



HARTFORD HISTORICAL SOCIETY

• HARTFORD, VERMONT 05047 •

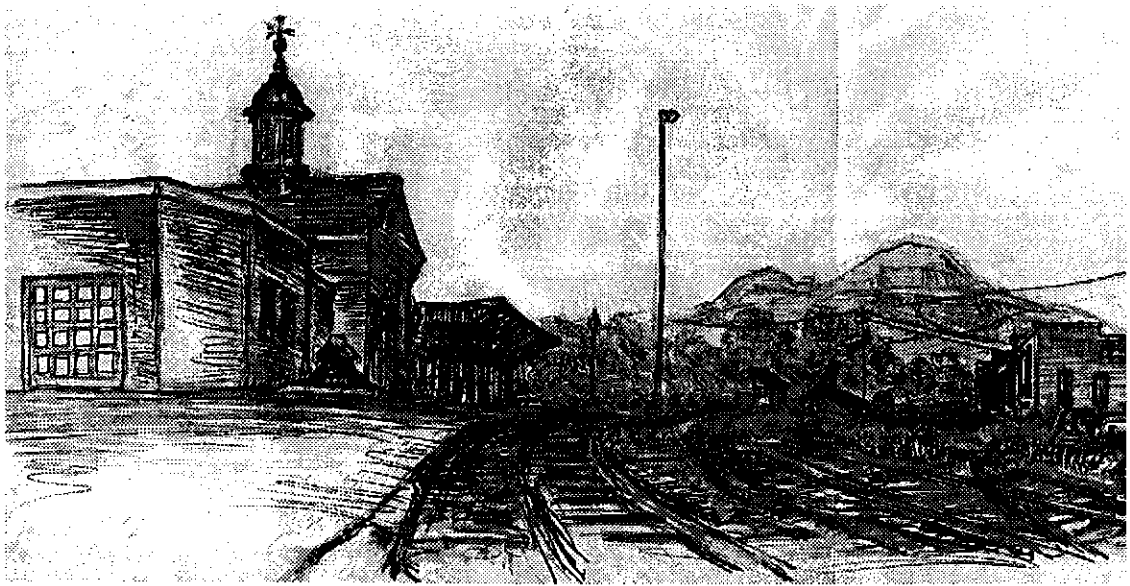
HARTFORD • QUECHEE • WEST HARTFORD
WHITE RIVER JUNCTION • WILDER

Volume 9, Issue 3 • SOCIETY NEWSLETTER • September 1996

September Meeting . . .

Our September meeting will feature a presentation by Chris McKinley dealing with the history and function of the former railroad buildings of White River Jct. There are very few of these historic structures in existence today, but through the use of two naps and a lot of research Chris will bring these former buildings to light. Chris McKinley is a White River Jct. resident who has spent much time pursuing his interest in railroads.

The Meeting will be
Wednesday, September 11, 7:00 PM
at the Greater Hartford United Church of Christ
Route 14, Hartford Village



Railroad Architecture in White River Junction, Vermont - D. Fairbanks Ford 1996

Welcome!

We would like to officially welcome John Cone and Jeanette Gould as new members of the Board of Directors of the Hartford Historical Society. John and Jeanette will occupy the positions on the board formerly held by Mary Nadeau and Bob Plattner. We heartily thank Mary and Bob for their past contributions of time, effort, and expertise to the Society.

From the Archivist:

On Wednesday, August 14, I took a day off to attend a workshop titled: *Preservation, Care and Storage of Three-Dimensional Objects*. This workshop was sponsored by the Vermont Museums and Gallery Alliance as part of the Vermont Collections Care Program.

We reviewed basic principles of maintenance and preventative care - the problems of insects, humidity, light, etc., and how to minimize these dangers to artifacts. We discussed methods and materials for applying accession numbers to artifacts. We also discussed climate control of storage areas for artifacts. Discussion included the need to maintain precise humidity levels to preserve certain items and how to maintain these levels.

The afternoon was spent in learning how to build acid-free storage boxes for odd-sized or fragile artifacts, what materials to use, and the proper positioning of artifacts while in storage to minimize damage to them.

Pat Stark, Archivist



Glory Days Event

Don't forget about the Glory Days of the Railroad Festival in downtown White River Jct. Saturday, September 14, 1996

The festival runs from 10:00am - 5:00pm and is coinciding with Amtrak's Silver Anniversary Celebration. Modern Amtrak Engines and Cars will be on display and open for viewing as will other historic engines and cars.

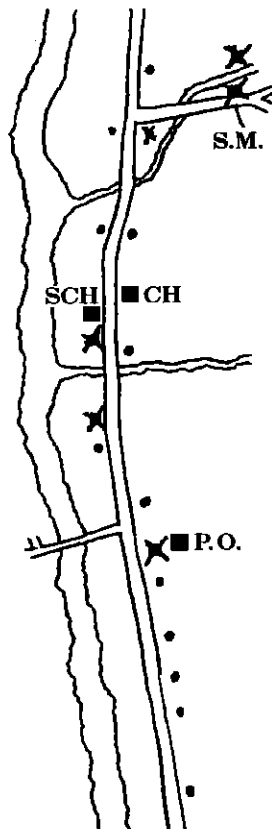
Activities include miniature train rides, music performances, festival games for kids, and a street festival. Lots of food will be available as well, so come and enjoy the day.

***A Tale of Two Villages:
The Transformation of West Hartford and North Pomfret
During the Railroad Era
1845-1915***

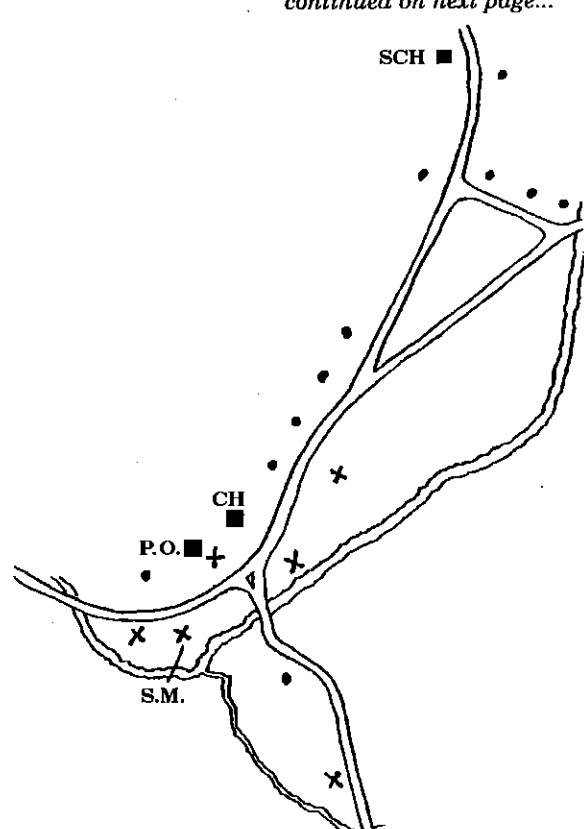
by Cameron Clifford

The villages of West Hartford and North Pomfret, Vermont lie less than four miles apart by car. Driving from one to the other, one can compare the size and layout of each village: North Pomfret is smaller and retains what some would consider rural charm while West Hartford is larger and in full evidence of a village which has seen better days. North Pomfret seems to be caught in a time warp while West Hartford's time appears to have run out. What can be gleaned by the eye is corroborated by historical evidence.

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West Hartford c. 1835



North Pomfret c. 1835

While both villages had similar beginnings and development patterns until the middle of the nineteenth century, their parallel paths diverged afterward.

North Pomfret stopped growing while West Hartford continued to grow in population, business activity, and housing until the second quarter of this century when the specter of decline made its appearance. There surely are multiple reasons why West Hartford grew while North Pomfret declined between 1845 and 1915, but perhaps the most important was the coming of the railroad to West Hartford in 1849.

West Hartford and North Pomfret had a similar development pattern from the beginning of settlement in the eighteenth century until 1845. Both began as mill seats. In N. Pomfret an early mill on what later became known as "Mill Brook" was built in the 1790s by the Snow family. The first sawmill in West Hartford was built on "Tigertown Brook" by the Ransom family; also in the 1790s. With the establishment of mills on these two brooks, patterns of travel to and from the mills by area settlers made these locations likely places to establish other business. Within a short while, blacksmith shops and potasheries were founded near the mills. With the establishment of businesses came residences which in turn necessitated the creation of new businesses such as stores and other shops where craftsmen such as shoemakers and coopers plied their trades.¹

Business and population growth helped set the stage for the establishment of public roads and institutions which sponsored still more growth and gave each village its recognizable form as a true "village." Road improvements from Pomfret to West Hartford and the construction of a bridge over the White River at West Hartford in the 1820s facilitated even more travel and growth. With each village expanding, the need for public institutions was felt. Between 1820 and 1835, both villages had schools, churches, and post offices established within their borders. By the 1840s West Hartford and North Pomfret had a history which paralleled each other in village development and function.²

Even though West Hartford and North Pomfret shared similar developmental histories up to the 1840s, their histories shared few common themes thereafter. The divergence of the histories of these two villages beginning in the mid-1840s had to do with the arrival of a railroad which ran through West Hartford. Since the 1830s the mania for railroads had spread across New England as well as the Nation. Railroad promoters succeeded in chartering a railroad which linked mid-Vermont to Boston. Construction of the leg from W. Lebanon, New Hampshire to Bethel, Vermont was completed in the late 1840s. The line was later extended; linking the rest of Vermont, and later the mid-west to the East Coast.³

The planning of the Vermont Central Railroad through West Hartford set the stage for continued growth of the village as mills, and roads had done previously. When it became understood that the railroad was to not only make its way through West Hartford, but that it would also make West Hartford a depot stop, local entrepreneur oriented themselves toward the depot site.

Early on, Harper Savage could see the advantage of establishing a store along the turnpike road at the foot of the slope below the depot site. Accordingly he made the purchase of land which gave him title to all the land which fronted the planned roadway from the turnpike to the depot. Savage constructed his store and was open for business when the first train made its stop in West Hartford in 1849.⁴

Harper Savage began the trend for businessmen to orient themselves toward this new center within West Hartford instead of focusing on the old millsite. Most of the established businesses around the millsite persisted there, but all new business enterprises established in the village thereafter centered around the roadway leading to the depot

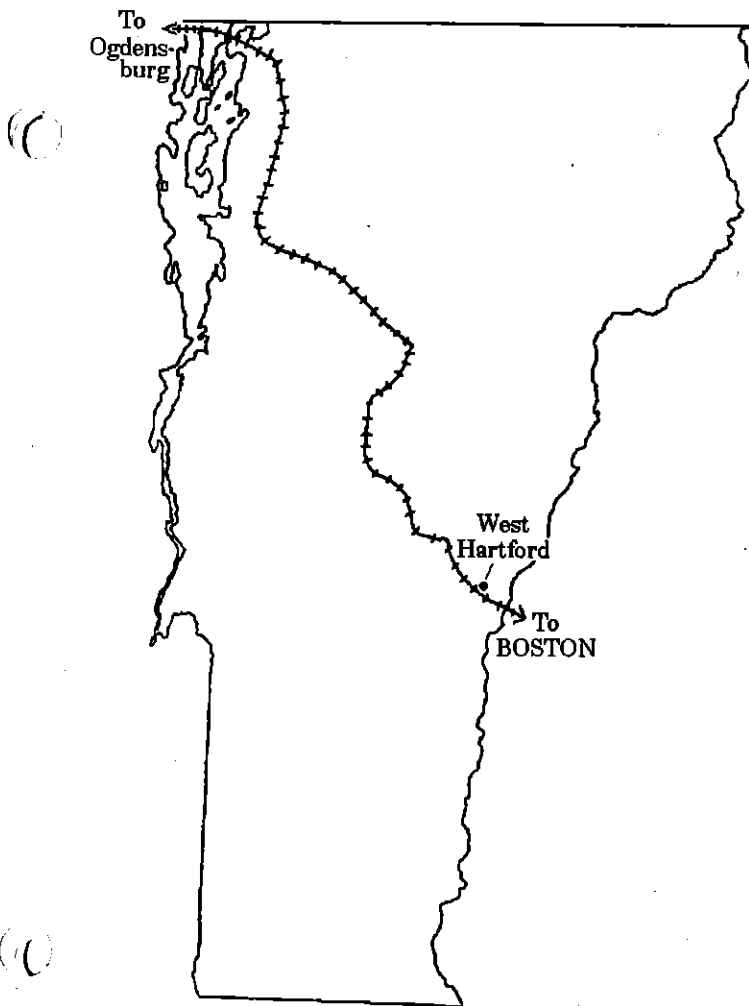
or relied on easy access to the railroad depot. Along with Savage's store, a cooperative "Union Store" was established next door during the 1850s. Later this Union Store was consolidated into the older stores operation, bringing the number of stores in West Hartford back to one. This was a temporary phenomena however.

During the 1880s the Hazen/Munsell families started a store on Depot Street, between the old Savage store and the depot. There continued to be two stores in West Hartford. When Will Munsell died in 1919 his retail business was liquidated.

However, Munsell's sister-in-law promptly renovated the old "Union Store" from its long since use as a storage building into a grocery store in 1920. The potential for retail business in West Hartford was too great to support only one store.⁵

Along with new retail business,

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Vermont Railroad Map

services continued to spring up around the village after the coming of the railroad. A new blacksmith shop quickly replaced one destroyed during an ice jam in the 1860s. Also, an old distillery which was converted into a tavern in the 1830s had the good luck to be located near the intersection of Depot Street with the main road. This tavern did not see its business decline and fall into disuse as so many other taverns on stage routes had done. No, this tavern had such a booming business in part because of its proximity to the activity associated with railroad travelers that it was expanded and updated to contemporary tastes in the 1880s. In accordance with such actions; it was duly called thereafter a "hotel." The railroad not only helped create new businesses; it also helped revitalize old ones.⁶

Along with revitalized businesses, brand new business activities appeared in West Hartford because of the railroad stop there. Toward the end of the nineteenth century,



West Hartford Railroad Depot

Charles Udall established a stock yard in the village near the railroad siding. Udall was a livestock dealer and though he dealt primarily with local farmers, he also depended upon the railroad to ship livestock he sold out of the region.⁷

Livestock made its way over the rails from West Hartford; dairy products also were shipped out of

the village. Area farmers had traditionally processed their own cheeses and butter to trade with merchants throughout the century. However, with changes in expectations of the purchasing public for consistency of quality in the dairy products they purchased; the need for centralized "creameries" was felt. At creameries, local farmers were paid for the cream they delivered and the making of butter was carried out under supervised sanitary conditions. The locations of creameries depended upon the two factors of being located near local dairy farmers and near a railroad stop.

In the 1890s West Hartford found its first creamery established. This creamery was constructed in West Hartford village right next to the railroad line on Podunk Brook. For over thirty years this creamery and its commercial heirs received local cream, made quality butter, and shipped it via rail to distant markets in southern New England. There was an important ripple effect because of the establishment of the creamery in

West Hartford. Farm families made frequent trips to the village delivering their cream. Local businesses saw increased activity and profit as these frequent trips to the creamery turned into frequent stops at other village establishments. By the 1910s, West Hartford business activity had changed and increased so that the village continued to be thriving place.⁸

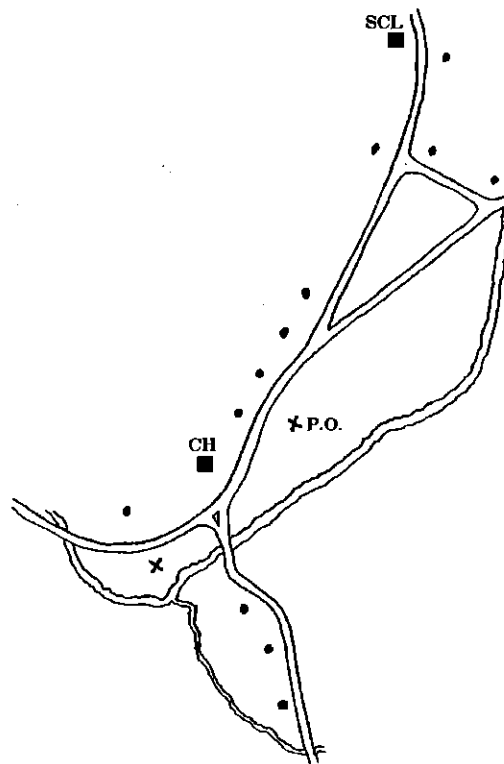
Whereas businessmen in West Hartford successfully reoriented the business patterns of their village to their benefit because of the railroad, those in North Pomfret were unable to. The Snow family which dominated the North Pomfret business scene since the establishment of the first mill there in the eighteenth century found their fortunes diminished in comparison to what they had been before. The sons of Samuel Snow and their kin had done well in the 1810s and 1820s in North Pomfret with manufacturing, providing services, and retail.⁹ Nathan Snow established North Pomfret's first store in the 1820s, built a potash works, owned a sawmill, and lent money to local farmers. Nathan's brother Martin took over the sawmill established by his father. Along with operating the sawmill, Martin Snow was involved in other mills in Pomfret. He also bought the recently established "clothiers works" and fulling mill near his own mill from the estate of his neighbor and fellow businessman Abial Morse.¹⁰ Brother Ebenezer Snow concentrated his efforts on farming, but also joined with his brothers and kin in business deals such as setting up a carding machine for the cleaning of raw wool.¹¹ The Snow brothers had done well in North Pomfret.

Even though the Snow's were responsible for most of the business activity in North Pomfret, by the time the railroad made itself felt in the region, their fortunes were in decline. In part the decline in business activity in North Pomfret paralleled the aging and decline of the Snow family. But the fact of the matter was that there was less opportunity for business activity in North Pomfret. Without a rail stop to foster new business activity, the old businesses which disappeared were not replaced by new ones. The clothiers shop closed as did the potashery, most of the mills, and other shops. Nephew Philip Snow operated the store in North Pomfret Village and Martin Snow's son in law John Thrust continued the sawmill, but they were not involved in business activity on the scale their predecessor were.¹² Even though a small rake "factory" was established and in operation a few years in North Pomfret, the new generation was unable to branch out into other ventures within the village.¹³ Whereas in 1850 members of the Snow family in North Pomfret also included a joiner, a shoemaker, and a carpenter, by 1870 their ranks were made up of farmers and farm laborers. No one took over the place as business leader in North Pomfret Village with the decline of the Snow family. There was nothing to lead. By 1915, the Snow's had all but disappeared and North Pomfret was a sleepy little hamlet off the beaten path.¹⁴

While business activity declined in North Pomfret Village, other aspects of village life changed. As with much of rural Vermont from the mid-nineteenth century through the

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first part of the twentieth century, the area around North Pomfret lost population. Agricultural readjustments reduced the number of farms in the region. With population loss, North Pomfret Village lost vitality as it lost members of the community. The Church, School, and Post Office remained community fixtures throughout the nineteenth and early twentieth century, but fewer people made use of these institutions and services.¹⁵



North Pomfret c. 1915

Fewer people lived in North Pomfret, and as time went on, most of those who remained were farmers. In 1850, the town of Pomfret included two merchants, two mechanics, two coopers, a saddler, a cabinet maker, five shoemakers, two machinists, six joiners, six blacksmiths, a wheelwright, and two carriage makers among the 318 families who resided in Pomfret. By contrast, in 1900 there were none of these tradesmen left except a merchant and two blacksmiths serving the 196 families that remained.¹⁶

Fewer families meant less housing needs for North Pomfret. The region witnessed a decline in residences and a stagnation in the construction of new housing. One of the Snows did build a new house in North Pomfret village in the 1860s and another renovated a former commercial building into housing later in the century, but that was essentially it. By 1915, those residences which remained in the village housed retired farmers, widowed farm

wives, and spinster daughters of farmers instead of the businessmen and artisans they once did. North Pomfret had become a sleepy little hamlet.¹⁷

Whereas North Pomfret's decline in business activity meant stagnation and decline for the village, the railroad's impact on West Hartford's business activity created opportunity. Thus the village grew in size and population. In contrast to the rural population of Vermont, the State's villages located on railroads all remained stable or grew in population.

The population growth in West Hartford Village came from an influx of newcomers to the village. Most of those who came to West Hartford after the 1840s came from surrounding towns. A number of those who made their homes in the village were from Pomfret.

Allen Hayes sold his Pomfret property in 1849 and came to West Hartford where he teamed up with newcomer Francis Holt in investing in retail and land speculation. Along with Hayes came the Hazen brothers, Edward and Levi. Edward had been in the Civil War and after getting home to Pomfret from the south, he established himself in West Hartford as a wheelwright. Edward's brother Levi did not go to war, but he too

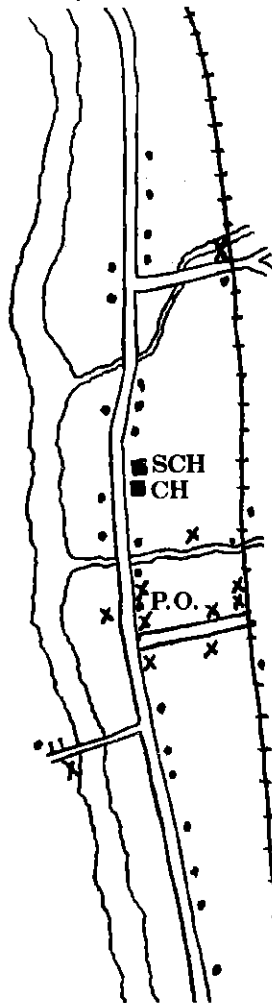
found Pomfret barren for his plans. He came to West Hartford, bought a small farm and pursued a civil engineering business in the village.¹⁸

Native Yankees were not the only ones to come to West Hartford village because of the opportunity it provided. There were also Irish immigrants who established themselves in the village. Railroad worker William Renehan either leased or rented on of the homes along the old turnpike road north of the Church. Patrick Dunlay and Robert McMullen both came to West Hartford also as rail laborers. They each built small houses on the "other side" of the railroad tracks from the main section of the village. These dwellings sat partly on railroad land and partly on private property.¹⁹

The new dwellings built by the railroad workers were among a handful which sprang up in West Hartford before 1915. Hamilton Barrows built a side entry house near the railroad on land across the road from the refurbished sawmill. Near the bridge on the south side of the river, West Hartford native, Charles Hazen and his wife built a modern cape in the late 1870s near his blacksmith shop. Although West Hartford did not grow to become a large village by 1915, it was a moderate village which provided goods and services to area residents; accommodations for the traveler, and entertainment for both.²⁰

The contrast in West Hartford and North Pomfret's histories after the coming of the railroad to West Hartford in the 1840s is striking.

Because of the railroad; West Hartford grew while North Pomfret lost businesses and population. This phenomena was repeated in many towns throughout New England in the nineteenth century. Technological advances in transportation have always, and will continue to be one of the prime transformers of society.



West Hartford c. 1915

Dick Kendall's Career with the Railroad 1954-1990

by Cameron Clifford

This summer I had the opportunity to sit down and talk with Dick Kendall about his days working for the B&M Railroad. I had first met Dick when I was a clerk at a local grain store in the early 1980s. Dick Kendall was the man to call when our railcar load of grain was late in coming in. I'm sure it seems like I called him much more than I actually did, but I got the impression Dick did a lot more over in his office in White River Jct. than just track down our railcars of grain when we needed him to. It wasn't until this summer however that I learned of the extent of his former responsibilities with the railroad and the pressures he was working under at the time.

When Dick Kendall was growing up in West Lebanon, N.H he lived in view of the railroad tracks which were part of the B&M railroad system. His early memories of living by the railroad tracks include watching war supplies such as anti-aircraft guns and tanks being shipped through White River Jct. to Boston during the Second World War. His family were not idle observers of the going ons of the B&M railroad however. Dick's father worked for the railroad. He was a brakeman for a number of years and progressed up to conductor and then later to the position of assistant yard master before dying at the age of forty-four.

Dick Kendall followed in his father's footsteps in choosing the railroad as his career. Dick himself was not involved with the workings of the rail system until he got a job with the B&M railroad out of White River Jct. in 1954. Between 1954 and his retirement in 1990, Dick Kendall held the positions of clerk, agent, and trainmaster before going into a management position with the railroad shortly before his retirement. Throughout Dick Kendall's years with the railroad, he worked under the specter of a declining institution. As time went on, the continuing decline of the rail system had profound effects on Dick's career.



Dick Kendall

Dick began with the B&M as a clerk in an office at the south end of the railroad yards in White River Jct. From this office Dick first viewed the full range of what there was to keeping track of each railcar which came into the yards and making sure they were directed to go to their proper destination. A rail clerk was responsible for seeing that the individual cars of an incoming train were properly divided up in the yard and assembled in the right trains. Each car had a weigh bill: a paper which told what was in the individual car and its destination. The clerk would go out into the yard and list the numbers of each car on a train as they appeared. Then he went back in the office and lined up the weigh bills according to the list he made. This would result in a "switching list". A switching list told the switching crew which train each car was supposed to go to. For instance " a car for Concord [N.H.] would be made up in the Boston train; a car for Montreal would be made up in the Newport [Vt.] train..." The list was given to the conductor to use out in the yard.

Clerks also had to keep track of the tonnage of the trains which would result by the lists they made up. There could be no overweighing of the train. An overweight train would have trouble pulling its load up grades. Kendall reminisced that one had to be especially careful with the train which ran from White River Jct. to Canaan. The grade to Canaan was steep and occasionally a heavy train could not pull the load up the grade. The result was an unhappy train crew who had to take half of the cars to their destination and then come back and get the rest; doubling the time it normally took to complete the run.

In the early days when Dick Kendall was a clerk for the B&M in the White River Jct. office, there were three clerks on three shifts and sometimes four clerks. It was a busy time. During the 1950s, 1400 freight rail cars made their way in and out of White River Jct each day. The trains consisted of the trains to and from Boston, the trains to and from Springfield and Deerfield, Massachusetts, three trains to and from Newport, Vermont, plus the local trains which ran to Canaan, Enfield, and Potter Place, New Hampshire.

Even though the White River Jct. rail yards were busy when Dick Kendall first came to work for the railroad, the railroad had experienced consolidation. In the past, W. Lebanon, N.H. had a yard office of its own. By the time Kendall became a clerk in the White River Jct yard; W. Lebanon's rail operations had been cut back. A crew dispatchers office was still in W. Lebanon and the engine house was located there, but the yard office which was formerly in W. Lebanon had been consolidated with the White River office as had the duty of "switching" cars.

Dick Kendall remained a clerk for 22 years. At the end of his clerkship in 1976, he progressed to the position of agent. An agent had several responsibilities. An agent was responsible for assessing and collecting the shipping fees associated with each railcar originating or terminating at his station. This did not mean each car which passed through his railyard; only the cars shipped out of his station and those coming in to be

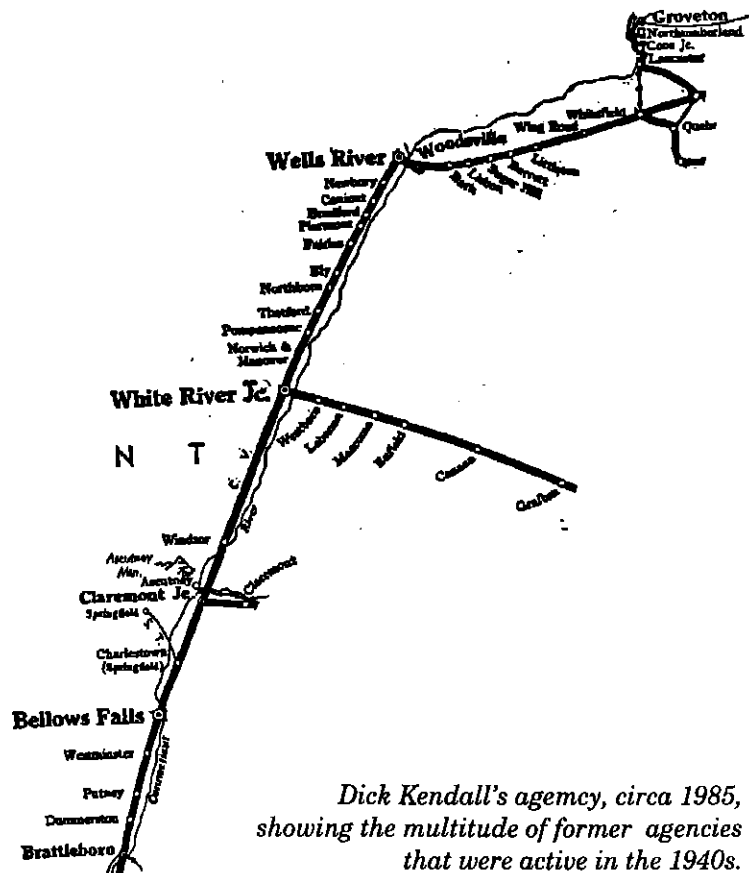
unloaded. Many of these cars were filled with bulk items such as grain or lumber while others contained different items destined for one customer. Such an example would be differing tractor parts shipped to a farm machinery dealership. The agent had to contact and bill the parties involved. Not only was the agent responsible for these carloads of items, but also for the "Miscellaneous" cars which came into his station. These miscellaneous cars carried many differing items for various people. These cars represent the pre-Federal Express/UPS days when many items were shipped via rail. Instead of being shipped to ones doorstep, the items came in at the rail station where one went to pick up his order. The agent was responsible for seeing that the items in the miscellaneous cars were unloaded into the freight shed and also for notifying the businesses and individuals that their shipments had arrived.

By the time Dick Kendall became agent for White River Jct. in the late 1970s, the position of agent had changed. It did not change in function, but in range. Instead of being responsible for just the White River Jct. station, the agency position for White River Jct. included many former agency positions which had been consolidated. Kendall had actually taken agency jobs in other parts of the B&M system within New England before he took over the White River Jct. agency. These positions however were short lived. Dick Kendall became an agent during one of the biggest reductions and consolidations of the B&M's operations. The B&M had been purchased by a group in the 1970s which sought to liquidate as much of the B&M holdings as possible. They succeeded in their mission. Dick Kendall's experiences during this time tell it best. In describing the different agency jobs he worked during the time, Dick Kendall said that it seemed like he would just get an agency position and it would be closed down soon after. Dick worked at the agency in Keene... " I worked there, it closed up; I worked Brattleboro, it closed up; Chicopee, they closed up...it just seemed like the whole railroad was falling in behind me." Kendall found the experiences "frustrating." Each time an agency was closed, its work was transferred to another agency.

With the agencies consolidated and the responsibilities greatly extended out of their original areas, the position of agent was not looked upon as desirable as it once was. The actual rail traffic the White River Jct. agent had to keep track of had reduced considerably in his home base by the 1970s, but it was still a busy, stressful job. Instead of having an intense workload concentrated in his own station as before, the White River Jct. agent had the same responsibilities spread out over hundreds of square miles formerly handled by several agencies. There were half a dozen older men with more seniority than Dick Kendall who could have taken the position of agent in White River Jct, but none did. They were products of the golden age of the railroad: you got a job; you did your job; and you kept your job. By the 1970s these men clearly saw the handwriting on the wall. The new management group was more interested in selling assets than running a railroad. While their jobs seemed secure, the consolidation then taking place meant

more work and responsibility for those seeking advancement within the railroad. Many older men made the decision to stay put in their positions and retire from them.

It was under such conditions that Dick Kendall took the position of agent for the White River Jct. agency. His agency extended from White River Jct. north to Woodsville and Littleton, N.H. and all the side routes off the main line. During Kendall's agency, the process of consolidation within the railroad continued. In fairness to the railroad's management, the real culprit in the railroad's decline and consolidation was the competition from truckers. While trucks had been in use for decades, their effect on the railroad had previously been complimentary. But as the newly built Interstate Highway System made the fast and efficient movement of raw materials and products over the road possible, trucks took much business away from the railroads through the 1960s and 1970s. Companies which were once located in central places near railheads; moved into suburban locations where they could be serviced by trucks. Even those companies which continued to receive freight by rail had to depend on trucks for bringing the materials to and from the railhead. It wasn't long before many companies which had used rail to receive their freight, converted totally to using trucks.



The biggest factor in the conversion of trains-to-trucks was the economic reality that it was cheaper to ship via truck because of the use of tariffs. Before the 1980s, Federal tariffs were in place which spelled out how much railroads and truckers could haul their loads for. For decades the tariffs for the railroads were accordingly higher than those for truckers. The "railroads were not lob-

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bying [Congress] as much as the teamsters" were. By the time deregulation of the transportation industries occurred in the 1980s, the railroads had sunk to far to rally effectively and compete with the trucking industry.

As the 1980s progressed, Dick Kendall's situation as agent steadily grew in complexity and stress to where he felt "pushed to the limit." He had "so much territory and so many train crews to keep track" of that the potential for mistake was high. In the rail business, mistakes can become disasters. Dick was not alone in feeling overwhelmed. The transporting and "switching" of cars had devolved on fewer and fewer men to where it was a challenge for them to effectively do their jobs. Many times when a boxcar was scheduled to be taken out of a train in White River Jct. on a certain day, it didn't get done. Pressed by time, the train crew wouldn't stop at White River on their trek north and instead continued to their destination in the Woodsville or Berlin. On the way back down they would stop in White River Jct and leave the car off. Dick Kendall was in the middle of these situations in dealing with a train crew trying to do the best they could and customers wondering where their rail car was.

Dick Kendall persisted in the middle of hard places while doing his job for the railroad until he retired from the railroad in 1990 with a medical disability. Dick had progressed from "agent" in the rail system to "trainmaster." Essentially it was a different title for having even more work piled on him. Just before leaving the railroad, Dick went into a managerial position which took him out of the "hands on" experience he had done all his life. His former position as trainmaster was eliminated and the work was given "to a trainmaster in East Deerfield[, Massachusetts] who was overloaded with work down there." Dick did not remain in management long. Over the years his hearing had deteriorated to the point where 50% of hearing was gone. An opportunity came up where he could retire with disability from the railroad. He promptly went to his doctor and the railroad's own physician who both confirmed him eligible for disability. In 1990 Dick Kendall retired from thirty-six years of working for the railroad.

It is rare these days that one will work for the same institution for as many years as Dick Kendall did for the B&M Railroad. It is a wonder Dick did. He began his career with the railroad as its early decline got underway and stuck with it through massive change and consolidation.

By the time he retired from the railroad, there was little of it left. It may be easy for casual observers to say that the railroads once thrived and are now a shadow of their former glory; it is another thing to have experienced this change firsthand. I learned much that summer morning on Dick Kendall's porch. Our visit added to my understanding of his career and why the owners of the grain store I was working for in the 1980s eventually decided to receive their grain via truck than by rail.

In Sympathy:

We would like to extend our sympathy to
the family of Anita Derosie.

Notes to the Article in This Issue

A Tale of Two Villages

- 1 William Howard Tucker, *History of Hartford, Vermont* (Burlington:1889), 127; hereafter cited as Tucker. Henry H. Vail, *Pomfret Vermont, vols. I & II* (Boston: 1930), vol. I,124; hereafter cited as Vail. *Hartford, Vermont Land Records*, 6/389; 7/6,178, 381; 8/491; 13/ 255; hereafter cited as HLR.
- 2 Vail, vol. I, 236-9; 259; 265; 270. Tucker, 147-8; 169; 225-8; 278.
- 3 Robert C. Jones, *The Central Vermont Railway* (Silverton: 1981), 6; 11-30.
- 4 HLR, 15/245.
- 5 *Ibid.*, 17/371; 19/303; 39/434; 43/179. Photograph of store of C.M.Hazen, collection of the author.
- 6 Tucker, 24-27; 348. Beers, Ellis, and Soule, *Atlas of Windsor County Vermont* (New York: 1869), 18; hereafter cited as Beers.
- 7 G. A. Cheney, *Glimpses Of The White River Valley, Vermont* (Worcester: no date), 22-23. Conversation with Sheldon Dimick, January 10, 1991.
- 8 HLR, 30/82; 38/250; 43/256, 410.
- 9 Vail, vol. I, 124; 259.
- 10 *Pomfret, Vermont Land Records*, 6/511; 7/158, 206, 207, 347, 405, 504; 8/63, 228; 10/41; hereafter cited as PLR. Vail, 259.
- 11 PLR, 10/262. Vail, 259.
- 12 PLR, 11/332. Vail, 574-5.
- 13 Beers, 17.
- 14 United States Federal Census, 1850; 1870; hereafter cited as Census. Vail, vol. I, 59.
- 15 Census, 1850; 1880; 1900; 1920. Beers, 17. Vail, vol. I, 59.
- 16 Census, 1850; 1900.
- 17 PLR, 14/461; 19/471.
- 18 PLR, 12/262. HLR, 16/121,122. Tucker, 26. Tracy E. Hazen, *The Hazen Family In America* (Thomaston: 1947), 618; 620.
- 19 Tucker, 26. HLR, 26/192, 193. Census, 1860.
- 20 HRL, 24/156; 30/141.

Dick Kendall

This essay is based on an interview conducted with Dick Kendall on August 12, 1996 at his home in Etna, N.H.

Recent Gifts

The items listed below are some of the gifts recently received by your Society:

Anonymous; United Methodist Church Newsletter "Life Together", June, 1996.

Wendall Barwood; Thermometer advertising "Davis & Leboruvcan Insurance Inc.", circa 1930.

Fred Bradley; New York World's Fair 1939 Official Guidebook.

Marine Lawrence; Poster for 'Pat's Yarn Shop', circa 1945.

Jim Mullen; Postcard of the Dewey Corporation Restaurant & Sales Room, Quechee Gorge, circa 1950.

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of the
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Family \$25

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Hartford Historical Society
PO Box 547
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HARTFORD HISTORICAL SOCIETY

Herbert Adams, *President*, 802 295-5255 • Priscilla Gadzinski, *Curator*, 802 295-2364

Meetings are held on the second Wednesday of March, May, September and November at the Greater Hartford United Church of Christ, Route 14 in Hartford Village.