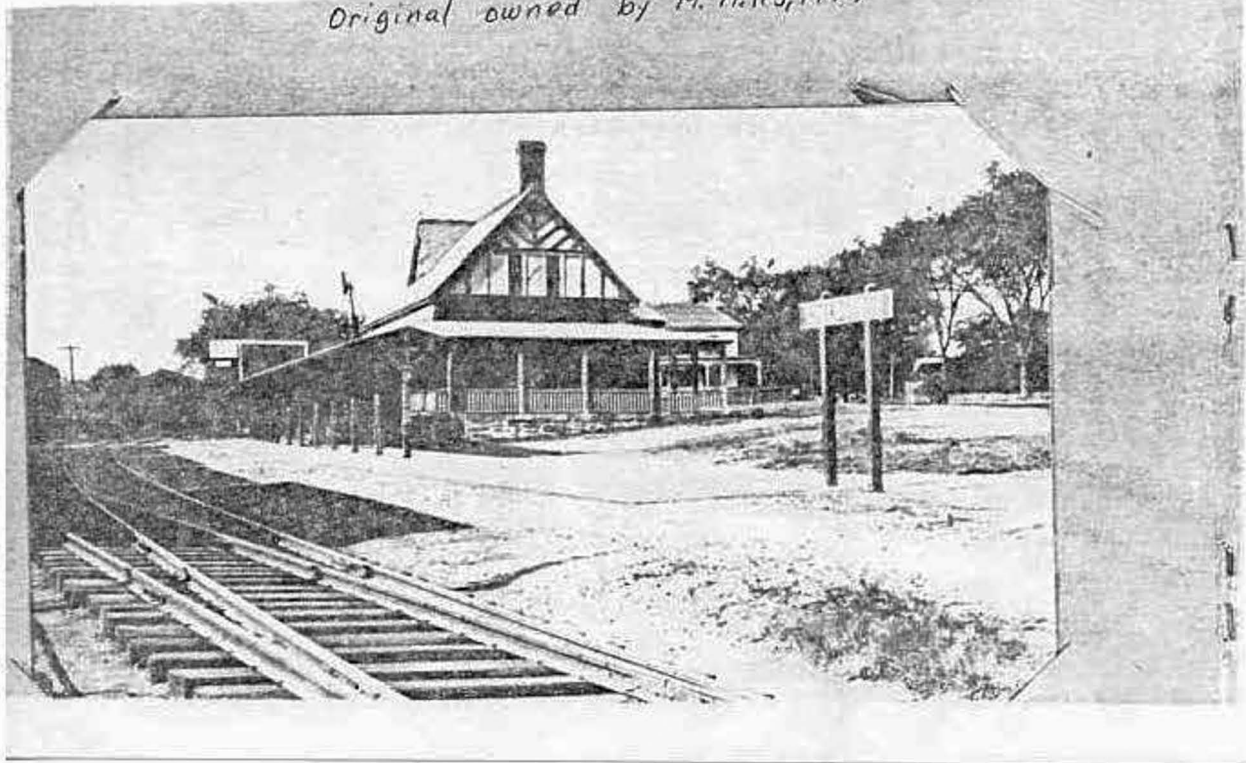
July 24, 1908 - Repairs are being made on the concrete walks about the Railroad Station, Leonard Spaulding doing the work.

Lowell Courier-Citizen:

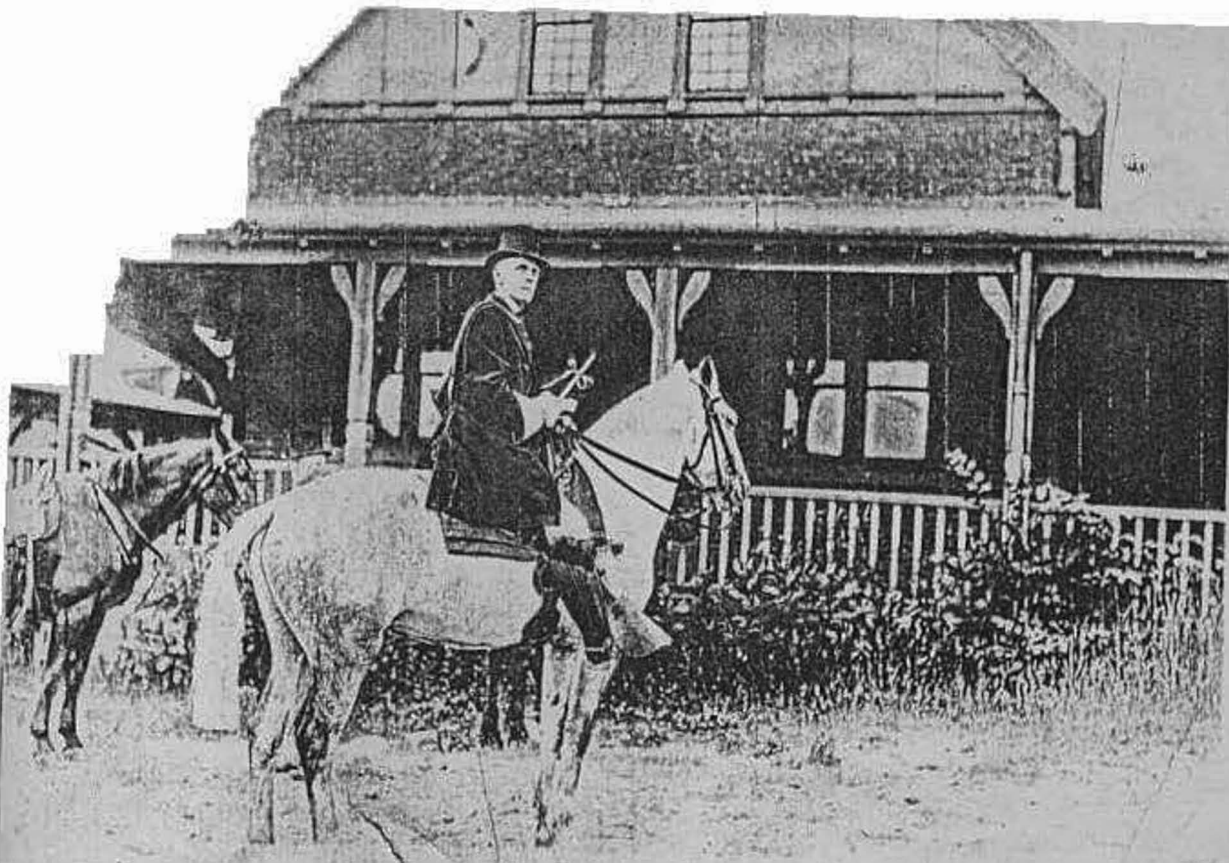
June 12, 1912 - Needed repairs are being made upon the local passenger and freight stations by the N.Y., N.H. and Hartford railroad company and on completion the buildings are to be painted.

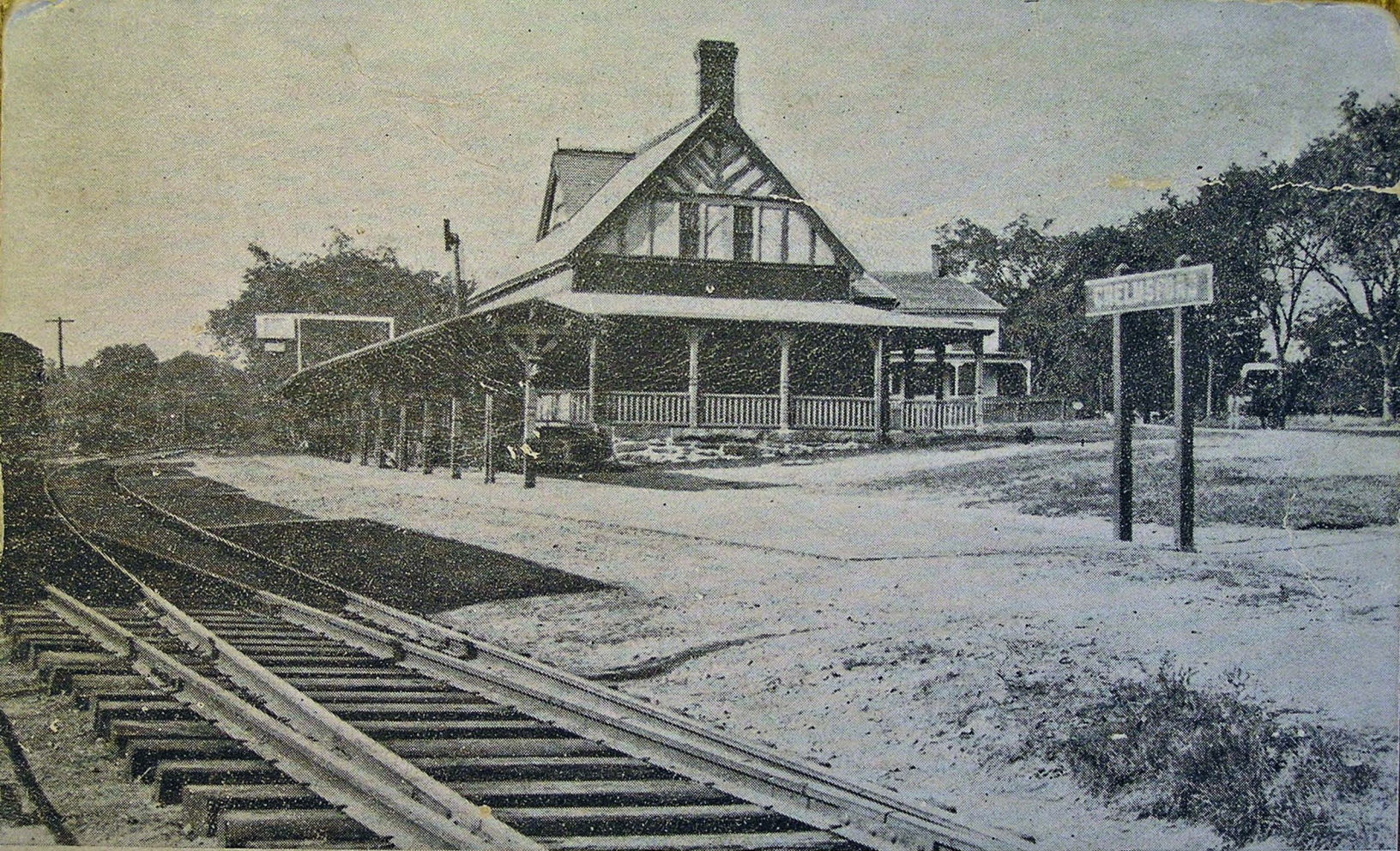
Nov. 5, 1915 - The railroad station was broken into some time during Thursday night, but entrance was not gained to the ticket office or baggage room. The large glass in the main door was broken and one window was also smashed. The break was not made until after midnight, for Agent Shea did not leave the office until a few minutes before 12. The gum machine was broken into and what pennies it contained were taken, but the stock in trade was unmolested. No other damage was done. The depot at South Chelmsford is also reported to have been entered on the same night.

Original owned by M. Mills, 1929



Edward Robbins on horse, tracks to left





New York, New Haven & Hartford R. R. Station, Chelmsford, Mass.

Postcard courtesy of Paul Pettazoni



Second Railroad Station during parade



8 Littleton Road, site of Second Railroad Station

12/27/2004 F. Merriam