

FORM B - BUILDING SURVEY

2

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

1. Is this building historically significant to:
Town _____ Commonwealth _____ Nation

Building has historical connection with the following themes: (see also reverse side)

- | | |
|---------------|-----------------------------|
| Scholar | <u>Commerce/industry</u> |
| Agriculture | <u>Science/invention</u> |
| Art/Sculpture | <u>Travel/communication</u> |
| Education | Military Affairs |
| Government | Religion/philosophy |
| Literature | Indians |
| Music | Other _____ |

Development of town/city

Architectural reason for inventorying:

2. Town Chelmsford
Street address Westford St. at Truford's Cemetery
Name Middlesex Canal Tollhouse
Use: original & present Tollhouse/empty
Present owner Town of Chelmsford
Open to public No
Date ca. 1832 Style _____
Source of date see attached sheet
Architect _____

OR part of Area # _____

3. CONDITION Excellent Good Fair Deteriorated Moved Altered Added see attached sheet

4. DESCRIPTION

FOUNDATION/BASEMENT: High Regular Low Material granite

WALL COVER: Wood clapboard Brick Stone Other _____

ROOF: Ridge Gambrel Flat Hip Mansard _____
Tower Cupola Dormer windows Balustrade Grillwork _____

CHIMNEYS: 1 2 3 4 1 fake Center End Interior Irregular Cluster Elaborate

STORIES: 1 2 3 4 ATTACHMENTS: Wings Ell Shed _____

PORCHES: 1 2 3 4 _____ PORTICO _____ Balcony _____

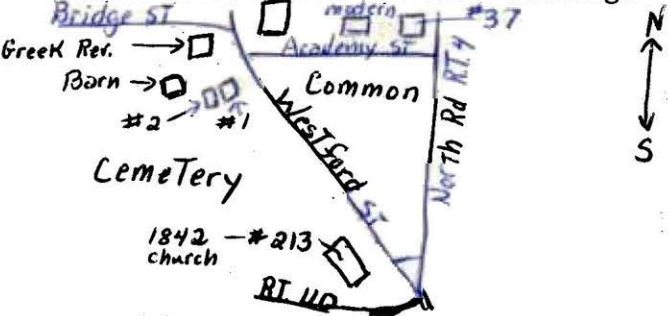
FACADE: Gable end: Front side Ornament _____

Entrance: Side Front Center Side Details: plain, Georgian parallel. Old latch

Windows: Spacing: Regular Irregular Identical Varied 6 over 6 panes

Corners: Plain Pilasters Quoins Cornerboards

5. Indicate location of building in relation to nearest cross streets and other buildings



6. Footage of structure from street 50
Property has 0 feet frontage on street

Recorder Jose B. Drury
For Chelmsford Historical Commission
Photo # 7-3A Date 5/11/73
7-4A

SEE REVERSE SIDE

RELATION OF SURROUNDING TO STRUCTURE

1. Outbuildings _____
2. Landscape Features: Agriculture Open Wooded Garden: Formal/Informal
 Predominant features Cemetery
 Landscape architect _____
3. Neighboring Structures
 Style: Colonial Federal Greek Revival Gothic Revival Italian Villa Lombard Rom.
 Venetian Gothic Mansard Richardsonian Modern 842 church, 1868 church
 Georgian 1802 School house
 Use: Residential Commercial Religious Conditions: Excellent Good Fair Deteriorated

GIVE A BRIEF DESCRIPTION OF HISTORIC IMPORTANCE OF SITE (Refer and elaborate on theme circled on front of form)

The 27 mile long Middelsex Canal which went between Boston and the Merrimack River was designed principally to bring products of New Hampshire directly and more cheaply to Boston. It claimed several "firsts", including use of the first leveling instrument in America, first traction canal in America, and development of the first steamboat in America. A sign presently stored inside the tollhouse states "Old Middelsex Canal Toll House, oldest Canal Toll House in America. Donated By Heirs of Judge Samuel P. Hadley." Judge Hadley's father was a locktender and collected tolls in this tollhouse (mentioned by Thoreau in his "Week on the Merrimack"), and he himself worked on the canal for a time.

BIBLIOGRAPHY AND/OR REFERENCE

- 1831 map
 Waters, "History of Chelmsford" (1917)
 newsweekly (1955)
 Attn. Arthur Cro, Jr.
 "Contributions of the Lowell Historical Society" Vol 1, pg. 195

RESTRICTIONS

Original Owner: Proprietors of the Middelsex Canal
 Deed Information: Book Number _____ Page _____ Registry of Deeds

Middlesex Canal Tollhouse
Westford Street

Source of date:

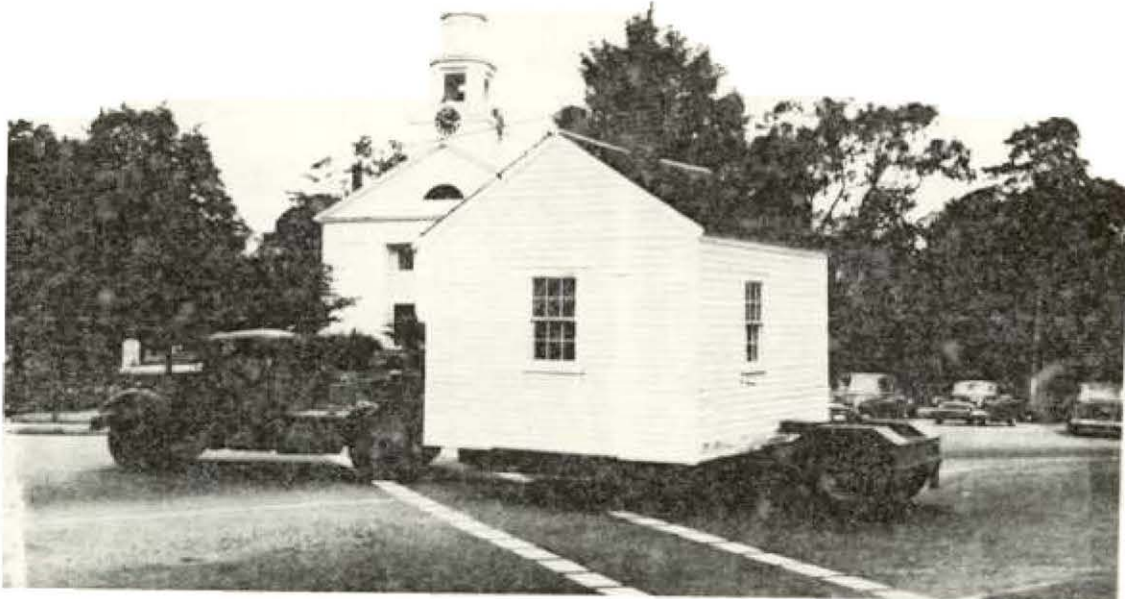
Contributions of the Lowell Historical Society, Volume 1, pg. 195.
"Boyhood Reminiscences of Middlesex Village" by Hon. Samuel P. Hadley states that "Previous to 1832 the canal office was in a room in the finished portion (of the canal storehouse), that year being the one in which the present office was erected." The Middlesex Canal Association has recently obtained the old canal papers, and it is hoped that these papers will confirm that date.

Condition: moved.

The building originally stood in Middlesex Village (Lowell) near the end of the canal at the Merrimack River. It stood for several years on the property of the *Russell Lumber Mill Company, and in 1955 it was moved to the front of the Chelmsford Town Hall (North Rd., Rt. 4), where it was used as an information booth during the Chelmsford Bicentennial Celebration. About 1959 it was moved to its present location behind the 1802 Schoolhouse, where it is safer from vandalism.

* Proctor

June 9, 1955 -- PAGE EIGHT



MIDDLESEX CANAL TOLL HOUSE---In keeping with the Tercentenary celebration the toll house used during the time when the Middlesex Canal will be in use during the celebration and will be located on the lawn of the town hall in the Center. The toll house was restored by Wm. P. Proctor Company and was presented to the town by that company at the last special town meeting.

RESTORATION OF THE HISTORIC MIDDLESEX CANAL
TOLL HOUSE

The time was in the late thirties, the place was known then as Middlesex village. A small building, once white, stood there, weatherbeaten, amid a tangle of weeds and brush - a reminder of past greatness when the industrial revolution was ~~near~~ just starting in New England, and more efficient transportation was needed to move the produce from the area north of Boston to the waiting commercial market there.

Railroads were as yet unheard of. The Middlesex turnpike provided only a slow expensive method of getting goods to Boston Market. Canals, common in Europe and becoming recognized in this country as an ideal way of expanding the economy, were the answer, and a dedicated group of men had begun the building of this canal to supplant the highway as a better method of moving goods to the Boston port from whence they would move into world markets.

This small weatherworn building had been the office of collector of tolls for this new canal. It stood near the river bank, where boats going up the Merrimac river through Nashua, as far as Goffstown and Manchester N.H. operating with sails and pole-men brought produce which was here transferred to the packet boats of the Middlesex canal which whisked it on down to Boston. Here in this once busy toll house had been collected the tolls essential to the maintenance of and operation of the canal.

One of the keepers of the Toll House, working dailey to collect the tolls which were essential to the maintenance of the Canal was Judge Samuel T. Hadley. Judge Hadley's widow lived on Middlesex Street in Middlesex Village within sight of this monument to past greatness, and it troubled her that it was deteriorating and soon vandalism would completely destroy it. She talked about this to a neighbor, a Mr. Ryan, a man who loved horses and whom I had remembered seeing driving around the country roads in a training sulky. Mr. Ryan was a public spirited person, interested in preserving monuments to past greatness now about to be obliterated by modern growth. The old tavern building had become an automobile agency, the boarding house where canal employees lived when not on duty had been converted into rental housing units, and across the canal there was now a livery stable and a riding school.

Acting on behalf of Mrs. Hadley, Mr. Ryan began to explore ways in which the Toll House structure could be saved. The location had so badly deteriorated that it did not seem intelligent to restore it on its original location. Mr. Ryan knew of my interest in the preservation of Historic buildings and came to me and asked for advice and ideas. At about this time I had purchased the land and buildings adjoining the property of the Wm. P. Proctor Lumber company of which I was the principal executive officer. These were difficult days of the depression. The economy which had been at a virtual standstill was beginning to show signs

of life. I was busy trying to build a retail lumber business to replace a wooden box business, which had been outmoded with the advent of corrugated cardboard packing cases, but the wooden box business was employing upwards of 100 people who could not have found employment elsewhere because of the still faltering economy, so I did not have money to spend on a nonconnected venture, worthwhile as this one was.

Still I did ~~not~~ have in the newly purchased land a prime location where the building could be safe, and where directly across the street from the busy Catholic church it could be available for inspection by interested citizens. I offered this location to Mrs. Hadley who enthusiastically endorsed moving the Toll House.

Mr. Ryan cooperated. He arranged a horse drawn vehicle with a platform underslung between some large wheels. Granite from the old location and elsewhere was put in place as a foundation and the Toll House was in it's new location. Clapboard siding was missing in places, and this we at Proctor Lumber restored. The original clapboard siding was interestingly different from that available on the market. Now, the new clapboards have square ends which butt up against the next square end, but on the old Toll House the ends of the clapboards were tapered off to a feather edge and the next one lapped over, since it's ends were also tapered. Mr. Carroll Craft , an employee of the Proctor Company , did the required restoration work inside and outside, and then it was painted

to preserve it and give it back it's original appearance. A poster was put inside telling a bit of it's history. Hundreds of interested people stopped to inspect it. We had a simple ceremony rededicating it when it was opened to the public.

The Toll House, by now generally recognized as an authentic symbol of Chelmsford's early development, made it's next journey, at the time of the celebration of Chelmsford's tercentenary of it's founding. The Committee planning the celebration thought that it was fitting that the old Toll House should be one of the central attractions of this celebration and it was moved to the lawn of the Town Hall in Chelmsford Center and served as an information booth~~xx~~ as well as an image of past glories. After the celebration it was moved to a new location in a corner of Forefather's Cemetery, just across the village common from the Town Hall. There it stands now waiting the timewhen a part of the Canal can be restored in Chelmsford in a suitable park like image, as a more fitting recognition of it's historic value.

NORMAN P. MASON 1977

Middlesex Canal Tollhouse
Westford Street

Chelmsford Newsweekly (1955)

"The following account of life in Middlesex Village and on the Middlesex Canal, now published for the first time, was written in the 1840's by Mrs. Paul Hill (Belinda Page Hadley), daughter of S.P. Hadley and sister of Judge Samuel P. Hadley who did so much to preserve the history of the village. S.P. Hadley, Mrs. Hill's father, succeeded Cyrus Baldwin as superintendent of the locks at the Lowell end of the Middlesex Canal and also as collector of tolls in the toll house now exhibited in the Center near the Town Hall. Mrs. Hill was known as 'The belle of Middlesex Village' at the time of her debut. She married Paul Hill, descendant of one of Billerica's first settlers, in 1845; he was the engineer in charge of construction of the famous Hoosac Tunnel, and Miss Mabel Hill, now of Billerica, one of their children, has made this material available to us. It was originally written at her request about 60 years ago.".....

Contributions of the Lowell Historical Society, Vol. 1

"Boyhood Reminiscences of Middlesex Village"

By. Hon. Samuel P. Hadley. Read in 3 parts:
Feb. 8, 1905, May 10, 1905, Feb 9, 1910

194 "Just beyond the storehouse and directly in front of a large stable for horses, was a circular pond, or cove, a part of the canal used for turning boats. There were a number of these coves on the line of the canal used for a similar purpose. Beyond to the north were the locks into the Merrimack, and the collector's office, which is still standing."

195 "The canal storehouse stood on the westerly bank.....the remainder, the larger part of the building, was given up to the storage of all sorts of merchandise.....Previous to 1832 the canal office was in a room in the finished portion, that year being the one in which the present office was erected."

Pg. 230 "I suppose I am one of the very few surviving employees of the Canal Corporation. I not only worked upon it, but I fished in it, I swam in it, I came very near being drowned in it, and I know every foot of it."

Much description of work and life upon the canal. Also the article tells much information about many of the houses of Middlesex Village and the people who lived in them.

241 "In 1851 the Proprietors began to dispose of their property. The land in Middlesex Village, north of Middlesex St., consisting of about six acres, on which stood the locks, storehouse, collector's office and a cottage house and barn, was conveyed to my father by deed dated Sept. 5, 1851, which was executed by Ebenezer Chadwick, treasurer of the corporation, with the corporate seal affixed."

Pg. 242 "The only relics of this old public work at Middlesex Village are the collector's toll house erected in 1832, which I have endeavored, with poor success, to save from the depredations of tramps and mischeivous boys, - the cellar of the storehouse, and a large part of the stone-work of the lower lock, which although under the water of the inflowing river, is still intact."

Middlesex Canal Toll House

Chelmsford Tercentenary Committee, Inc. Minutes:

April 5, 1955

Mr. A. C. Perham reports that the matter of procuring the Old Middlesex Canal Toll House for use as an information booth - later to be permanently located on Town property - is being further investigated and the Board appropriated him a committee of one to report more details on this matter on April 12.

April 12, 1955

Mr. A. C. Perham reported the availability of an original Toll House which stood at the head of the Middlesex Canal in Middlesex Village.

Upon the motion of Mr. Clifford Hartley duly made and seconded, it was voted that the Chelmsford Tercentenary Committee, Inc. accept the temporary custody of the Old Middlesex Canal Toll House, permission to be secured by A. C. Perham for said building to be put on the Town Hall property.

April 18, 1955

Mr. Arnold Perham reported that he had made final arrangements to have the Old Middlesex Canal Toll House moved soon by the Town from the Proctor Lumber Yard to the grounds of the Chelmsford Center Town Hall - said Toll House to be used as a Central Information Booth during the Tercentenary Celebration.

History Committee Budget as of May 12, 1955:

Moving and placement of Old Middlesex Canal Toll House \$75

Chelmsford Tercentenary Committee, Inc. Minutes:

June 6, 1955

It was reported that Mr. E. N. Mills had volunteered to put one coat of paint on the Toll House if he would be reimbursed for the cost of the paint, approximately one gallon would be needed.

Also it was reported that it had been necessary to hire Mr. Robert Lane to clean the interior of the Toll House.

\$50 voted - "to meet expenses in connection with the preparation of the Old Toll House as an information center."

Mr. A. C. Perham, Mr. Thomas Campbell and the Secretary, Mrs. Mills, were charged with the responsibility of having the information booth manned during the celebration; Mr. Osborn, of the Ways and Means Committee, to be charged with the responsibility of any souvenir sales.

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Middlesex Canal Toll House

Warrant for Special Town Meeting
Chelmsford High School Auditorium
Wednesday evening, May 18, 1955

Article 2.

To see if the Town will vote to accept from the Wm. P. Proctor Company, title to a building formerly used as a "Toll House", on the Old Middlesex Canal at Middlesex Village in Lowell; or act in relation thereto.

Special Town Meeting
May 18, 1955
Adjourned - lack of quorum.

Warrant for Special Town Meeting
Chelmsford High School Auditorium
Thursday evening, May 26, 1955

Article 2.

To see if the Town will vote to accept from Bessie B. Hadley and Anna W. Lamson, title to a building formerly used as a "Toll House" on the Old Middlesex Canal at Middlesex Village in Lowell; or to act in relation thereto.

Special Town Meeting
Chelmsford High School Auditorium
May 26, 1955

Article 2.

On a motion made by Roger W. Boyd, it was voted to accept from Bessie Butler Hadley and Anna W. Lamson, title to a building formerly used as "a toll house" and to authorize the selectmen to move the same from its present location on Middlesex Street in North Chelmsford to a new location within the Town that their judgement deems advisable.

Final Report of the Tercentenary Committee (green cover, 1955):
HISTORICAL SITES

Early in the plans, a History Committee was established with Howard D. Smith as Chairman, Arnold C. Perham as liason officer.... This committee completed arrangements to have the old 1832 Middlesex Canal Toll House, formerly situated on the estate of the late Judge Samuel P. Hadley, moved to the lawn of the Chelmsford Center Town Hall where it was utilized as an Information and sale of tickets Booth during the Celebration. For the past several years it has been located on the property of the Proctor Lumber Company to whom it had been loaned by the Hadley heirs. However, during the Tercentenary year, 1955, it was bequeathed to the town of Chelmsford by the Hadley heirs (Miss Bessie Hadley and Mrs. William Lamson) with the understanding it shall henceforth remain on town property as an historical exhibit.



MIDDLESEX CANAL TOLLHOUSE - Pictured from left to right—Richard Lahue holding grandson Michael Caffelle, Fred Parlee, Charles Parlee, Victor Weaver, Henry Parlee Jr. On fork lift Henry Parlee inside the fork lift.

Middlesex Canal Tollhouse Moved

The Middlesex Canal Tollhouse, said to be the oldest tollhouse in America, has been moved to the lawn at the Town Hall to serve as an information booth during the Bicentennial celebration.

The Tollhouse originally stood at Landing #8 at the head of the Middlesex Canal in Middlesex village which was, at that time, part of Chelmsford.

The building was donated to the town by the heirs of Judge Samuel P. Hadley and stood on the lawn of the Town Hall during the 300th anniversary celebration of the town.

It was moved to land in Forefathers' Cemetery and remained there for the past 20 years.

On Tuesday, June 17th, under the direction of Richard O. Lahue of the Bicentennial Celebrations Commission, a group of public-spirited citizens donated their time and heavy equipment to move the Tollhouse back to the lawn of the Town Hall for the Bicentennial celebration.

Those involved in the project were Charles Parlee, Henry Parlee, Arnold Parlee, Fred Parlee, Henry Parlee Jr., Don Gray of the Park Department, Victor Weaver of the Highway Department and members of the Chelmsford Police Department who directed traffic during the moving process.

The building is presently being repaired and painted by employees of the town.

Chelmsford New weekly

June 26, 1975



HELPING WITH THE CLEAN UP are Carol Merriam and son David, Estelle Abely, and Robbie Zylich.

Lazy Daisy Gardeners Help Beautify Town Hall

The Lazy Daisy Gardeners project for the past two summers at the Town Hall has provided us with an opportunity to serve our community. The project has included the flower bed of marigolds planted during the summer of 1974, an array of tulips in the spring of 1975, and the numerous beds including the bi-centennial red, white, and blue petunias for this summer. Recently, the Middlesex Canal Toll House has been moved to Town Hall property to provide an information booth to the public for our bi-centennial celebration. A decision to put window boxes and a flower bed in front of the Toll House was made by the selectman's office and the garden club board. The Toll House will remain at the Town Hall for the next eighteen months.

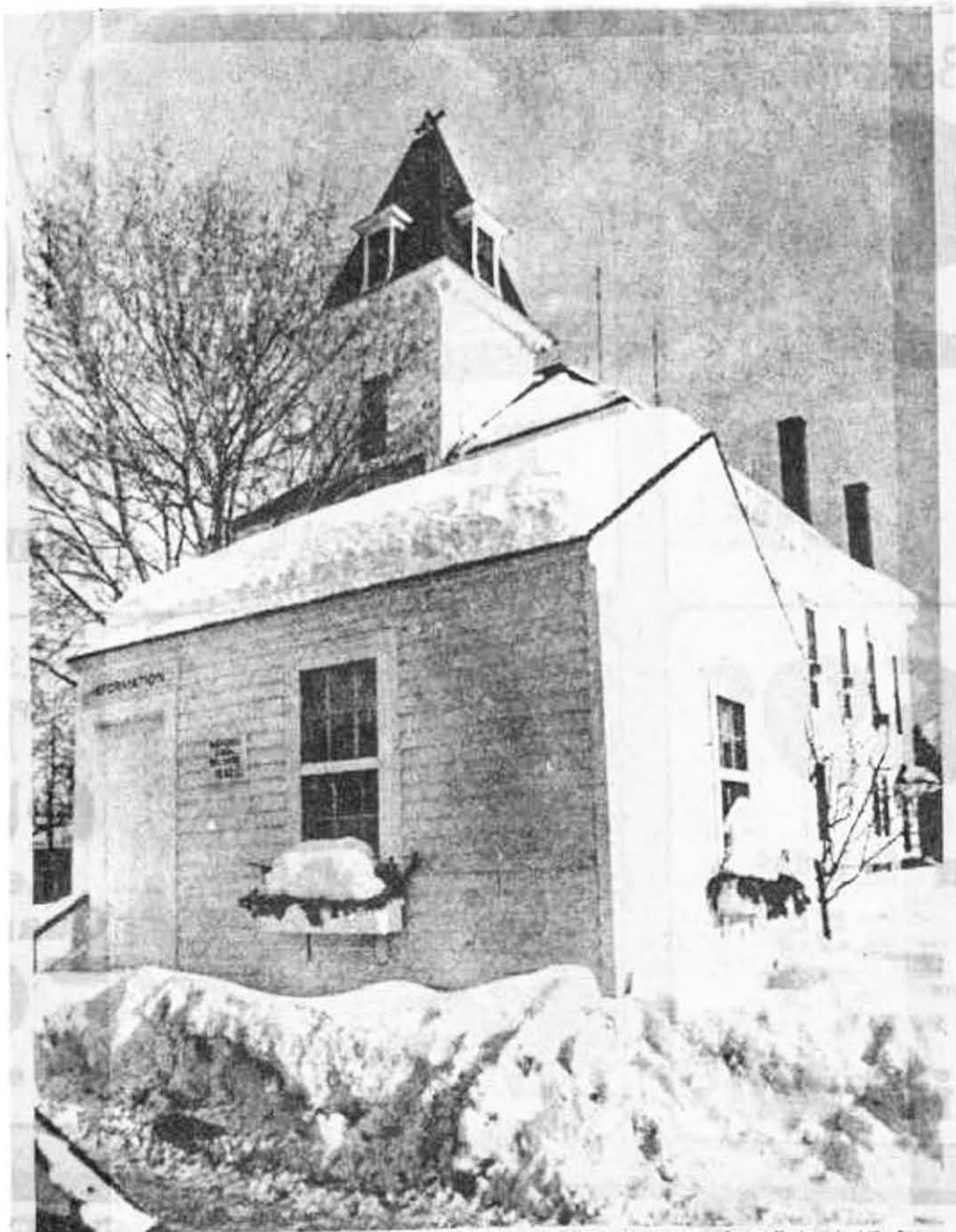
Toll House Stays In Town, Say Selectmen

The Old Middlesex Canal Toll House will not be moved out of Chelmsford by unanimous vote of the Selectmen taken on November 29. The action was in reply to an inquiry from the trustees of the OMC Association as to whether the Board would consider loaning the historic structure to be displayed at the canal restoration in Woburn which is staffed by the City of Woburn and includes the restored Baldwin Mansion, a segment of restored canal and a reproduction of one of the passenger boats on which rides will be offered next Spring. The Selectmen questioned whether the terms of the gift of the toll house to the Town would permit it to leave the town.

Chairman J. Perry Richardson of the Historic District Commission has replied to the Selectmen's inquiry relative to the proposed change in location of the toll house:

"The Historic District Commission acknowledge that there was no Public Hearing at the time the Toll House was moved to the front lawn of the Town Hall. The Toll House was moved prior to July 4, 1975, at which time the Historic District Commission was not in existence. Initial appointment of the Commission members was made in August, 1975, subsequent to the Attorney General's approval of the by-laws accepted at the May, 1975, Town Meeting.

"Regarding the question as to whether the zoning is appropriate to leave the Toll House in its present location, the Historic District Commission submits that it is not in a position to provide an interpretation of the Town zoning By-laws. The duties of the Historic District Commission were established under Chapter 40C of the General Laws of the Commonwealth of Massachusetts, as amended. The members of the Commission will be glad to discuss any further questions relative to the matter with you at your convenience. We are confident that direct dialogue will produce an agreeable resolution to the situation."



BELEAGUERED TOLL HOUSE Sun staff photo by Mike Pigeon
...In temporary location

Beleaguered Chelmsford toll house to be evicted from town hall yard

By **CAROL KOPP**
Sun Staff

CHELMSFORD — The beleaguered Chelmsford Toll House, center of endless negotiations between town officials and historic enthusiasts, will stay right in front of town hall — but only for the moment.

The selectmen have vowed to get the building out of the town hall's front yard by April. The decision is the most recent in a long series that has kept the little wooden structure on the agenda of many recent board meetings.

The building was, beginning in 1832. Landing

Number 8 at the head of the Middlesex Canal in Middlesex Village. About 20 years later, the canal was outdated and so was its toll house.

It finally found a useful purpose more than a century later, when it was moved in front of town hall and used as the town's bicentennial information booth, with senior volunteers as its staff.

Towards the end of 1976, however, the selectmen began to think about the structure's future; in other words, how to get it out of the front yard, where its service has again ended.

AND THAT'S WHEN the trouble started.

The selectmen initially were considering storing the building behind a town garage. That met with some opposition from town historic officials, who did not want to see such an obscure end to the toll house.

There also is a money question involved. There are no funds available to pay for moving the building. A couple of legal questions have arisen to complicate the situation further.

In response to a query from the selectmen, Building Inspector Peter J. McHugh has given his opinion that the presence of the toll house in the yard of town hall is a violation of town zoning bylaws.

A lengthy new amendment to the bylaw's section on accessory buildings would be needed to make it comply, McHugh suggests, adding that "the Town of Chelmsford is subject to its own zoning bylaws."

SOME WEEKS AGO, another legal question was resolved. The selectmen discovered that no public hearing before the historic district commission was held before the toll house was moved into the center. Commission Vice Chairman J. Perry Richardson replied that the commission did not exist before July 4, 1975, when the building was relocated.

The house probably cannot be moved until spring, when milder weather makes such projects easier.

In April, the toll house is likely to be moved for the last time, across the street to the Chelmsford Common.

Toll House To Move -- No One Knows Where

Building Inspector Peter McHugh has reported to the Selectmen that the Old Middlesex Canal Toll House, now situated on the lawn of the Town Hall is in violation of the town's zoning by-laws.

His report follows:

"In my opinion the identity or use of said building is not clearly explained in your memo dated 11/18/76. Under the Zoning Bylaws of said town, Sec. II Definitions, an Accessory Building is a subordinate building located on the same lot with the main building or use, the use of which is customarily incidental to the use of the land.

"In my opinion we would have to adopt Sec. VI, Gen. Regulations, Sec. 6.2 as follows: 6.2 Accessory Buildings--No accessory buildings or structure, except a permitted sign or roadside stand, shall be located within a required front yard area. A detached accessory building may be located in the rear yard areas and on the same lot as the principal building provided that not more than 25% of the required yard area shall be so occupied and further provided that an accessory building shall not be located nearer than 10 feet from

the principal building and at least 5 feet from any side or rear lot line, and subject to the yard requirements of the district in which it is located. An accessory building attached to its principal building or within 10 feet of it shall be considered an integral part thereof and as such shall be subject to the front, side and rear yard requirements applicable to the principal buildings.

"If the said building was to be attached to the main buildings or placed nearer than 10 feet to the main building, Sec. V Use and Intensity Regulations, Sec. 5.1 Conditions, and Sec. 5.5 Intensity of Use Schedule, minimum lot requirements for a RA district, Single Residence, would have to be adhered to. The Town of Chelmsford is subject to its own Zoning Bylaws. It is my opinion that said building so located is in violation of the Zoning Bylaws of the Town of Chelmsford."

Sel. Murphy noted the violation and said "Have it removed." Money in the Selectmen's budget would be allowed for this, the Board agreed. Sel. Lovering asked: "To where?" but there was no answer.

Tollhouse at last finds

CHELMSFORD — The Middlesex Canal Tollhouse has found its fourth and, local history buffs hope, final home in Chelmsford, on the center common.

As soon as preparations are completed, the little one-room building now in front of the town hall will be raised

with a forklift and moved across from the fire station.

Members of the town historical commission are pleased with the final decision, reached after long discussion among town boards and an earlier move to put it in storage behind a highway department garage.

The commission had hoped

to keep the tollhouse, built in the early nineteenth century and one of the remaining relics of the heyday of the canal system, within the historic district.

Above all, said Commission Member Richard Lahue, the commission "did not want it where it won't be looked after or cared for."

The building had been left in the cemetery behind the "little red schoolhouse" on the common about the time of Chelmsford's bicentennial, when the canal was abandoned for the railroad.

It was moved to the town hall lawn to serve as an information booth for the nation's bicentennial. But after 1976, it

Toll House Will Be Moved To Center Common

The Park Commissioners and the Historical Commission, in cooperation with the Selectmen, have agreed upon a new location for the Toll House now positioned on the Town Hall lawn. A meeting of the first-named two boards was held Tuesday night, May 3, and the decision made to move the building to the Center Common opposite the Center Fire Station, half-way between the Veterans Memorial and Academy Street, facing the station.

Care and maintenance of the historic structure will be the responsibility of the Selectmen and/or the Historical Commission.

All landscaping on the Common

and all activities to be conducted thereon will remain exclusively in the hands of the Park Commissioners. It is believed that one of the local garden clubs will help with landscaping the Toll House under the watchful eye of the Commissioners.

The Park Commissioners believe this new location will provide "a permanent site for the display and safe-keeping" of the building which they consider "of sufficient historical interest to warrant its preservation." They feel the Common location is "aesthetically suitable", with "minimum exposure to vandalism" and expect that a permanent foundation for it will be built.

Park Superintendent Donald Gray will coordinate the project if the Selectmen give their final approval, and funds for the new foundation, for the moving, for shutters and painting will be made available, the Commissioners say. The latter were asked by the Selectmen to consider the Common site for the Toll House and now it appears that at last complete agreement has been reached among the three interested groups.

Chelmsford Newsweekly

May 5, 1977

final home

gain outlived its usefulness.

THE TOWN engineer is now drawing up specifications for a foundation for the building. The historic commission recommended a permanent foundation, to prevent the building's wooden beams from rotting.

Funds for the project, not yet estimated, are expected to come from the selectmen's

budget, if they give their final approval. The board, with the commission, will direct operation of the tollhouse.

The commission plans to keep it open again, occasionally at least, as an information booth. The most possibly important thing to the commission, Lahue said, is that the tollhouse "won't be vandalized or disintegrate with time."

Lowell Sun
May 10, 1977

The Boston Globe Monday, May 16, 1977

The tollhouse will be saved

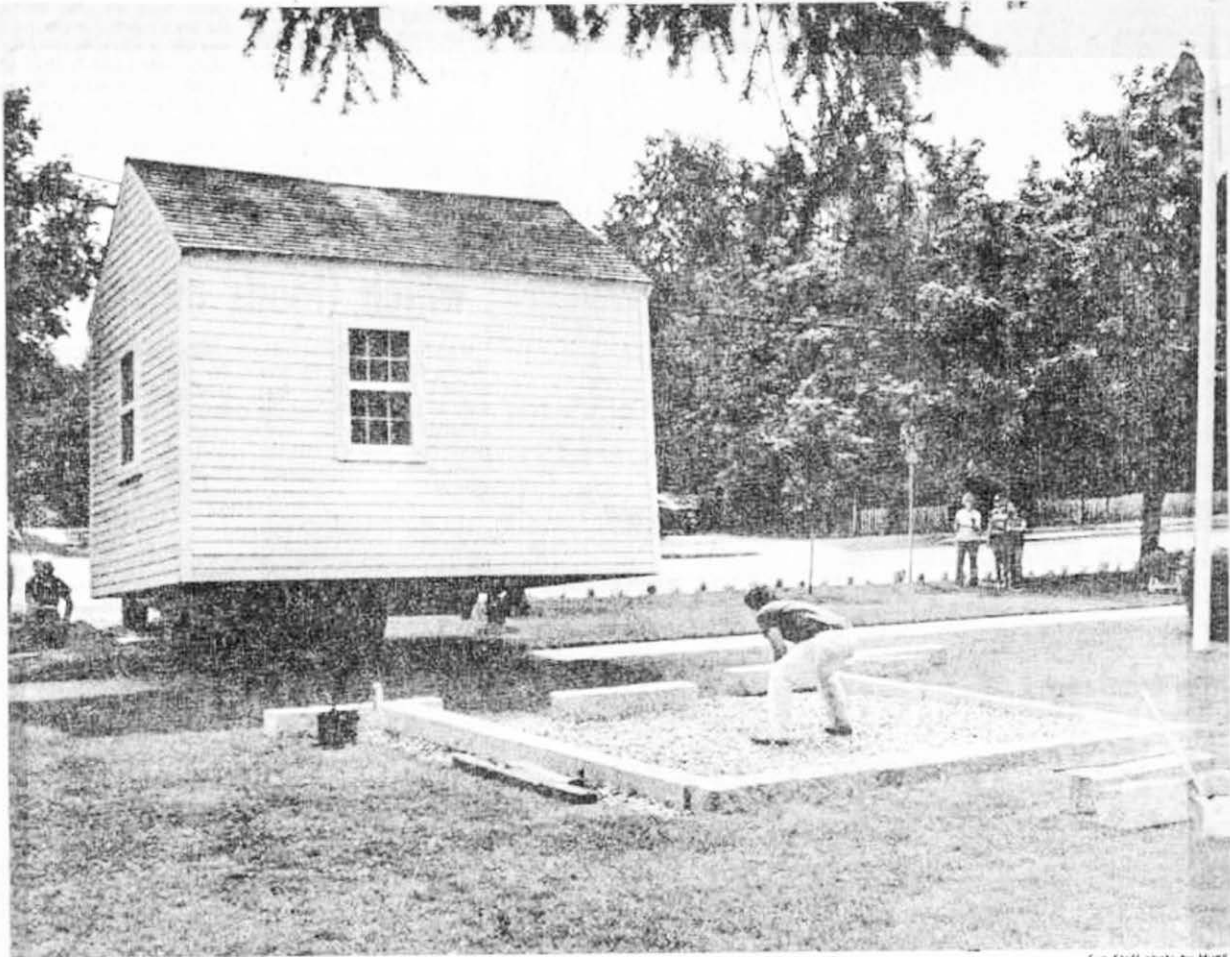
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Funds for the project are expected to come from the selectmen's budget.

Money well spent, fellas
— Robert B. Kenney



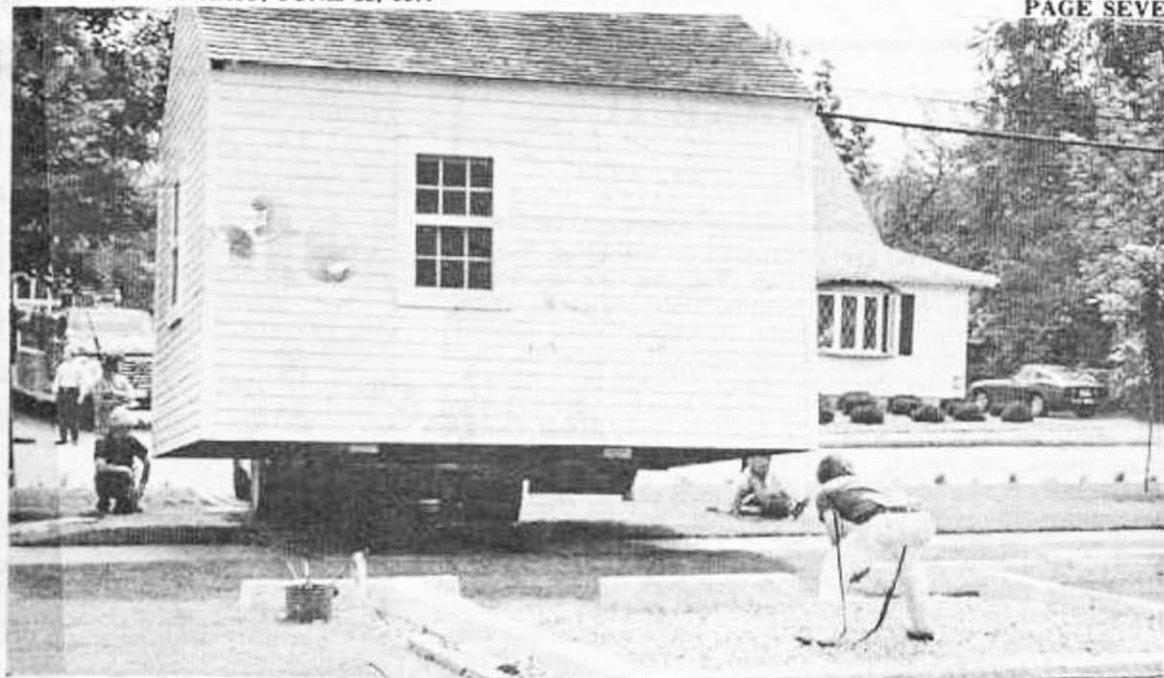
Sun Staff photo by Hunt

Up in the air

...as it was for many months before a new location was decided on, the Middlesex Canal Tollhouse was guided onto a new

foundation this week. The 19th century structure was picked up from its tem-

porary viewing place in front of town hall, moved across the street and permanently settled on the common.



THE TOLL HOUSE MOVES across and down the street to what is expected to be a permanent location on the Common opposite the Central Fire Station. The change in location was made on June 14 with the assistance of a fork lift. It has been newly painted and is now being landscaped. Soon it will be an integral part of the Common scene—a historical relic, but looking forward to many more years of usefulness in a variety of capacities. (Photo by Tec Art Photography)



DEDICATED TO
THE VETERANS OF THE
TOWN OF CHELMSFORD
WHO SERVED
SO UNSELFISHLY
TO PRESERVE OUR
COUNTRY'S HERITAGE OF
GOD GIVEN FREEDOM

North Road - Middlesex Canal Toll House

8/22/2004 F. Merriam



North Road - Middlesex Canal Toll House

12/27/2004 F. Merriam



North Road - Middlesex Canal Toll House

12/27/2004 F. Merriam



North Road, Middlesex Canal Toll House

12/27/2004 F. Merriam



North Road - Middlesex Canal Toll House

12/27/2004 F. Merriam



North Road - Middlesex Canal Toll House on Chelmsford Common

10/18/2008 Don Miffitt