

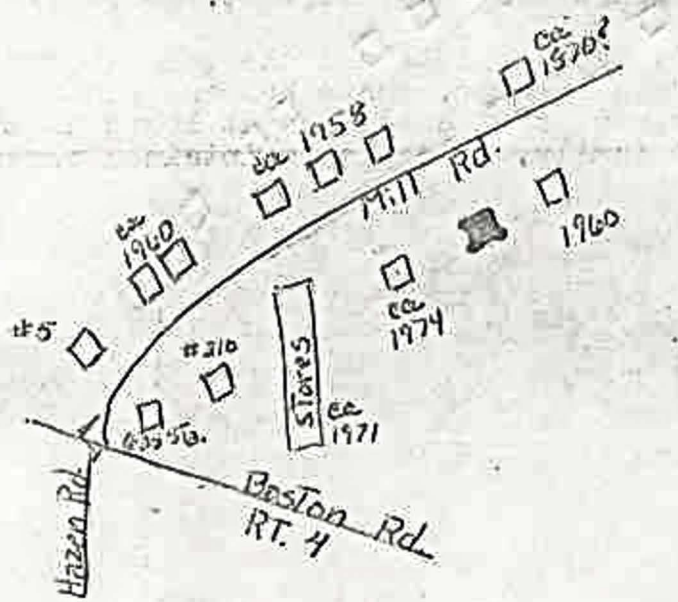
FORM B - BUILDING

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

In Area no.	Form no.
	211

2. Photo (3x3" or 3x5")  
Staple to left side of form  
Photo number 11-18

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. \_\_\_\_\_

1. Town Chelmsford  
Address 37 Mill Road  
Name 1st Railroad Station-Chelms. Cent.  
Present use residence

Present owner Francis J. Moran

3. Description:  
Date ca 1871  
Source see attached

Style \_\_\_\_\_

Architect \_\_\_\_\_

Exterior wall fabric clapboard, butted  
Outbuildings (describe) 3 unattached henhouses  
attached shed, barn.

Other features fancy brackets under eaves;  
front door - oanes of colored  
rippled glass.

Altered yes Date 1889

Moved yes Date 1889

5. Lot size:  
41,794 sq. ft.  
One acre or less x Over one acre \_\_\_\_\_

Approximate frontage \_\_\_\_\_

Approximate distance of building from street  
ca 53 feet

6. Recorded by Jane B. Drury

Organization Chelmsford Hist. Commission

Date October 6, 1976

(over)

7. Original owner (if known) Framingham & Lowell Railroad

Original use railroad passenger station

Subsequent uses (if any) and dates residence since 1889

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
Communication	Political	<u>X</u>
Community development		

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

This residence was originally the 1st passenger station in Chelmsford Center and was probably built about the time of the opening of the Framingham & Lowell Railroad on August 22, 1871. By 1889 business was too great for this small station, and a new brick station was built a few feet away. The old station was sold for \$15 to Edgar L. Smith of Lowell and during the week of July 26, 1889 it was moved at a cost of \$150 to "its new site about 1½ miles south of the village (to its present location at 37 Mill Rd.), where it will be converted into a dwelling house. Its slow progress, like St. Louis flour, is made by the roller process."

By 1891 the conversion to a dwelling was complete and the barn erected, and Mr. Smith sold the building to Barbara Bremner, whose husband was a laborer. They had 40-50 chickens, a business that continued at least as late as 1964. Later owners include the Moran family, which has maintained ownership since 1915 to the present time.

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

- Chelmsford Directory, 1898, 1915, 1922
- Waters, "History of Chelmsford", 1917
- Assessors' records, 1888 - 1905, 1918, 1933, 1949, 1964
- Middlesex North District Registry of Deeds, Book 166, pg. 384
- Lowell Weekly Journal, July 12, 1889, July 26, 1889
- Chelmsford Newsweekly, 1955
- Photographs of 1887



37 Mill Road

Date:

Waters, History of Chelmsford - "The Framingham and Lowell Railroad was opened, August 22, 1871, with stations at Chelmsford and South Chelmsford."

Beers Atlas, 1875: Depot

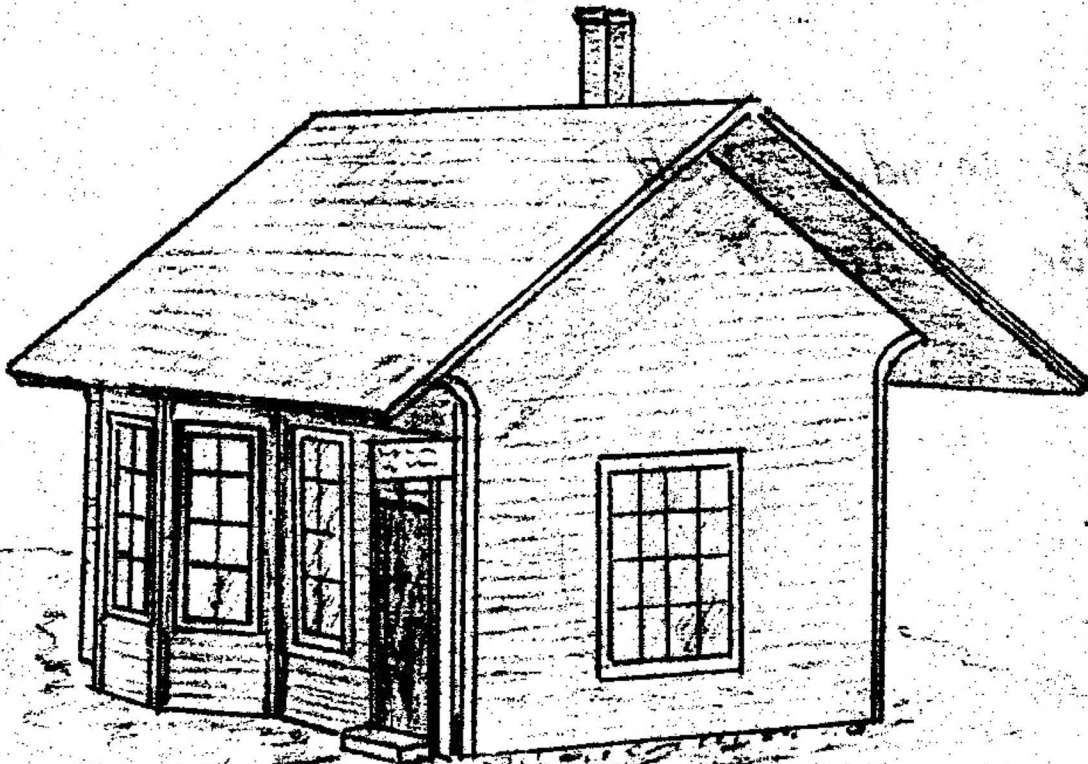
Alterations: Considerable structural changes in 1889

The original station had very wide eaves; on one side the wall was apparently moved out near the edge of the eaves. Whether or not this was the case, fancy brackets under the eaves and by the porch columns were retained.

Windows were added and door locations changed - the front door is, however, typical of the Old Colony Railroad of that period (the Framingham & Lowell R.R. was a predecessor of the Old Colony R.R. of 1889).

Little remains in the interior of the original station; stair locations are definitely awkward, completely hiding windows. Gas lighting fixtures were removed about 1964.

A fairly large barn was added at the time of the move and conversion (1889) Although tax records at the time also mention a shed, the present owner said that his family added the present connecting shed about 1925 - 30.



Chelmsford Center Railroad Station #1 Drawn from photograph by James Mahoney  
Note by J. Drury:  
Photo indicates "bay" window should be flat rather than as drawn

37 Mill Road

Middlesex North District Registry of Deeds

Book 542, pg. 149	7/29/1915	John O. & Gerda M. Pearson, Lowell, to Thomas H. & Minnie Moran, Lowell land & buildings
Book 458, pg. 250	10/29/1910	Joseph Gauthier to John O. & Gerda M. Pearson, Lowell land & buildings
Book 411, pg. 91	11/15/1907	Thomas & Sarah Whitworth to Joseph Gauthier, Lowell land & buildings
Book 390, pg. 36	4/28/1906	Barbara Bremner to Thomas & Sarah Whitworth land & buildings
Book 223, pg. 376	5/ 9/1891	Edgar L. Smith, Lowell, to Barbara Bremner, Lowell \$2100 land & buildings
Book 166, pg. 384	4/30/1884	Lewis Kimball, Lowell, to Edgar L. Smith, Lowell \$300 land

## Chelmsford Railroads

Waters, pg. 509

The Boston and Lowell Railroad was chartered June 5, 1830, and, although not lying at all within the limits of the town of Chelmsford, affected the interests of the inhabitants considerably. It was opened June 24, 1835. Stone sleepers and fish-bellied rails were used. The stone was soon replaced with wood. The Lowell and Nashua Railroad was chartered in 1836, and opened October 8, 1838. There is a station at North Chelmsford. The Stony Brook Railroad has stations at North Chelmsford and West Chelmsford.

The Framingham and Lowell Railroad was opened, August 22, 1871, with stations at Chelmsford and South Chelmsford.

The next year \$2,000 was raised by subscription in the Centre Village to secure an "Early Train" from Chelmsford Centre to Lowell, guaranteed by the Boston, Clinton and Fitchburg Railroad, lessees of the Framingham and Lowell Railroad. Of this amount, David Perham paid \$500, and Israel Putnam, \$200. The others varied from \$100 to \$10. The train was put on July 8, 1872, and was to run once each way daily for five years, arriving in Lowell at 6:45 A. M., and leaving there at 6:15 P. M. Later, what was known as the "Scoot-tain" went back and forth several times a day, making in all eight passenger trains daily between Chelmsford and Lowell. When the trolley cars began to run, in 1894, the "Scoot" was taken off.

This road is now operated by the New York, New Haven and Hartford Railroad.

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 three 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. (Note: The selling price was \$50; it was moved to 45 Mill Road at a cost of \$150 and is now the home of F. S. Moran.)

(Note by J. Drury: the old station was moved to 37 Mill Road.)

Lowell Weekly Journal, July 26, 1889

"The old passenger station started Tuesday for its new site about one and a half miles south of the village, where it will be converted into a dwelling house. Its slow progress, like St. Louis flour, is made by the "roller process."



**Scout Train at Chelmsford Center, First Railroad Station**













8/28/2004 F. Merriam