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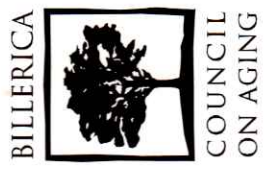
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North Billerica Historic Walking Tour



1. Kohlrusch Playground/Park



Colson Street
Established 1913
The land for the Park was presented to the town by Mrs. Charles H. Kohlrusch and was accepted at Town Meeting on March 22, 1913. The original Playground was designed by landscape architect Warren Manning and partially built with volunteer labor. The Talbot Mills furnished some of the original materials and equipment.



2. Oliver Farmer III House



34 Colson Street
Circa 1803
One of five "brick enders" built in Billerica between 1796 and 1812. This beautiful variation of the Federal period represented wealth and position. Oliver married Hannah Sprake/Sprague on November 30, 1786 and their daughter Rachel married Israel Colson who then occupied the house. There are many uniquely beautiful features inside the house.

3. North Billerica Baptist Church



Corner of Elm and Colson Streets
Built May 1869
The open field on which the church was built had formerly been known as "The Common" and was used by Civil War soldiers for drilling exercises. In 1868 a group of people became interested in starting a Baptist Church in North Billerica. They began soliciting funds to support preaching from the Middlesex Tavern (Elm and Wilson Street) where Sunday school classes were already being taught. Mr. Talbot offered to build a church at a cost of \$10,000 and give \$300 annually for the support of preaching.

4. Floating Towpath



Concord River Millpond
Circa 1804
Work began on the Middlesex Canal in 1794 and was completed in 1804. Canal boats were drawn by horse or oxen walking along a towpath. When arriving at the millpond, the tow boy and his horses would step onto a pontoon supported plank way that allowed them to travel directly across the pond and re-enter the canal on the other side.

5. Concord River Mill Dam



Circa 1708
At a Town Meeting on October 4, 1708, the town granted Christopher Osgood the land at the Concord River, including the broad meadow with the stream at the falls, provided he build and maintain a grist mill there. The water rights passed through a number of owners until the Middlesex Canal Company bought them in 1794. They held the rights until 1851 when they sold them to Charles and Thomas Talbot.



6. The Talbot Mill



67 Faulkner Street
Built in 1857
The Talbot Mill was a large wool manufacturing company founded by brothers Charles and Thomas Talbot. During the early 1900s the Mill was using over a million pounds of wool and producing about 3 million yards of cloth per year. The Talbot Mill was very civic minded and did a lot for the North Billerica community. It closed its operations in 1963.

7. The Faulkner Mill



71 Faulkner Street
Established in 1811
Francis Faulkner was already a small mill and chocolate company owner when he leased the secondary water rights from the Middlesex Canal Company. In 1811 he began manufacturing woolen goods, specializing in flannels. The building originally had a wooden cupola before it was replaced by the current brick tower. Mill operations ceased about 1987.

8. Faulkner Kindergarten



2 Faulkner Street
Built 1826
This house was built for James Robbins Faulkner, son of Francis, founder of the Faulkner Mills. James, who joined his father in business and was prominent in town affairs, raised his family here. The Faulkner family began the kindergarten in 1897 for the education of the children of their employees. In 1927, James' daughter Anne bequeathed the family home to be used as a kindergarten and in January 1932, after renovations, the kindergarten moved there.

9. The North Billerica Train Station



Station Avenue
Built Circa 1870
The B & L Railroad opened in June of 1835. The depot building was built in 1867 on land bought from the Talbot family. In 1998 it was renovated and restored to its use as a station.

10. The Talbot Oval



Talbot Avenue
Designed in 1894
The Talbot Mills took great effort to maintain the beauty of their neighborhood. The Oval, designed by Warren Manning, was a source of great pride with its walkways and flower gardens. Its practical purpose was a place for the Trolley to turn around on its route.