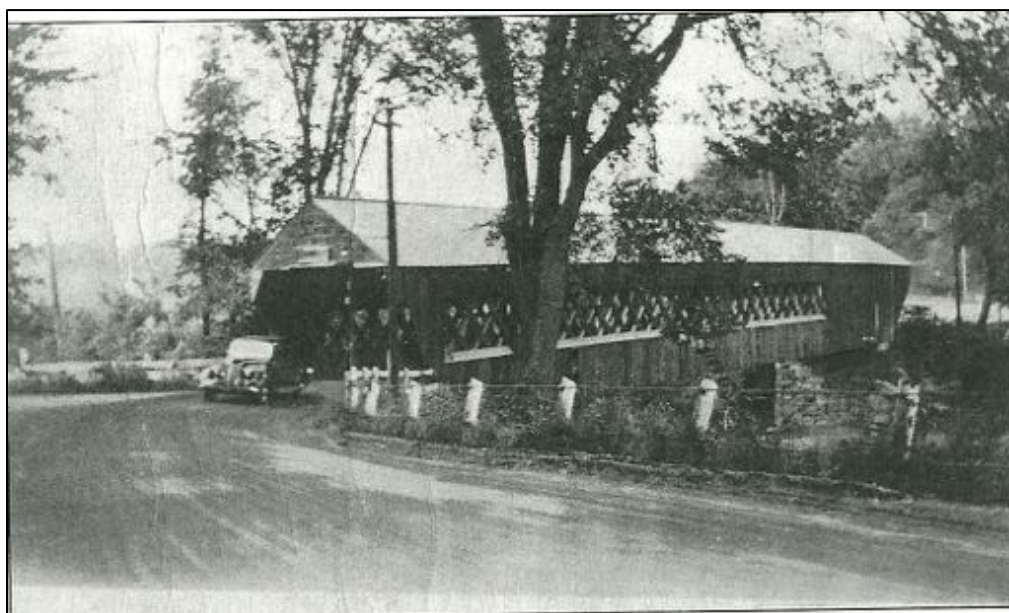


Pompanoosuc

On the landscape from the beginning of Old Bridge Road to the end of Kendall Station Road is evidence of almost 250 years of Pompanoosuc history. In 1763 Jacob Fenton, John Slafter, and Ebenezer Smith began to clear what was known as the lower meadow of the Ompompanoosuc River. Six years later Hezekiah Johnson (1724-1806) purchased three river lots (c. 75 acres) for £27 from Israel Morey. Johnson built his home on what would become Old Bridge Road.

Having a bridge over the Ompompanoosuc River was key to the growth of Pompanoosuc. Town Meeting records reflect the desires of the community for a bridge “near Hez^h Johnson’s house” beginning in 1771. The Town truss bridge in the photo below may have been the second or third to span the river at this site. The stone piers upon which the bridge rested are still visible.



A c. 1938 photo of a car heading south having crossed the Pompy bridge

This Town truss bridge carried traffic from 1866 until 1954 when it was razed. By that time the bridge just east of it had been built for Route 5 traffic.

In 1866 Richard Waterman (c.1832-1910) purchased the former Johnson farm from Isaac Pierce. The 1870 Vermont Agricultural Census reveals agricultural practices of the time. On his 250-acre farm were 2 horses, 4 milk cows, 2 working oxen, 4 swine, and 200 sheep producing 900 lbs. of wool. Peas, beans, potatoes, maple syrup, apples, and 50 tons of hay rounded out his farm products. By 1900 cows had replaced sheep as they had on other Norwich farms.



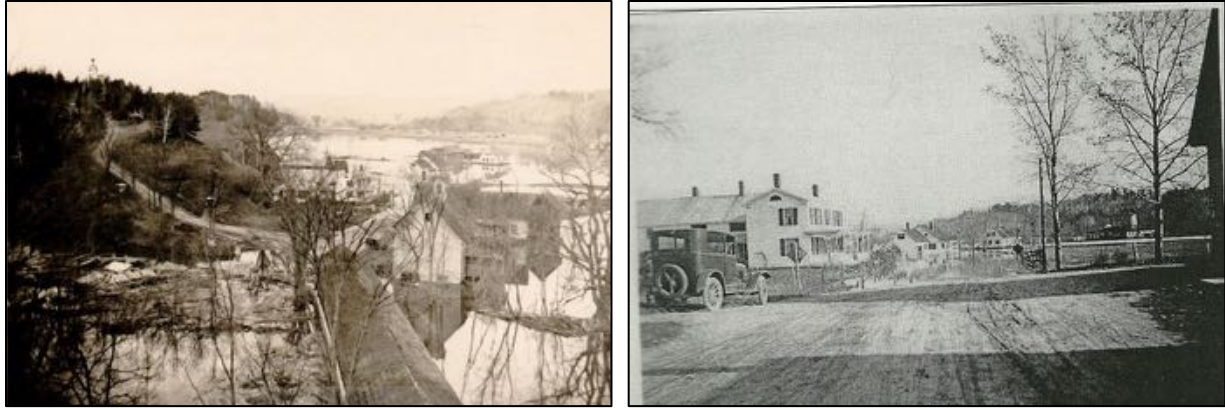
The Richard Waterman House at 8 Old Bridge Road. Hezekiah Johnson built the ell in 1771. His son, Samuel, probably added the Federal addition. Richard Waterman may be the gentleman in this c. 1909 photo.

William Harvey Clogston and his family lived across from the Waterman house in 1870. A milk cow and a horse were the only animals on his 30-acre farm. He was a carpenter-builder with a workshop adjacent to his house. He and his sons later worked for the Patterson Chair Company (1872-1912) about a half mile up the river.



William Harvey Clogston house and barns c. 1910

While seasonal flooding was common, ten major flooding events were recorded in Pompanoosuc between 1770 and 1984; two were of epic proportions: the November flood of 1927 and the March flood of 1936. Both inundated large portions of Pompanoosuc.



The 1866 covered bridge and the Clogston and Waterman properties, Flood of 1927

The view looking north from the hillside above the old covered bridge shows the Clogston's large barn and house to the right of the bridge and the Waterman house just to its left. The closest house in the distance in both photographs is #5 Kendall Station Road where Richard Waterman's grandsons lived. Pressed against the bridge and shoreline are more than 200,000 board feet of sawed lumber carried downstream from the Perry Goodell saw mill that operated on the former site of the Patterson Chair Company's mill. The road to the left climbing the esker led to Goodell's saw mill and the cluster of buildings at Pattersonville.



Flood of 1936 in Pompanoosuc

Heavy rains, melting snow, and the break-up of ice on the rivers compounded the flooding that completely isolated sections of Pompanoosuc during the March flood of 1936. At the left is a picture of the Clogston home and on the right a view from the esker capturing part of the

Waterman barn in the lower right and houses along what is now Kendall Station Road. Stranded rail cars are to the right of the Pompanoosuc Railroad Station.

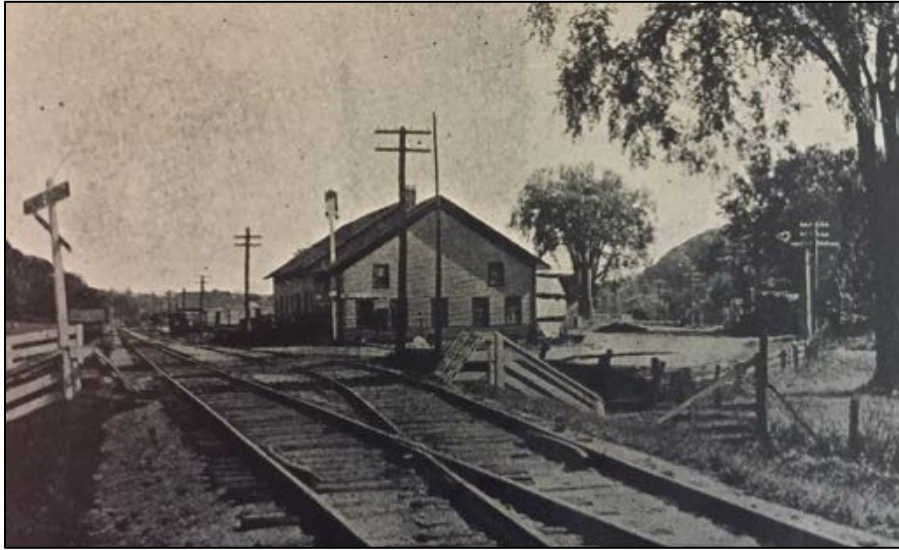


This c. 1914 view of Pompanoosuc from New Hampshire captures the agricultural history of this hamlet. The completion of Wilder Dam in 1950 raised the water level of the Connecticut 18 feet obliterating meadow lands and changing the livelihoods of many. The esker behind the Waterman farm was later mined for gravel.

Central to Pompanoosuc's history is the railroad. In 1848 The Connecticut & Passumpsic Rivers Railroad laid track between White River Junction and Bradford. Eager to get copperas ore to market, the Elizabeth Mine in Strafford erected the railroad station in Pompanoosuc.



Teams of draught animals hauled ore ten miles downhill to Pompanoosuc Station and returned with supplies and anthracite coal to fuel their operations.



A c. 1910 photo of Pompanoosuc Station.

From 1876 to 1902 Hersey Kendall was postmaster and station agent. He, his wife, Cora, and their two sons, Warren and Leon, lived on the second floor of the station. Both the Patterson Chair Co. and the Elizabeth Mine built freight sheds at the station, which served as the hub for transportation and communication including telegraph service introduced during the Civil War.

The Boston & Maine Railroad took over the Connecticut & Passumpsic in 1887. About 30 years later the railroad company built a new station.



The new Pompanoosuc Station

During World War II the demand for copper surged. Truckloads of ore were carried daily on newly paved Route 132 to be met by waiting trains at the station or stored in the large freight shed, now part of the house at 38 Kendall Station Road.



In 1943 the Pompanoosuc Railroad Station became Kendall.

As reported in the Boston & Maine Railroad's *Employees' Magazine*: "One of two Vermont boys who were born in the Boston and Maine Railroad station at Pompanoosuc, Vt., came back recently to change the name on the station which, hereafter, will be called 'Kendall,' in honor of the family of that name.

"Participating in the ceremony were Warren C. Kendall of Washington, D.C., Chairman, Car Service Division of the Association of American Railroads, and David Kendall, a Junior at Dartmouth College, the latter representing his father, Leon B. Kendall, of Chicago, Ill., Assistant General Manager of the Chicago and Northwestern Railroad."

Other dignitaries were Samuel E. Miller, Assistant General Manager, and Chauncey s. Robinson, Assistant Chief Engineer of the Boston and Maine.

Kendall Station closed in 1958-1959. Advances in technology making automotive and trucking more viable and the advent of the interstates contributed to a decline in rail traffic. Today the Green Mountain RR plies the old tracks of the Connecticut and Passumpsic Rivers RR, gravel continues to be harvested from the esker, and purposeful but unobtrusive businesses thrive in this quiet, friendly hamlet all adding to its rich history.