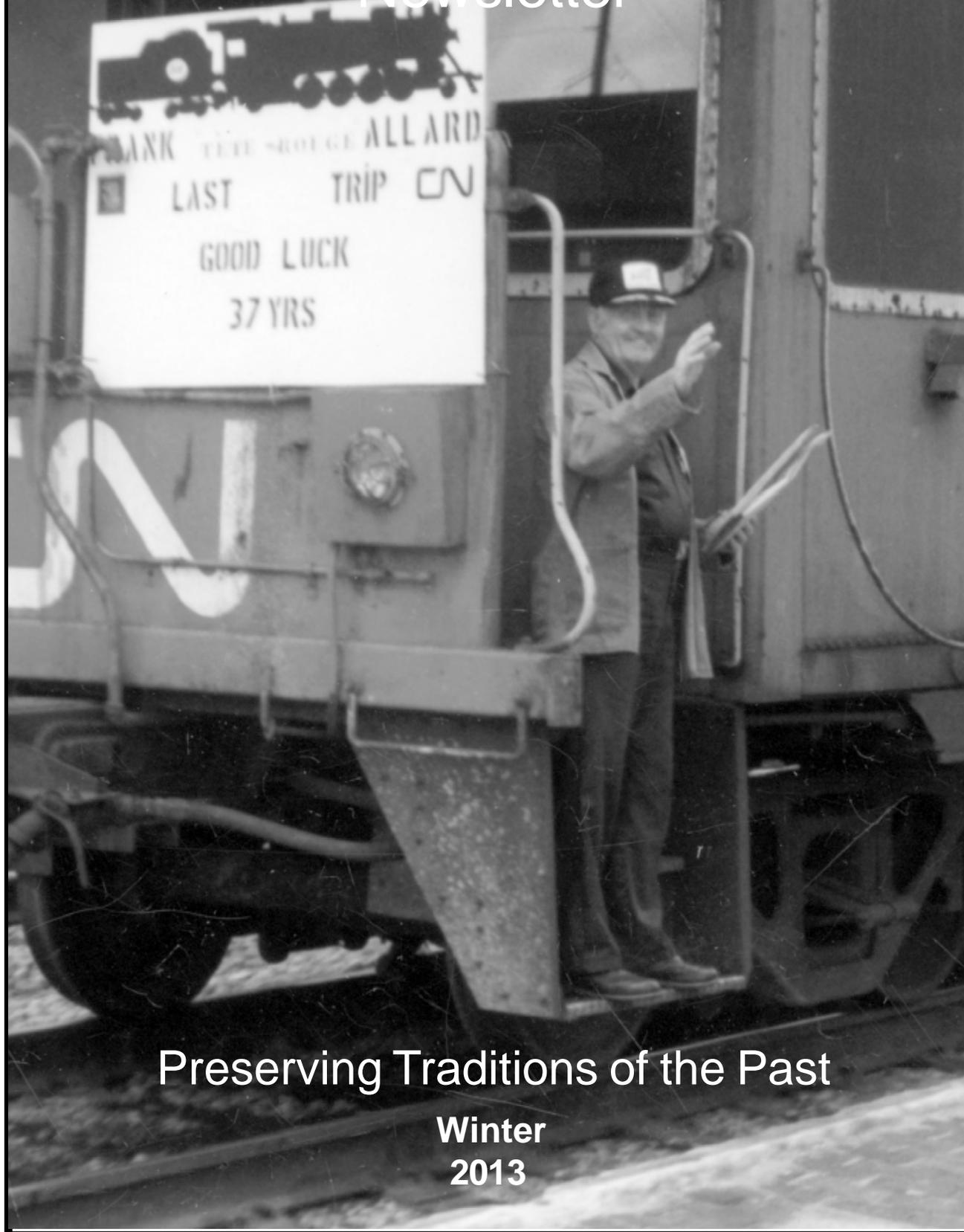


Island Pond Historical Society Inc. Newsletter



Preserving Traditions of the Past

Winter
2013

President's Message:

Dear Readers:

I would like to encourage you to start making plans to attend the 46th Annual Meeting which will be held Sunday, August 4, 2013 at 1:00 P.M. at the American Legion Post 80 in Island Pond. Paul Lefebvre, an Island Pond native will entertain us with his stories about the people and life in the Upper Kingdom.

Our museum was open every Saturday from July through September with a steady flow of people visiting. The new items and pictures that were recently donated are now on display. The museum will be open by appointment during the rest of the year.

We were pleased to welcome Betty Goupee Gilfillan who was elected to serve as Secretary at the Annual Meeting in August. Betty will also be collecting and coordinating the materials for the upcoming newsletters. As always, we welcome any ideas, articles or pictures that you might contribute for the newsletters.

Next time you are at the Town Hall, please take time to look at the pictures from the Chad Finer Collection which are on display in the cabinet on the second floor and The Hudson River Painting which is hanging in the conference room off the Town Clerk's Office.

Sincerely,

Linda Leavens Bresette

Update on Christ Church Renovations

Grants have been received by the vestry for repairs to the steeple and also to fund repair of the Town clock. Donations are welcomed by Christ Church Vestry, Island Pond VT 05846.



Members' Response: We have had a great response from members on people coming out of the Catholic church shown on the cover of the summer 2012 edition. We have now been able to indicate who many of them were: Mabel O'Gorman Riggie, Bernadine Payeur Germaine, Mamie Reynolds, Alice Reynolds Palmer, Cubby Goulet, Dodie Joseph, Raymond Foss, Marguerite Maroney Smith, Lorraine Osborn Caouette, Bea Dantforth Lefebvre and Geraldine Powers Dufour. Any others?

Cover photo: Francis "Frank" Allard is shown here on his last run to Portland before retirement in 1987.

Museum Donations

The Island Pond Historical Society would like to thank all of those people who recently donated items which are now on display at the museum and Town Hall.

George and Stella Halpern donated A Hudson River Painting, a water color painting of the railroad station, three framed pictures of the Fishing Village buildings and trophies, several souvenirs of Island Pond (ash trays, small cups and saucers, tins etc.), a Rudy Vallee "Old New England Moon" framed poster and several older issues of the Historical Society Newsletter.

Gordon Lefebvre donated two framed collages of labeled pictures of railroad times and a copy of "Stony's CB Club Members" from September of 1996.

Frank Allard donated a handmade wooden brief case that was made by his brother, Fred for their father.

Jim Worth donated a Program from a "Hometown Minstrels" show that was held July 2, 1947 at the Opera Hall in Island Pond.

Ronald and Roberta Chesney donated a copy of "Car Builder's Cyclopedia" (all about railroad cars) and a framed picture of a gentleman who is believed to be Archie Stone, a former superintendent of schools.

Mary Ann Riggie donated a collection of pictures that had belonged to Bertha O'Gorman.

Edith Godfrey donated a buffalo coat, a sash and scarf, a set of sleigh bells and a patient record book that had belonged to her grandfather, Dr. Edward Norcross.

Hudson River Painting School Painting Donated

A Hudson River Painting School painting was donated to the Island Pond Historical Society, Inc. by George and Stella Halpern on August 14, 2012. The Halperns are longtime residents of Island Pond and have been lifetime members of the historical society for many years.

The painting was done in the mid nineteenth century and is a scene of the lake and island from Back Bay area prior to the railroad. The Hudson River Painting School was a mid-19th century American art movement embodied by a group of landscape painters whose aesthetic vision was influenced by romanticism.

The Halpern's asked that the painting be displayed in an area of the town hall so that many people would be able to see and enjoy it. The painting is now hanging on a wall in the newly renovated conference room on the second floor of the town hall.



Donated by George and Stella Halpern the painting can be seen at the conference room of the Town Hall.

Two Generations of Railroading in Island Pond 1917 to 1987 - 70 years

By Francis Allard

Life was not one of ease and luxury for my father, Pierre Joseph Allard better known as "Pete". Born in Southbridge, Massachusetts on Oct. 19, 1894, of parents who moved there from Canada, he suffered the loss of his mother when he was but seven years of age. As one of a family of four sons and four daughters bereaved by the loss of the mother, it was his lot to spend his early life with the family of his uncle, Pierre La Parade of Danby, Québec. As he matured, his early employment was that of woodsman which took him to various places in Maine, New Hampshire and Vermont. Peter's main career was railroading, which first fascinated him early in life as he traveled through the Eastern Townships of Canada, throughout New England and as far West as the harvest fields of the Canadian West. His actual railroad employment began in 1917 at Richmond, Québec on the Canadian National Railways, as a railroad trainman. This employment was continuous until his retirement in October, 1959. His genial manner, dealings with customers of the railroad or working freight trains and his friendly contacts with the traveling public on passenger trains made him one of the most widely known and well liked railroad employees in the areas in which he served, both in Canada and the United States. Looking back over his span of years it was a life well rounded with a



Pierre Joseph Allard and Marie Deleda Clouthier



Pearl Allard

mixture of hard work, pleasant companionship and the trials and joys of a happy family life. A life tempered with friendship, loyalty, patience, humility and charity.

It was on his "runs" into Island Pond that Dad first met Mother, Marie Deleda Clouthier. Mother was born in Saint Hilaire New Brunswick, came to Island Pond from a large family to visit her sister (Aunt Denise) who was married to Remi Marquis. Mother at that time decided to stay in Island Pond and went to work for a local restaurant as a pastry cook. The restaurant prepared dinner buckets for the railroad crews and included one of mother's baked pies. Needless to say that dad liked the pies and also mother! They were married in 1921 at St. James Church in Island Pond.

Their first apartment was in Island Pond over Boylan's store which is now Simon The Tanner where my sister Pearl was born in August of 1922. Shortly thereafter they moved to an apartment on Elm Street next to the Dale house, which is now the house of Gaston Boisvert. This is where Fred and I were born on May 16th 1927.

In the fall of 1932, Dad along with a lot of railroad families, moved to Montréal to work on the railroad during the depression years. Fred and I were five years old and our sister Pearl was ten. Mother was really upset with having to leave Island Pond but with so many friends and relatives living there. Dad had a brother, Paul and a sister, Irene and a lot of families from Island Pond. Mother adjusted to city living and came to like it.

We first moved to Cartierville just outside of Montréal. When we arrived in Cartierville I remember Dad taking

us to visit the local fire station which had horse drawn fire engines. Another memory is of Fred and I walking to the local bakery just down the street where we bought French bread fresh out of the oven! By the time we reached home both heels of the bread were missing... guess what happened to them, Fred and I had eaten them on the way home!

We attended a Catholic French school in the town of Mount Royal, we were taught by nuns and traveled from Cartierville to the Town of Mount Royal by train. After studying French for three years mother decided that we should study in English so we started school all over again at St. Rita's until 1939 when we moved to the town of Notre Dame DeGrace and went to school at Daniel O'Connell just down the street from where we lived and walked to school. We had brothers and lay teachers and Pearl went to St. Augustan's, a girls school, and was taught by nuns. There were a lot of families living there from Island Pond; the Belisles', Boutins' Currans', Fosss', Kennedys' and Mannings' and many more. Norman Kennedy was studying at McGill, Phyllis with Pearl at St Augustine's and Desmond and Francis Manning with us at DOC.

Summer vacations were spent in Island Pond. Dad would rent a cottage on the lake. The cottage I believe at that time belonged to Ed Coomer, and later was owned by John Carbonneau. We were very good friends with the Carbonneaus'. Later, when we were teenagers, our summer vacations were spent working, first as bellhops for a Hotel on Peel St., called Mother Martin's, which was owned by a neighbor named Hobart and his brother Alec Martin. We then worked

on a dairy farm in Lisgar, Quebec owned by Russell Fee, a friend of Dad and also a conductor on Canadian National, for our room and board. Russell had two hired men, four western horses and an old mare called Barney. Our chores were to help with the milking, help bring in the hay, and in the morning after doing chores we would bring the milk cans to the station with a buck-board and the old mare to be loaded on number 11, a passenger train, and shipped to a dairy in Montréal. We would return in the evening to pick up the empties from number 12, a passenger train from Montréal. We would also use the mare on the hay rake to rake the hay into windrows.

In 1945, at the age of 17 while in my sophomore year, tired of school and the big city, Dad, Mother, Fred and I travelled to Portland by train number 16 to visit our sister Pearl who had moved there from Montréal after graduating school and was working for an attorney as a stenographer. I went to the Customs Building on Commercial Street to join the U.S. Navy. My parents had to sign for me being under 18. Mother was not too happy, but dad understood. So on April 4, 1945 I joined the Navy and served in the South Pacific for a year and a half, returning to the East Coast in 1946 discharged in Boston and deciding to come back to Island Pond to live and finish my schooling. Taking a USAFI course and acquiring enough credits to finish my last year of High School, Fred and I graduated from Brighton High School in 1947. Fred also tried to go into the service at that time, unfortunately he could not pass the physical because of a murmur in his heart so he stayed home and continued his schooling, in 1950 he was drafted during the Korean conflict



Francis Allard



Frederick Allard

and served with the 43rd Signal Corps in Germany. Our sister Pearl served in the Marine Corps during World War II at Camp Lejeune, North Carolina. My brother Fred joined me in Island Pond from Montréal and we rented a room at the local hotel Osborne for a few days until we moved into an apartment over Foss's Hall. If I recall correctly the rent was eight dollars a week paid to landlady Avis Riggie. It included room, meals, and laundry.

While living here I met my first love Luwina L DuBois at a dance which was upstairs on the third floor. Lou at that time was living on Alder Street in the Testut house. We dated for four years and we were united in marriage at St. James Church in Island Pond on April 17, 1950.

While still in school, Fred went out to Roland DeLabruerie working on the farm for his room and meals. I went to work for Roland [Shorty Perrier] at the local Esso station working for \$20 per seven day week for room and meals.

In June of 1950, working for the First National Store, I was asked by Agent Leo Boutin if I would be interested in working on the railroad and was told that I had been recommended by Nelson Levia who was a good friend of dad and was assistant superintendent at Richmond, Québec. I accepted, along with two others from Island Pond, Wayne (JB) Cole and Roland Twofoot. We traveled on the number 17 passenger train between Portland and Montreal, leaving Island Pond around noon and staying at my folks house that night. The next day we went to central station to write our "B" book and take a physical.

Unfortunately Roland did not pass the physical. The three of us returned to Island Pond on

the number 12 passenger train that left Montréal around 6 p.m.. After making three trial trips on freight trains, I finally made my first trip for pay and to establish my seniority on June 26, 1950.

Thus began my 37 year career on the Grand Trunk Railroad. I remember that trip very well. We traveled from Island Pond to Portland with just a caboose and engine. The crew was myself, conductor JB Cole - Wayne's father, brakeman Claude Seguin, and the engineer was Robert "Bob" Riley making his first trip as an engineer. I do not remember who the fireman was. The next day we traveled light to Danville Jct. to pick up the circus train, Barnum & Bailey, from the main central railroad to bring it to Berlin, New Hampshire for a one night show. After midnight we picked up the same equipment.

Our crew took 22 passenger cars to Island Pond and the Canadian crew took the train the rest of the way to Montréal. Lou's Father, Ed was also a railroad trainman and moved the family to Richmond, Quebec. Lou and her sister Edwina, in the early 40's, travelled to Island Pond by train from Richmond, Québec on a student pass to finish their schooling at Brighton High School.

Back in the early and late 50s, while working the spare list in Island Pond (there not being sufficient mileage to keep men on the spare list), they would cut the spare list accordingly by so many men. When that would happen, I would be cut off. I could exercise seniority on the Montréal Spare List and bid assignments out of Montréal. Being the successful bidder for passenger trains 11 and 12 to Island Pond it was my good fortune to work with Ed who was the conductor on those trains.



Francis Allard and Luwina L. DuBois Allard



Edward and Patricia Allard

My first trip on number 12, Ed instructed me of my duties as brakeman. He would take care of the communicating cord as far as and including St. Lambert. After leaving St. Lambert I would take over the communicating cord at all the stations until we arrived at Island Pond. When we arrived at St. Lambert they would change the power from electric engines to steam and the conductor would go to the operator shack and obtain a clearance for that station. The brakeman during this time would position himself with a red and white lantern at the rear of the train doing what is called drawbar flagging. After the engine change, the car inspector doing a brake test came back to the rear and said to me

“okay Pete you are all set to go.”

Not seeing Ed around, I reached up and gave the communicating cord two pulls and away we went! Unfortunately Ed was coming out of the operators shack with the clearance and barely got on an open vestibule door. We almost left him at St. Lambert!

Ed reminded me to listen to his instructions more clearly. That was my first experience working passenger service with my father-in-law.

Working and living in Island Pond in the 50's was not all that easy. When first married Lou and I lived with her parents on Alder Street. From there we moved to an apartment on Route 114 across from Billy Ming house. The house is still there and at that time was owned by a gentleman named Larry Allard who was not related. I do not remember just what the rent was but part of the rent was to repair and finish the house since the house was unfinished. Working the spare list I was away from home quite a bit and Lou was very nervous about living there alone so we moved into an apartment on Dale Avenue. The house was owned by her aunt

Kathryn. In 1953 her father and I purchased the Maroney house on Pleasant Street.

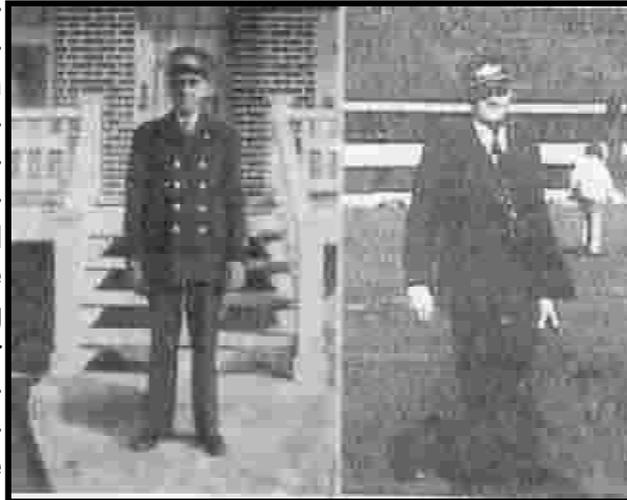
While living there, Lou and I purchased the old schoolhouse at the head of the pond from the town at auction for \$500. We were going to turn it into a house, but unfortunately the underpinnings were rotten and we decided to tear down and rebuild. We moved in the late 50's, and lived there until 1975, when we moved back to Pleasant Street where we still reside to this day.

The first years of working on the railroad were very difficult. I worked the spare list building seniority so I could hold a regular crew. During the early 50's and late 60's we had four passenger trains, six freight trains and two yard crews, working in

and out of Island Pond beside Extras, two WF, a Berlin Switcher working in and out of Gorham, NH, a Mixed Train out of Lewiston, Maine and two passenger trains, four freight trains and two yard crews in and out of Portland, Maine which were five man crews.

Beside the Main Line crews we had people working in the round house, the shops, the car department, the stores department, bridge and building, station staff clerks and operators, dispatchers, customs, railway express, maintenance of way and freight shed. During the winter months would hire school boys along with regular laid off employees to clean switches and gather ice from the lake to store in the ice house to ice refrigerator cars and air-condition units on passenger cars.

The pay in the early 50's and late 60's was not that much. I recall working on the Sherbrooke Sub. on the WF with Conductor Paul John and the other brakeman, Charley Blanchet. Bill Moore was Engineer and Luke Roy was fireman. Working a 12 day period I would bring home \$60. My tax return for 1952



Pete and Frank Allard

prepared by Glenn Cahill Wallace shows a net income of \$ 2944.45 for that year. This was not much for a married man with two children, son Edward and daughter Patricia, building a house and supporting a family, but things were not too expensive either. # 2 fuel oil was 16 cents a gallon and \$16 for a 100 gallons. Gasoline was 25 cents a gallon and if you bought 5 gallons you paid \$ 1.00. A 12 oz. glass of beer at the local pub was 10 cents. Working the spare list I would get a call to dead-head to Lewiston on the 490 to work the Lewiston job for a week, travel to Lewiston with \$3 in my pocket, groceries from home and live in the caboose Monday through Saturday. My 1952 time book shows me working the Gorham to Portland way freight with conductor Bartlett on April 11, 12, 13, and 14 earning \$12.82 a trip, for a total \$51.28.

It was also difficult for Lue living alone with no man around for a week, but things got better and as seniority allowed me to bid on regular assignments and hold them while we adjusted by moving there. We moved to Lewiston for a year until I got bumped from that assignment, also to Bethel, Maine for almost two years until they discontinued that job. Then in the late 60's and 70's my seniority let me bid on assignments out of Island Pond. I liked passenger service better, but in the 60's passenger service was discontinued, so the last years of working were on freight trains.

Finally, in the late 70's with sufficient seniority to hold regular jobs as a conductor, my last run was conductor on the 490 out of Island Pond. I retired with 37 years of service in May of 1987 with a good pension allowing us to enjoy our retirement years.

There are many more stories that I would like to share with you, but time will not permit, so here's one that I think you will enjoy.

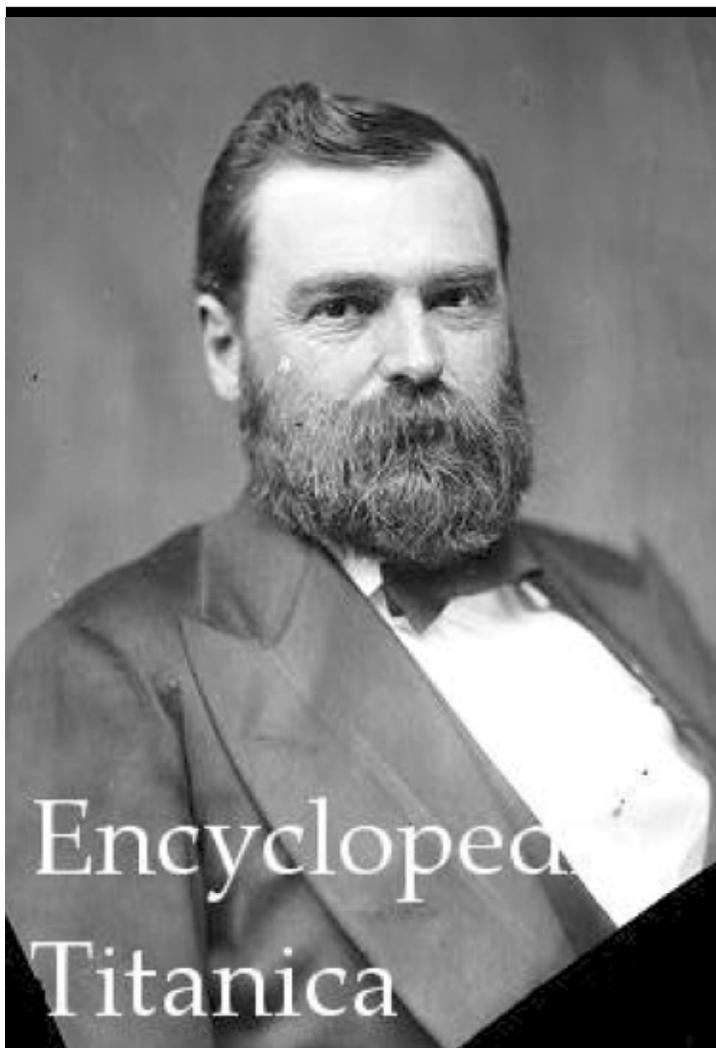
I was working passenger train #17 out of Portland with conductor Daniel O'Dowd in the beginning of July when the traffic on passenger service was extremely busy due to the fact that in Montréal July 1st was Dominion Day and the Railroad shops in Montréal would close for two weeks. People from the shops would spend their

vacations at Old Orchard Beach, traveling on employee passes from Portland on #16 returning on #17. It was on #17 while walking through coach, a passenger sitting with his wife caught my attention and said to me, "there is a gentleman in the seat behind us who is smoking and it is upsetting my wife who has asthma". I addressed the gentleman and asked him to refrain from smoking in this section of coach and then kindly asked him to only smoke in the designated smoking compartment. He responded that the smoking compartment was full and to show him a rule stating he could not smoke in this part of the coach. I showed him the NO SMOKING sign prominently displayed on the partition separating the smoking and nonsmoking compartments. After returning a while later I noticed that he was still continuing to smoke in this compartment. Once again I asked him to only smoke in the designated smoking section. He again asked me to show him a rule that stated he cannot smoke in this part of the coach. I then requested he follow me to talk with the conductor, Dan O'Dowd who was standing in the vestibule between coaches.

When we approached Dan I said "this man is insisting on smoking in the nonsmoking part of the coach and is requesting that we show him a rule that states he cannot smoke in that section". Looking at the passenger I said, "this is the conductor speak to him regarding the rule that states passengers can't smoke in that part of the coach". Dan looked at the passenger and asked "aren't you travelling on a pass?", the passenger responded "yes". Dan replied (with a cuss word) "You go back to your seat and if I catch you smoking I will personally throw you off this train".

The verbal explanation of the non smoking policy was enough; hence, the passenger refrained from smoking in that section for the remainder of the trip!

Thanking you again and like Red Skelton would say... "GOD BLESS".



Charles M. Hays Victim of the Titanic

by John Carbonneau

April of 2012 marked the centennial of one of the world's worst maritime disasters. No Island Ponders were among the 1500 people who perished in that April 14, 1912 tragedy, but it did claim the life of Charles M. Hays, president of the Grand Trunk Railway, who had already left his mark on our town.

Mr. Hays' vision and leadership of the Grand Trunk resulted in the great expansion of the railroad in Island Pond in the decade or so before his death. The huge railroad yard was created by leveling the hill behind the Dale house, cutting a wide swath through the center of the vil-

lage. The round house and shop complex were built there, and the Richmond and Gorham shops were moved to Island Pond. Freight facilities were enlarged and the new railroad station was built, including a new dispatcher's office.

But Mr. Hays' plans were far more ambitious than that. He wanted to make the railroad reach from ocean to ocean, eventually resulting in tremendous growth as one of the important North American railroads. His trip to England had been made to seek funding for expansion from Prince Rupert, B.C. on the Pacific to Halifax, Portland, New London and Providence on the Atlantic. His grand plans ended with his untimely death in the icy Atlantic. He was only 55 years old.

The Grand Trunk railroad foundered and eventually declared bankruptcy. It eventually was taken over by the Canadian government and merged with the Canadian National. Over the years, the Portland-Montreal segment went into gradual decline.

Mr. Hays' body was recovered at sea and taken to Halifax. The Grand Trunk dispatched his private car, Canada, to Halifax to bring his remains back to Montreal, where he was buried in Mount Royal cemetery. His widow, Clara Gregg Hays, survived in a lifeboat along with two of her daughters. They were rescued by the Carpathia and taken to New York. A special train carried them back to Montreal. Mrs. Hays lived until 1955 on Cushing Island, Portland, ME and is buried next to her husband in Montreal.

Like John Poor, father of Island Pond Village, Charles M. Hays should rank high in Island Pond's history and visibility. The village was beneficiary of his great dream for nearly a century.

But for the Island Pond Historical Society you would never have known this.

Island Pond Center for Lowell Mountain's Wind Tower Transit of Parts Project

by John Carbonneau

Beginning in July, carloads of large parts of the wind towers arrived by rail in Island Pond and were stored in the mill yard for highway transport. Truck convoys proceeded from Island Pond to Derby, where they entered I-91. From there they traveled to Orleans, where they exited to Route 58 to Lowell. It will take several weeks of oversized escorted loads to complete the transit. Navigating the large parts through the business section of downtown Island Pond has been quite a sight for locals to behold, and for travelers along the route to contend with.

The wind farm project has been the subject of much controversy in the area for months, however the protests relating to the shipment of parts have been contained mostly at the Lowell end of the journey.



The IPHS Newsletter needs articles

For more than 40 years, the newsletter has been mailed out to more than 300 members, media and historians. Much forgotten local history was uncovered by great first-person writing by our members. In recent years, both Porter Dale and John Carbonneau have supplied additional materials. We need more volunteers!

Members: Please keep the Society notified of any address changes

Our mailings all go as Post Office Bulk Mailings which are not forwardable. If addresses aren't current the newsletters are destroyed by the post office. After the last mailing we received three notices of not receiving newsletters when the member's old address was all we had. As many older members are moving to assisted living, etc. we especially need their families' help! We have over 300 addresses to keep current. Please send new addresses to Secretary, IPHS, PO Box 408, Island Pond VT 05846. Thank you.

Recent Deaths

Life Members

William Anton
Bernard Henault
Brian Goulet
Ann Carbonneau Letrick
William Sackett
Harold R. Skovran
Marilyn Wade

Non-Members

William Riggie
Edith Savoy Sloan
Patricia Allard
Bertha O'keefe
William Norman

Memorial Gifts

Extra donation with thanks to
Life Members Mr. and Mrs.
William A. Shepeluk



Wayne Cole, Joel Cargill, Reggie Foss, Church Palmer, Dan O'Dowd on passenger train.

Island Pond Historical Society, Inc.

P.O. Box 408

Island Pond, Vermont 05846-0408

Application or Membership Renewal for Memberships ending August 31, 2013.

Mail to: Island Pond Historical Society, P.O. Box 408, Island Pond, VT 05846-0408

Name _____
 Street _____
 City _____ State _____ Zip _____ - _____

Memberships \$8.00 Regular (), \$15.00 Contributing (), \$25.00 Life Member ()
 Husband and wife may jointly share all memberships.

Mail Your Renewal Today!

Special notice

Membership cards mailed to those enclosing self addressed stamped envelope.

*Life memberships include automatic listing on Memorial Roll of Honor for individuals and/or both parties of shared life membership. Others may be listed on the Memorial for a donation of \$50.00 per person.

Please place Memorial Roll information on a separate sheet of paper.



Change of Crews for #17, 1946 -- The fireman with the lunch pail is George Reynolds. In the center is Engineer Carl Foss. The gentlemen on the right and climbing into the engine are not identified.

Island Pond Historical Society Inc.
Box 408
Island Pond, Vermont 05846

Non-Profit Org.
US Postage
PAID
Permit #2
Island Pond, VT