

FORM B - BUILDING

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

In Area no.	Form no.
	226

1. Town Chelmsford

Address 60 - 66 Middlesex St.

Name Brookside Railroad Station

Present use office

Present owner Southwell Combing Co.

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

3. Description:

Date uncertain, probably ca ~~1900~~ ¹⁹⁰⁷
John McEnaney
Source H. Arnold Wilder (B&M Hist.Soc.)

Style _____

Builder _____

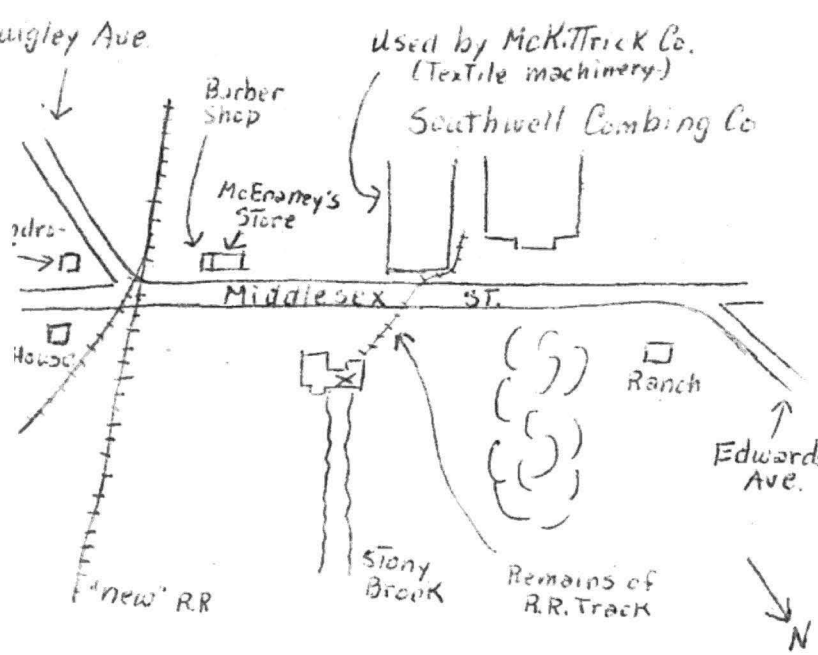
Architect William C. Edwards

Exterior wall fabric butted clapboard

Outbuildings (describe) none

Other features _____

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



Altered see attached Date ca 1935-6

Moved see attached Date ca 1935

5. Lot size
One acre or less _____ Over one acre 1.12

Approximate frontage 240 feet

Approximate distance of building from street
ca 58 feet

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

6. Recorded by Jane B. Drury
Organization Chelmsford Hist. Commission
Date November 20, 1976

(over)

7. Original owner (if known) Boston & Maine Railroad

Original use railroad passenger station

Subsequent uses (if any) and dates gas & oil station, 1936-70; rented office, 1970-present

8. Themes (check as many as applicable)

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

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

This building was built as a passenger station at Brookside in Westford for the Boston & Maine Railroad. It was the last of the stations built on or near the Brookside site. It is claimed that plans for it were drawn by Walter J. McEnany, when he was working for William C. Edwards. Mr. Edwards was a building contractor who built many of the B&M stations, including the old North Station in Boston. The Brookside station is plainer in appearance than most of the other B&M stations in the area, but it was the 1st built by Edwards and was a less important station.

By the mid 1930s business had decreased on the Stony Brook branch, and the B&M had closed the Brookside station. In 1935 or '6 the A-BA-Co., an oil company, had it moved to its present location in North Chelmsford, where it became a filling station with 2 gas pumps. The oil company used it for many years as a filling station and office.

In 1970 James Lowrey purchased the station, intending to use it for his antique car business in conjunction with a larger building to be erected in the rear. Old railroad right-of-way on the land prevented this, however, and the station and land were sold in the same year to the Southwell Combing Co., which has since rented it out for offices. If this should cease to be profitable, the station would be torn down by Southwell Co.

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

Chelmsford Assessors' records & tax valuation lists
Beers Atlas, 1875

Middlesex North District Registry of Deeds:

Pl. Bk. 55, plan 7 -Plan of Land in North Chelmsford belonging to United States Worsted Corp., May 23, 1930

Bk. 1940, pg. 599; Bk. 1915, pg. 357; Bk. 864, pg. 320.

H. Arnold Wilder, Director of B & M Historical Society
John J. McEnany

INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, Boston

Community: Chelmsford	Form No: 226
Property Name: Brookside R.R Station	

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

3. Altered

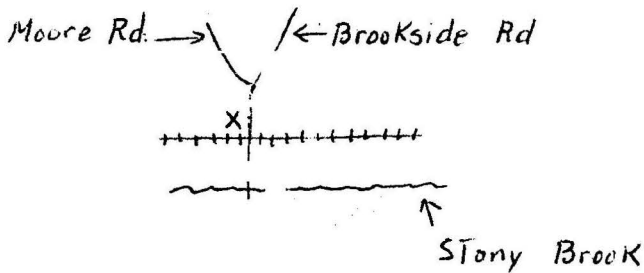
ca 1935-36 addition added to right (south) side

The station has no cellar, because it's present location is over the Stony Brook Canal, and space was needed for a heating plant. Otherwise there have been very few changes made in the building.

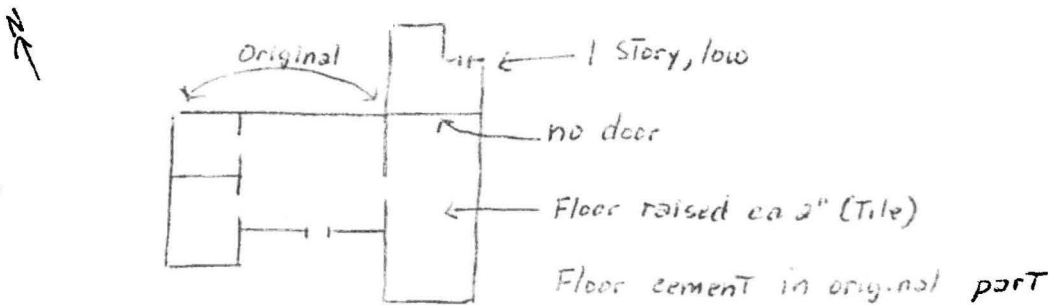
Moved

ca 1935

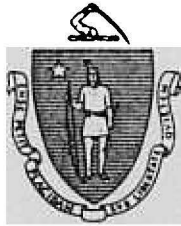
Original location: Westford; on west side of Moore Rd. at its junction with Brookside Rd., north of the railroad track



1976



Staple to Inventory form at bottom



The Commonwealth of Massachusetts

Office of the Secretary of State
Michael Joseph Connolly, Secretary

Massachusetts Historical Commission

Valerie A. Talmage

Executive Director

State Historic Preservation Officer

April 17, 1987

Mrs. William H. Drury
Chelmsford Historical Commission
24 Buckman Drive
Chelmsford, MA 01824

Dear Mrs. Drury

Thank you for your kind letter of April 7th to Katherine Boonin, and for sending the maps and information of the Brookside Railroad Station. We have done a preliminary evaluation on this building and feel that it may be eligible for National Register listing; however, there are a few issues which need to be clarified. On the inventory form, there is an added notation stating that the building was built ca. 1850 according to the B & M History Society. Is there any evidence to support this, or does the building date from the turn of the century? Any additional information you have would be helpful; also, if possible, a photo showing the building's current condition. Thanks for your efforts in providing this information.

We are very pleased to see that the Chelmsford Historical Commission has been working in North Chelmsford. This is an important part of Chelmsford and should be considered as a National Register district. We would be glad to discuss this possibility with the members of the Historical Commission. Please call either Katherine Boonin or myself and let's see if we can find a time to meet. The Chelmsford Historical Commission has done a good job in trying to protect the town's historic resources. We look forward to working with you and to seeing those efforts succeed.

Sincerely,

A handwritten signature in cursive script that reads "James W. Bradley".

James W. Bradley
Director, Division of Preservation Planning
Massachusetts Historical Commission

JWB/dr



CHELMSFORD HISTORICAL COMMISSION

Chelmsford, Massachusetts 01824

May 15, 1987

Middlesex Co. Engineering Office
40 Thorndike Street
Cambridge, MA 02143

Dear Sirs,

The Chelmsford Historical Commission is attempting to document the date of a small one-story passenger railroad station that formerly stood in Brookside section of Westford, on the Stony Brook Railroad near the town line with Chelmsford. About 1930 it was moved to Middlesex Street in North Chelmsford. The State Historical Commission has indicated a possibility of obtaining National Register status for it (and thus opening up grants for renovation, and saving it from demolition) if we can determine the date it was erected.

We have been informed by Mr. Richard Symmes, curator of the Walker Transportation Collection at the Beverly Historical Society, that your office has plans of all buildings and other facilities of the railroads, dating back to the original land takings.

Do you have any information on the Brookside railroad station? We know that there was a station at that location in 1856, according Walling's County Map of that date, and that most of the stations of the Stony Brook Railroad were built in the 1848-54 period.

Any information you can give us would be greatly appreciated

My sincere thanks,

Mrs. William H. Drury



CHELMSFORD HISTORICAL COMMISSION

Chelmsford, Massachusetts 01824

24 Buckman Drive

June 13, 1987

Mr. Richard Conard
25 Rich Valley Road
Wayland, MA 01778

Dear Mr. Conard

Thank you, thank you, thank you!!! I had just about given up ever being able to determine the date of the Brookside Station that formerly stood in Westford, when your very welcome letter arrived. I also appreciate very much that you were able to find the date in the non-indexed Messenger.

Now that we know the date (December 1904), the floodgates were opened, so to speak, to more information. It definitely was the Brookside Station that was built at that time, and not one in Athol railroad yard. According to the Lowell Morning Citizen, December 22, 1904: "Westford. The new station at Brookside is a credit to the railroad company and all that remains to keep intact a harmonious blending is for the traveling public to certify by conduct that they are a credit to the station."

It was, however, at least the second station at that site in Brookside. There is a station indicated there on the 1856 Walling's County Map. Also, William W. Boyd, Jr., Assistant Middlesex County Engineer, wrote me that the "Brookside Station is mentioned in the 1855 description of the Branch Railroad to what is now Fletcher's Quarry. (Westford, near the Chelmsford line - J.B.D.) It was then called 'The Station House at the Quarry Landing.'"

Knowing this, a hunch led me to talk with a local man, Police Sgt. Walter W. Edwards, Jr., whose grandfather, William C. Edwards, was a contractor and lived right on the Chelmsford/Westford town line at the turn of the century. Sgt. Edwards said that his grandfather did build it, soon after erecting the old North Station in Boston. Another North Chelmsford man, John J. McEnaney, then told me that his father, Walter J. McEnaney, drew the plans when working for Edwards & Monahan, building contractors whose office was in the Fisher Building in Lowell. All this is hearsay, of course, but it does fit in nicely with the known date.

Again, the sincere thanks from both the Historical Commission and myself for your big help in dating and hopefully saving the station from demolition!

With my best regards,

Jane B. Drury

Mrs. William H. Drury



CHELMSFORD HISTORICAL COMMISSION

Chelmsford, Massachusetts 01824

24 Buckman Drive

June 13, 1987

Mr. Richard W. Symmes
Curator, The Walker Collection
117 Cabot Street
Beverly, MA 01915

Dear Mr. Symmes

This is being written in deep appreciation for your efforts in helping date the Brookside Passenger Station in Westford, about which I wrote you on April 28th

Richard Conard "almost by accident" found in the non-indexed Boston & Maine Messenger, page 3, December 1, 1904, "A new passenger station is in process of erection at Brookside."

Knowing that, the floodgates were opened, so to speak, to more information. According to the Lowell Morning Citizen, December 22, 1904: "Westford. The new station at Brookside is a credit to the railroad company and all that remains to keep intact a harmonious blending is for the traveling public to certify by conduct that they are a credit to the station."

It was, however, at least the second station at that site in Brookside. There is a station indicated there on the 1856 Walling's County Map. Also, thanks to your suggestion that I contact him, William W. Boyd, Jr., Assistant Middlesex County Engineer, wrote me that the "Brookside Station is mentioned in the 1855 description of the Branch Railroad to what is now Fletcher's Quarry. (Westford, near the Chelmsford line - J.B.D.) It was then called 'The Station House at the Quarry Landing.'"

Knowing all this, a hunch led me to talk with a local man, Police Sgt. Walter W. Edwards, Jr., whose grandfather, William C. Edwards, was a contractor and lived right on the Chelmsford/Westford town line at the turn of the century. Sgt. Edwards said that his grandfather did build it, soon after erecting the old North Station in Boston. Another North Chelmsford man, John J. McEnaney, then told me that his father, Walter J. McEnaney, drew the plans when working for Edwards & Monahan, building contractors whose office was in the Fisher Building in Lowell. All this is hearsay, of course, but it does fit in nicely with the known date.

Mr. Boyd, of the County Engineer's office, did add that their records "regarding railroads only refer to the plans and descriptions of the original right-of-ways and adjoining parcels taken by the railroad. We do not have any history of what physical improvements were made by the various railroads on the properties in Middlesex County."

The Historical Commission also very much appreciates the "zerixed" copies of two old pictures of the station, when it was at Brookside. One, in which two men are shown standing at the left and front of the station, is similar to and may be the same as owned by Arnold Wilder (he does not know the date). The second, a "Valuation Survey Photo", does appear to be dated January 1916. If, as events hopefully progress toward restoration of the building, an old picture is needed, would it be possible to obtain a photographic copy or copies? We would, of course, pay for such a copy(s).

Our sincere thanks for your assistance in hopefully saving this station from demolition.

With best regards,

Jane B. Drury

Mrs. William H. Drury



The Commonwealth of Massachusetts

Office of the Secretary of State
Michael Joseph Connolly, Secretary

Massachusetts Historical Commission
Valerie A. Talmage
Executive Director
State Historic Preservation Officer

July 31, 1987

Ms. Jane Drury
Chelmsford Historical Commission
24 Buckman Drive
Chelmsford, Mass. 01824

Dear Jane:

As I said yesterday, MHC staff reviewed the Brookside Railroad Station and the proposed North Chelmsford district yesterday to determine whether they meet the criteria for listing in the National Register of Historic Places. It is our sense that the district is eligible at present, fulfilling Criteria A (for associations with events and patterns of historical development) and C (for the range of building types and architectural styles represented within it) on the local level. Such a district would include about eighty properties: the two mill complexes, the common, the residential areas off Middlesex and Princeton Streets, and the Congregational Church and Town Hall. It would include buildings on Edwards Place, Gay St., Cottage Row, Wright St., and Washington St. (I would also like to recommend that it include properties on Quigley Street, which appears to have well-preserved residential buildings similar to those on the above-mentioned streets.) Its period of significance would extend from the early 19th century to the eve of World War I, essentially the end of extensive industrial development in the community. Additional research, including the completion of the survey of North Chelmsford's cultural resources that you are currently working on, would be necessary before the district could be nominated to the National Register.

The Brookside Railroad Station would not be a contributing element in the district. Generally, it is extremely difficult to justify the significance of moved buildings for the National Register; in this case, the building's significance really lies in its associations with Westford's development in the early 20th century. Its move to Chelmsford in the 1930s came long after any significant construction in the district as a whole, and its subsequent use as a home heating oil distribution center apparently bears no direct relationship to its original use as a railroad station.

As you know, districts are evaluated both for their significance and their integrity. While this district clearly possesses significance, both historically and architecturally, I am concerned that a continued trend toward alteration and the application of synthetic siding could easily jeopardize the district's integrity in future. My quick count of the buildings in the area showed that just under half of them have been sided (to varying degrees) or significantly altered. If that count were to surpass fifty percent, it would be quite difficult to justify this district's worthiness for the National Register. We would like to suggest, therefore, that the Chelmsford Historical Commission continue to work on educating property owners in North Chelmsford on the importance of their historic buildings and the importance of maintaining those buildings in an appropriate and sympathetic manner. You are doing a fine job on this already, and we will be happy to talk to the commission at greater length about strategies for successful local preservation.

I will contact Mr. Johnson and send him some information on the National Register program and incentives for the certified historic rehabilitation of his property. Often, a major developer in a neighborhood is willing to take on the costs of employing a consultant if it is beyond the means of the local commission. A nomination for the district is something that I am sure the Chelmsford Historical Commission can accomplish, but investing in the services of a professional preservation consultant would expedite National Register listing.

I will be back in touch after I have contacted Mr. Johnson.

Sincerely,



Betsy Friedberg
National Register Director
Massachusetts Historical Commission



CHELMSFORD HISTORICAL COMMISSION

Chelmsford, Massachusetts 01824

24 Buckman Drive

June 15, 1987

Massachusetts Historical Commission
80 Boylston Street, Suite 310
Boston, MA 02116

Dear Mr. Bradley,

This letter is written in regard to the Brookside Railroad Station now located in North Chelmsford and its possible eligibility for National Register listing.

In your letter of April 17th, you requested the enclosed pictures showing its current condition, as well as documentation for its date of erection. The latter was not easy to locate, but the Chelmsford Historical Commission is happy to report that the station was definitely built in 1904. According to the un-indexed Boston & Maine Messenger, a railroad employees' magazine, dated December 1, 1904, page 8, "A new passenger station is in process of erection at Brookside." The Lowell Morning Citizen, December 22, 1904, stated, "Westford. The new station at Brookside is a credit to the railroad company and all that remains to keep intact a harmonious blending is for the traveling public to certify by conduct that they are a credit to the station."

When she was here in Chelmsford on May 16th to take part in our regional workshop, Katherine Boonin visited with me the area around the railroad station. She thought that Betsy Friedberg might want to also come up and determine whether the application for National Register would be possible for the station alone, or whether it should be as part of an area application. I would be happy to meet with her or another representative; I am most easily contacted at 256-7469, either before 10 A.M. or after 3:30 P.M.

On behalf of the Chelmsford Historical Commission, inventory forms for the following five properties are enclosed:

#128	55 Gay Street	Royal S. Ripley House	1847-53
#132	15 Cottage Row	Ballinger House	1844 or earlier
#136	44 Gay Street	Peter Ridings House	1847
#138	75 Newfield Street	Lewis Ripley House	1850
#274	31 Golden Cove Road	Mitchell House	1888

Unfortunately, Chelmsford has grown so much in recent years that geodetic maps now in our possession are no longer adequate to indicate the location of these houses. Therefore, they are indicated on the enclosed copies of a more recent map.

Yours truly

Mrs. William H. Drury

60 - 66 Middlesex Street
Brookside Railroad Station

Information from Chelmsford Assessors' Office, 6/3/1976:

Plat 4, Block 2, Lot 9

Owner: Southwell Combing Co., 60-66 Middlesex St.

1972 Filling Station	\$4,650	Lot 16	1.12 acres	\$5,600 land
1971 Filling Station	1,000	" "	" "	\$1,000 "

11/12/1970 deed, Book 1940, Page 599
title from James A. Lowrey II and Jeanne Lowrey
Lot 16, Plan Book 55, plan 7
1.12 acres.

Telephone conversation with H. Arnold Wilder, June 1, 1976

Director of B & M Historical Society
telephone 692-6649 address: 46 Lowell Rd., Westford

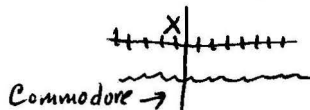
Brookside Station - moved to present location in North Chelmsford by the Gagnon Oil Co. several years ago - in the early or middle 1930s.
Original location: on north side of the railroad, west side of the crossing, north of the rails, across the tracks & on the left of the food locker, but on the same side of the road as the food locker.

Was probably one of the early stations built by the Stony Brook Railroad, probably about 1855 - 1860.

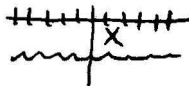
Serviced passengers and freight for Fletchers Quarry and the George Moore Co.

Old Colony refurbished a lot of old stations, many of brick and ornate - So. Shore stations, Walpole etc. of this type.

Station on northwest side of the tracks, on the side toward Westford from the highway.



Beers Atlas:



Mr. Wilder has found several errors in Beers Atlas & believes this to be one. Says there is quite a pronounced banking where Beers placed the station - would have been inconvenient.

Has found 3 errors concerning the Nashua & Ayer Railroad.

Conversation with John J. McEnaney, owner of store across Middlesex St. from the railroad station (present location), June 21, 1976:

Mr. McEnaney's father, Walter J. McEnaney, drew the plans for the station when it was built in Westford. He was then working for Edwards & Monahan, building contractors. (He would be ca 108-100 years old if still alive in 1976). Edwards & Monahan were in the Fisher Building in Lowell and also had offices in Boston. They did all the B & M construction, built the McFarlin School and perhaps also the North Station in Boston.

The addition on the right (south) side of the station was built on in the 1930s after it was moved.

Scribner's grocery store was on the lot before the station, about 1920. It was closer to the road than the station is. Coal sheds were in back and to the right of the store. A shoddy mill was near the coal sheds (behind the station & between it & the tracks)

McEnaney's Store was started June 5, 1937. The station was moved just prior to that, ca 1935-6. There was a flood in 1936: the canal runs under the station; trucks were parked during the flood on top of the bridge planks to keep it from floating away. The bridge was in front of the station; the station was there at the time of the flood in 1936.

A-BA-Co. was an oil company. 3 men owned it originally; George Gagnon, Wilson, and Swallow started it; Gagnon stayed just a short time, but Wilson & Swallow stayed with it.

Steve Goodwin is now (1976) renting the station for his office from Southwell Combing. Telephone is 251-7044.

Addition - built because there is no cellar under the station because it is over the canal. The addition has a cellar for a heating plant.

Mr. McEnaney has pictures of his father's - re the people in the old foundry. Also trinkets, etc. A now retiring schoolteacher sister has a melodeon which was in the meeting house on Gay St. Basil Larkin, his brother-in-law, electrified it with a vacuum cleaner motor. The church building was moved to Quigley St., converted & enlarged, is now Knights of Columbus Hall, was auctioned for \$5. His two sisters Alice & Ann McEnaney (teach in Lowell) might have the old picture of George Moore Co. before Princeton St. came in.

Uses of the station: oil company and filling station. Two 10,000 gallon tanks were on concrete piece right of station. Gas pumps were front of the station. No car repairs.

James Lowrey - sold because of the right of way which goes back to Silesia Mills ownership. The right of way went in back of the buildings, across Middlesex St. to mill yard. Southwell stopped Lowrey from building a garage on the right of way. Lowrey - had also taken down several trees in preparation for building the garage.

John McEnaney and his father, Walter, owned the store building, but paid rent to the B & M for the land for many years, until they could bury the land about 15 years ago.

Conversation with Basil Larkin, June 21, 1976:

Scribner's store was moved to Tyngsboro Road (location of 1976 Meadow Lounge. Mike McGovern ran a liquor place there); the railroad station was moved directly from its Westford site to the site of Scribner's store (1976 location). It was the first station that Edwards & Monahan built; they later built Boston's North Station and many others.

Mr. Krasnecki borrowed the pictures of the old foundry and still has them.

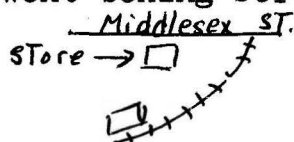
Conversation with Charles Borges, June 21, 1976:

Employee of Southwell Combing; tel. 251-4011

1945 plan of Southwell Combing: shows filling station over the canal with the addition on the right; the station in 1945 had same shape as in 1976. Railroad spur shown going through the present location of the station.

(Note by J. Drury: 6/21/1976 old railroad tracks remains could be seen running through station location, across Middlesex St., along the road in front of the McKittrick building, then between McKittrick's and the Southwell building on the north - Southwell owns the entire area just described).

The railroad siding went behind Scribner's store and a blacksmith shop behind the store.



Arnold Wilder, July 29, 1976:

John McEnaney's date for moving of the station from Brookside to North Chelmsford (mid-1930's) makes sense. In the late 1930 years there was no station agent at Brookside.

Has pictures of the station at its old location, taken prior to 1920, when both trolley lines came to that point and stopped. About 1906 trolley car came from Ayer via Groton Road from North Chelmsford. About 1907 the line from the triangle in West Chelmsford through Brookside was built. The railroad wouldn't let the trolley go across the tracks. This information indicates his picture was taken after 1907; he thinks it was probably taken about 1910.

Suggests contacting Stanley Whitney (director of B & M Historical Society) 11 Pine St., Wakefield, as knowledgeable about the collection of B & M material at the Beverly Historical Society.

(Note by J. Drury - this material is mostly pictures and of no help to this investigation)

Chelmsford Directories:

1898-1899

Edwards, William C. building contractor; P.O. address West Chelmsford; house at Westford. See page 13 (advertisement).

Monahan, John J. supt. (W.C. Edwards, 113 Dev. B.), house Westford corner near Chelmsford line. West Chelmsford. See page 13.

McEnaney, Walter J. clerk (Lowell), boards Philip A. McEnaney's.

Advertisement, page 13:

William C. Edwards, General Building Contractor. West Chelmsford, Mass Boston Office, 113 Devonshire St., Minot Building. Telephone Connection.

1905

McEnaney, Walter J. clerk, house Adams corner Canal, North Chelmsford

Monahan, John J. supt. (W.C. Edwards, 113 Devonshire, Boston), house Main St., near Westford line, West Chelmsford.

Edwards, William C. building contractor, P.O. address West Chelmsford, house at Westford (see pg. 415)

Advertisement, page 415:

William C. Edwards, General Building Contractor. West Chelmsford, Mass. Boston Office, 113 Devonshire St., Minot Building. Telephone Connection.

1915

McEnaney, Walter J. estimator, house Highland Avenue near Middlesex St, North Chelmsford.

Monahan, John J (Edwards & Monahan, 6 Beacon, Boston) house Main St. near Westford line, West Chelmsford.

Edwards, Frederick W. (Edwards & Monahan, 6 Beacon St., Boston), house off School St. near R R station.

1922

McEnaney, Walter J., estimator, house Highland ave. near Middlesex st., North Chelmsford.

Monahan, John J. (Eva) (Edwards & Monahan, 6 Beacon, Boston) and (Hilfreth building, Lowell), house Main st. near Westford line, West Chelmsford.

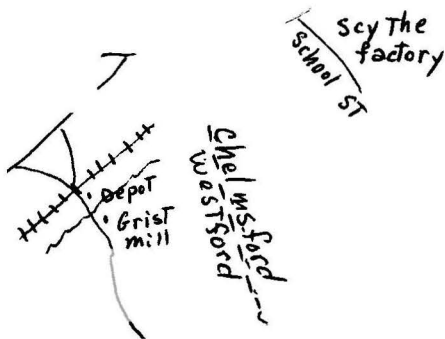
Edwards, Frederick W. (Edith) (Edwards & Monahan, 6 Beacon st., Boston), house off School st. near R R station, West Chelmsford.

Advertisement, page 9:

Reliability, service; established 1875, incorporated 1910.

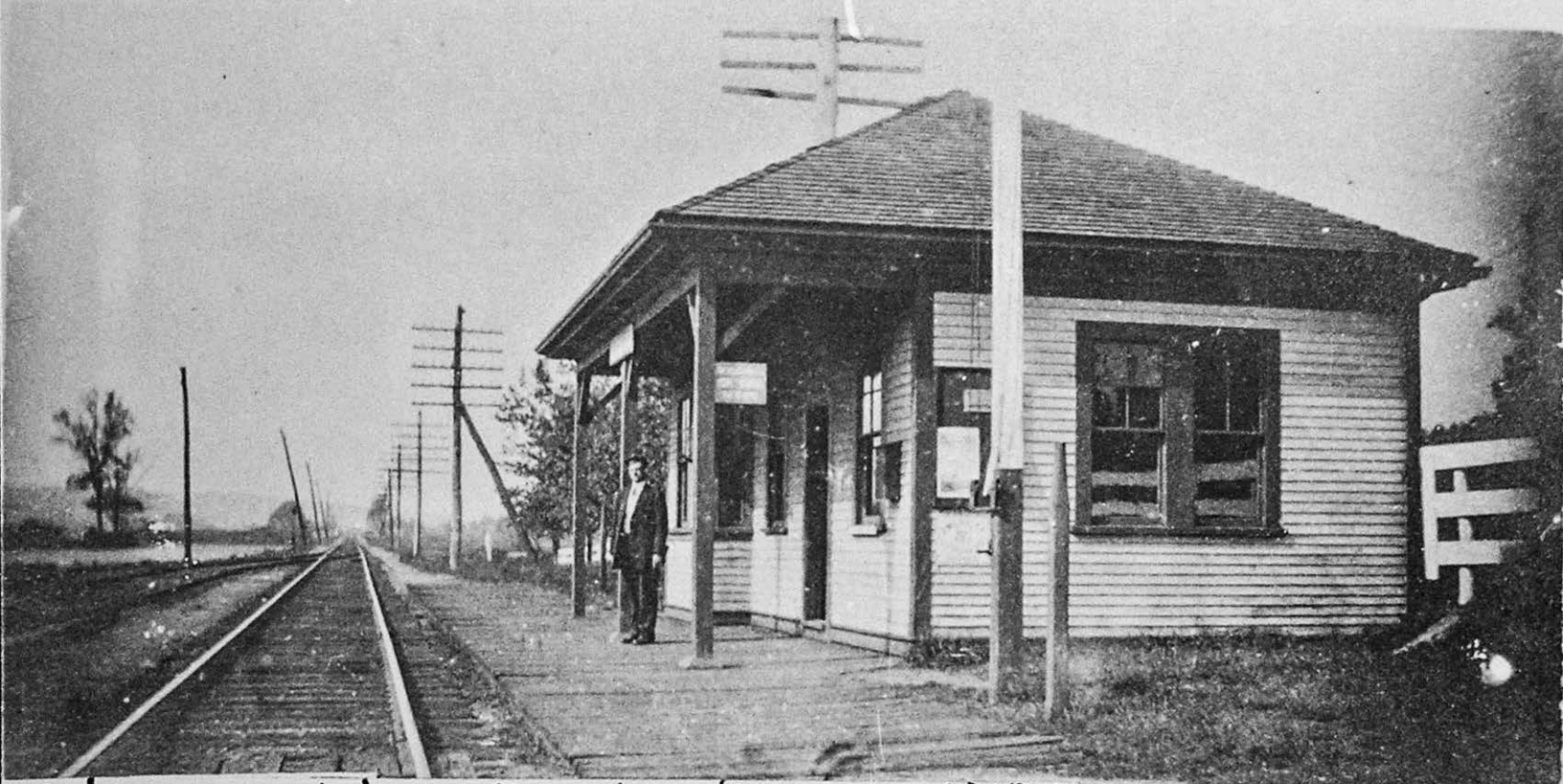
Edwards and Monahan Co., Builders.
430 Hildreth Building, Lowell, Mass., Telephone 6106.
Industrial buildings, standard mill construction, concrete construction, garages, office and bank buildings, residences and industrial housing, school and college buildings, libraries.
Alterations and repairs.

Beers Atlas, 1875:





Brookside Station at original site on Moore Street in Westford c 1915



B. & M. R.R. Station - Brookside circa 1915 ±
Moved to 60 Middlesex St., No. Chelmsford

S.W. Edwards



Same site Today, Moore Street in Westford

10/2/2004 F. Merriam



Train Coming

10/2/2004 F. Merriam



Same view today, Moore Street in Westford

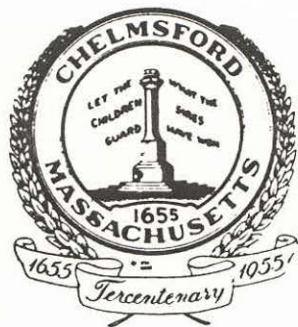
10/2/2004 F. Merriam



Brookside Station during the 1936 Flood

Celebrating Our 20th Anniversary in Chelmsford

1935 - 1955



A-BA-CO, Inc.

GEORGE N. SWALLOW, Pres. & Treas.

RANGE AND FUEL OILS

66 MIDDLESEX ST., NORTH CHELMSFORD
AT THE RAILROAD CROSSING

24 HOUR
OIL BURNER SERVICE

DIAL GL 9-9313

NIGHT SERVICE GL 4-1242



Brookside Station at 60-66 Middlesex Street, July, 1976



Brookside Station at 60-66 Middlesex Street, July, 1976



Sun Staff photo by Brow

Narrow escape

Two people narrowly escaped serious injury yesterday when their car was struck by a train at the Middlesex Street crossing in North Chelmsford. Theodore and Ruth Kosiavelon of 90 Lawrence Street, Lowell were taken to St. John's Hospital for treatment after the accident, which occurred shortly after 1 p.m. yesterday.

According to Chelmsford police, Theodore Kosiavelon, 56, was driving toward North Chelmsford, and crossing the tracks when the gates began coming down. A Boston and Maine freight train traveling approximately 28 miles per hour struck the rear end of the

Kosiavelon car, pushing it back into the gate.

The engineer was Paul Speed of Portland, Me. The gate was knocked down as a result of the accident. Car above was not the one involved in the accident.



old Malnasset R.R. Station at 60 Middlesex St. 1983 and Barber Shop

Visit With George Swallow, 2 Cottage Row
August 11, 1987

60-66 Middlesex Street

Was the Brookside Railroad station.

G. Swallow's father & 2 partners (in A-Ba-Co Oil Co., named after a Bahamas Island company, Abaco) purchased it from the Stoney Brook R.R. for \$1000 and brought it on a flat bed truck (cost \$1000 to move it) in the middle of the night, August 1, 1935.

Used by A-Ba-Co as an office oil storage & as a gas station opened in 1936. Two gas pumps were directly in front of the railroad station. Both pumps and railroad station building were directly over the canal. Steel girders were put under building & pumps for support, about 1955 or 56. The gas station went out of business in 1965, when Sullivan bought the business (not the land), and the pumps removed.

Two large bulk tanks for fuel oil were to the right (south) of the station. These were filled by trucks from Dracut and Revere, and were used by their own delivery trucks.

The gasoline pumps in front of the station were used for their own trucks and for retail trade. Local people came for gasoline, batteries, oil, etc. The railroad station building was a small gas station as well as an office for A-Ba-Co Oil Co.

The Boston Herald used the railroad station for a few years as a newspaper drop-off, after 1965.

Scribner's Store:

Stood on present location of railroad station. About 1930 was moved to Tyngsboro Road, where it is now the Meadow Lounge.

Scribner's Store was a P.O. at one time (middle to late 1920s).



60-66 Middlesex Street site today

8/22/2004 F. Merriam



60-66 Middlesex Street today

5/1/2005 F. Merriam