

**THE GREENSBORO HISTORICAL
SOCIETY**

PRESENTS

**GREENSBORO BEND
THE VILLAGE THE
RAILROAD BUILT**



Greensboro Bend, Vermont.

**Summer Exhibit 2009
JULY 1-AUGUST 29**

I stopped longer in



**than I intended, but
can you blame me ?**





CONTRIBUTORS

Donna and David Allen
Jeannette Demars Brochu
Anne Cassidy
Bill and Susan (Dunbar) Cook
Elaine Demars Fortune
Graydon and Dee Gile
Jamie Hall
Nancy Davis Hill
Lakeview Union Students and Teachers
Mark Snyder
Cilla Smith
Tanguay/Molleur Family
Richard D VanLeuven
Gordon Wilkinson
GHS Collection

CURATORS

Donna Allen
Ercel Harvey
Debbie Kasper
Martha Niemi
Willie Smith
Cathie Wilkinson

Lee Wright

Greensboro Bend: A Timeline of Early Days

- 1781- The Town of Greensboro is chartered.
- 1800- Greensboro Village grows; water powered mills, stores and homes develop.
- 1810- Runaway Pond drained.
- 1854- Sam Hill was hired to build Rte. 16 (River Rd.)
- 1869- James Simpson, Henry Tolman and Joseph Delano wanted to build a new sawmill in Bend, and ask the town to support a railroad route through Greensboro Bend. The town agreed and produced an \$18,000 bond.
- 1872- A road from Greensboro Bend to Greensboro Village was created called "The Bend Road."
- 1872- The first expedition train comes to the Bend from St. Johnsbury.

1873- Bruce Cuthbertson builds the first General Store in the Bend. Also, a first house is built for the Station Agent. Tolman and Simpson build a sawmill and box and shingle factory as well.

1881- The Methodist Church was built.

1883- There are now 15 homes, a blacksmith, 3 stores and a hotel in the Bend.

1878- A school was built on the road to Stannard.

1900- The next 20 years are bustling in the Bend. There are 4 passenger and 2 freight trains each day. Freight cars carry grain, livestock, milk, butter, maple syrup and lumber.

Main Street, Greensboro Bend, Vt.



Having a great time in Greensboro Bend! Wish you were here!



Published by L. S. Collins

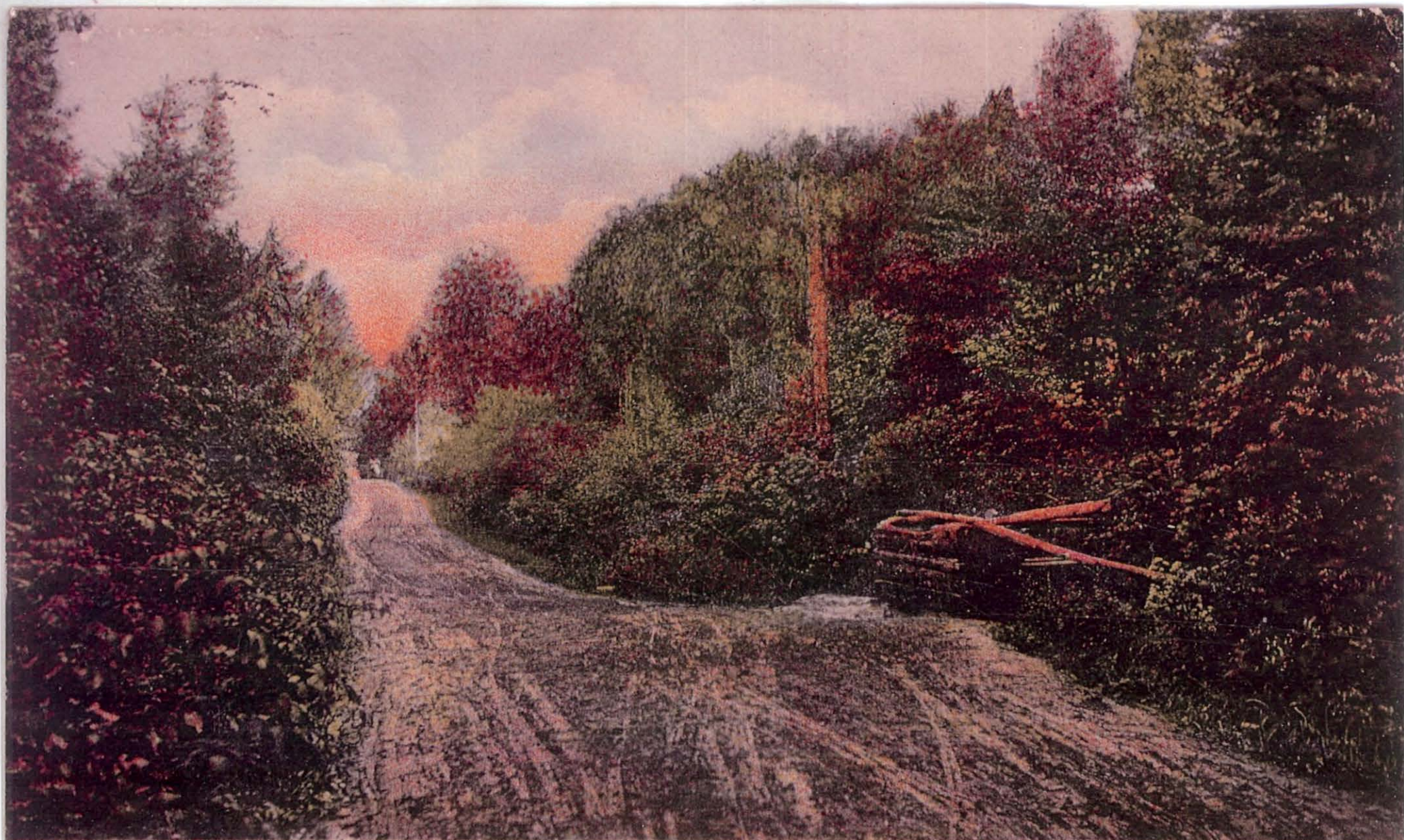
Ritchie Bros. Lumber Co.'s Gentlemen's Roadster, Greensboro Bend, Vt.

**AMOS SHATNEY DRIVES AN OX DOWN MAIN
STREET, GREENSBORO BEND EARLY 1900'S
L.S. COLLINS IN THE LIGHT COAT; EDWARD
COLLINS LEANING AGAINST POST, FOURTH
FROM LEFT ON PORCH.**



MAIN ST., GREENSBORO BEND, VT. 15.





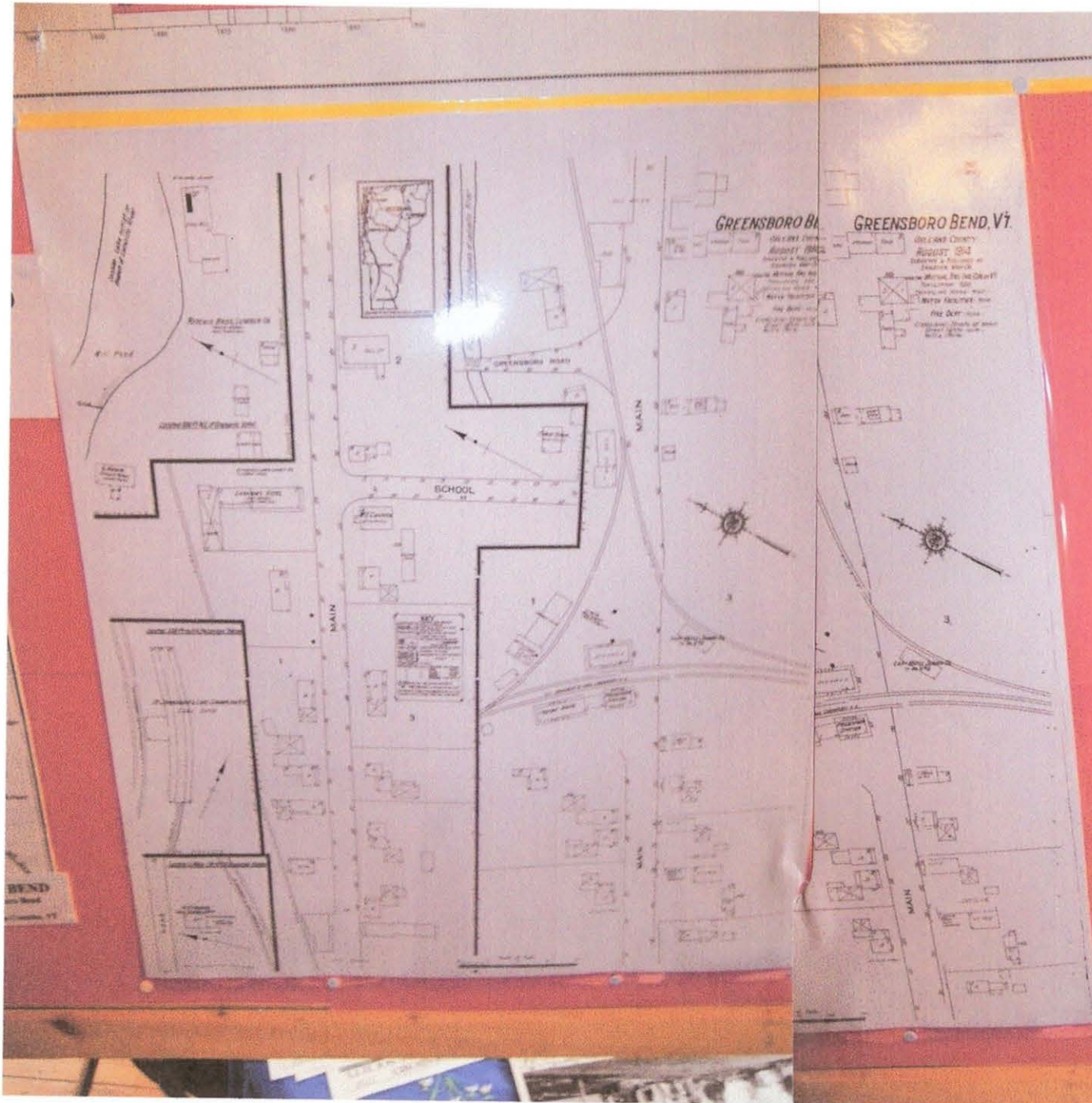
greensboro
Pleasant Drive In Greensboro. Vt.

Dear Bertha:- Why dont you write? Are you sick? Loves ^{Hall} Edith

THE "BEND" ROAD

**GREENSBORO BEND
MAP
1914**

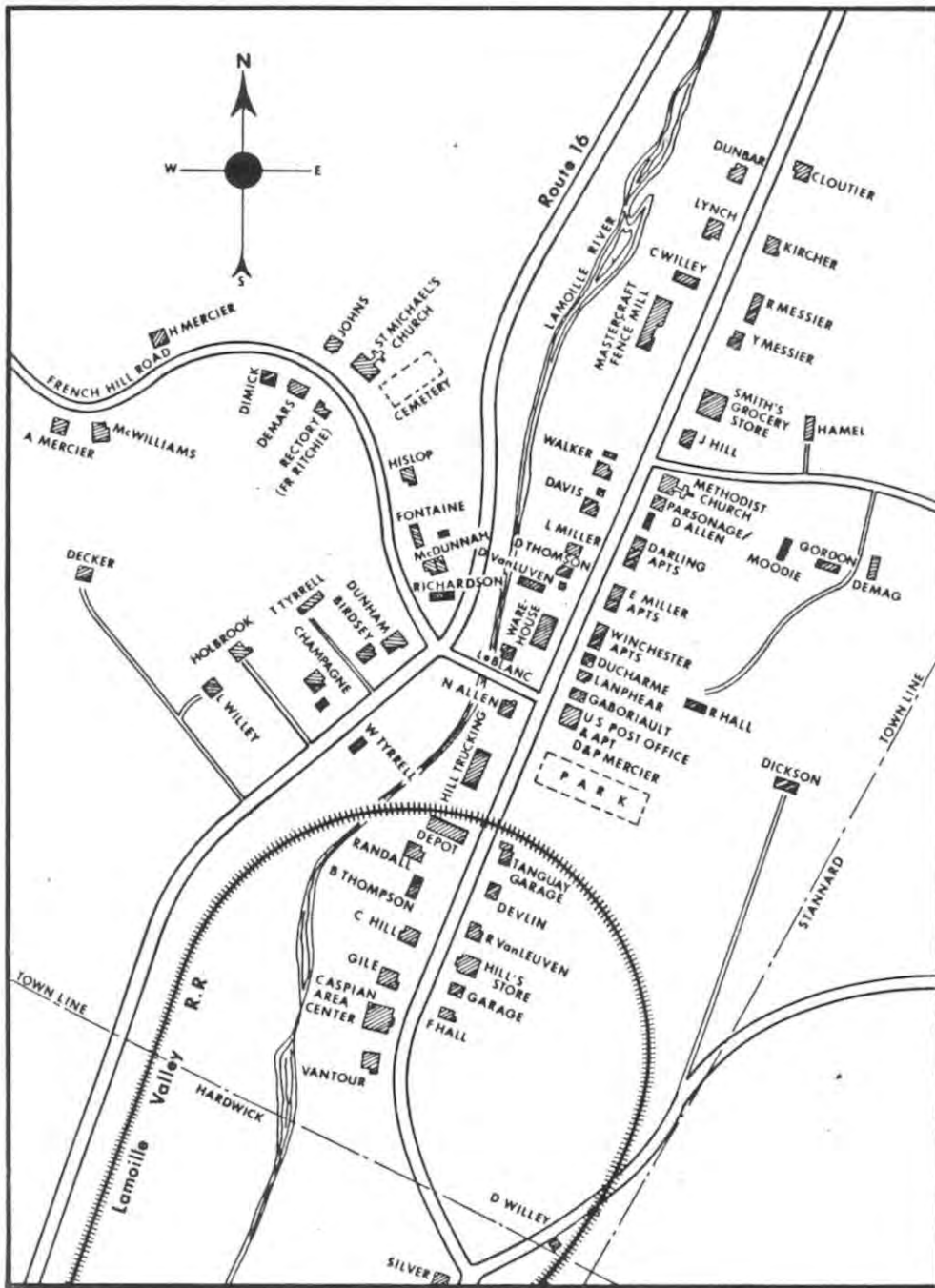
from the Greensboro Bend Post Office



GREENSBORO BEND
 Village Map of Greensboro Bend
 1988
 Ann Bartel

GREENSBORO BEND

Town of Greensboro



GREENSBORO BEND

Village Map of Greensboro Bend

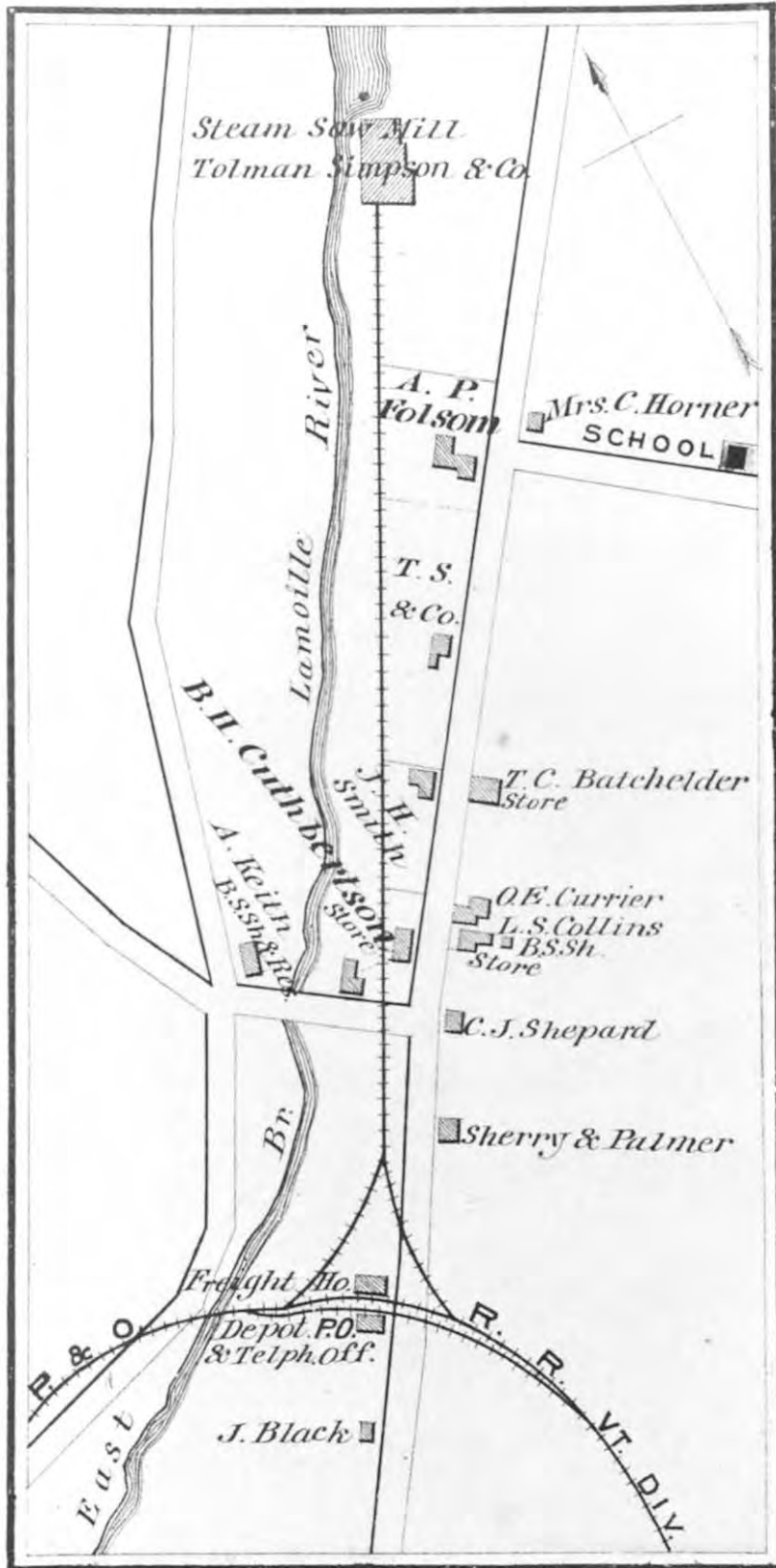
1988

Ann Bartel

GREENSBORO BEND

TOWN OF GREENSBORO

Scale 20 Rods to the inch



GREENSBORO BEND

Village Map of Greensboro Bend

1878

Atlas of Lamoille and Orleans Counties, VT

THE STORY OF GREENSBORO BEND

In the period from 1830 to 1850 there was large growth in the building of railroads in the eastern United States, with the result that by the time of the Civil War railroads played a major role in the national conflict. In the very first engagement, at Bull Run in 1861, for example, Stonewall Jackson's troops were quickly transported from some distance to the battle site in the nick of time to stop the Union forces from taking the major objective. The war proved the value of transporting men and materials quickly and effectively from one remote part of the country to another.

By the end of the war, railway expansion began anew. Plans were made to connect the east and west coasts as well as all major cities.

Building railroads became almost a national mania and became a part of many commercial schemes to expand America's growing industries.

All of New England was changed economically by the railroad. The prosperity that came to towns served by the rails did not go unnoticed by prominent citizens in nearby areas, so when a group of Maine businessmen proposed a line between Portland, Maine, and Ogdensburg, New York, there was considerable interest in where the line would go. Portland was then competing with Boston as a seaport serving Europe, and the promoters of the line hoped that by connecting the port with the Great Lakes and rail lines west, commerce through the Portland harbor would greatly increase.

After much surveying and discussion, contracts were let in December, 1869 for building the rail line from St. Johnsbury to Hardwick and from Swanton to Cambridge so work could proceed from the ends toward the middle. The section was known as the St. Johnsbury and Lake Champlain Railroad and was to give birth to Greensboro Bend.

The story of Greensboro Bend is so closely tied to the coming of the railroad that the village might never have existed without it. Even its name originated because of the seven-mile loop that resulted when the tracks detoured to include the upper Lamoille Valley instead of going directly from Walden to Hardwick.

the mill siding, and, for a time, granite from the polishing shed. Much produce was exported from the thriving area. Early trains included "butter freight" since before refrigeration the farmers converted their milk to butter and cheese before shipping it long distances. Cattle, sheep, and pigs awaited their fate in pens near the station. The train also moved maple sugar, hides, lumber, and later pulpwood and Christmas trees [REDACTED] After the coming ^{of} refrigerated cars, fluid milk became an important commodity, and for its large daily shipments to Boston, the line was affectionately known as the "Sour Milk Limited."

The first passenger train tooted through at 8:00 A.M. each day on its way to Cambridge, Vermont, and returned at 11:00 A.M. en route to St. Johnsbury; then repeated the round trip at 5:00 P.M. and 8:00 P.M. It provided frequent mail deliveries (mail was sorted on the train), and allowed people to travel to St. Johnsbury or Hardwick to shop, visit relatives, or go to the dentist or doctor. Before automobiles became too numerous, high school students took the train to neighboring towns for evening baseball and basketball games. They stayed in the homes of their opponents and returned on the morning train. Sometimes adventurous souls changed trains at Cambridge Junction and traveled to Burlington for Sunday excursions, picnics, and boat rides on Lake Champlain.

Often people who summered at Caspian Lake sent large trunks from their city homes ahead to the Greensboro Bend station. Sam Ladd, a local taxi driver, met each train and transported the trunks to his barn in Greensboro [now Harbison's], where they were stored until they went to the station later to pick up the "campers" themselves.

When the first businessmen and others sported new cars, few could have predicted the changes that these horseless carriages would eventually make in the bend. After World War II better highways and larger trucks made the railroad less necessary. Fewer trains came, and every year the Bend became a quieter place. In the 1950's the Boston and Maine Railroad, the principal owner of the "St. J. and L.C." sold the line to a newly formed group of Lamoille County businessmen. A short time later the U.S. Post Office discontinued shipping mail on the trains, and passenger service declined.

Greensboro Bend, though changed, has been able to adjust to the times and is thriving and vigorous as it continues into its second century.



Life at the Bend

Story and photographs by Peter Miller

Carroll Shatney of Greensboro Bend has an event-filled life to look back upon.

CARROLL SHATNEY WAS BORN in 1911—the year the Titanic was launched—on a hillside farm without electricity in north Greensboro. He has a sharp, penetrating gaze and a wide mouth that isn't used to smiling. His is a handsome face, aged but clear in its focus. Like many Vermont farmers, he has an acute memory of his years as a farmer... and a cow-catcher.

"We had Ayrshires—17 milkers. I was young and we didn't have much money but I could run and was a damn fool enough to tell a fellow I could catch his wild heifers. Farmers would turn out the heifers in the spring and not pay a helluva lot of attention to them until the fall. Then they couldn't catch them so they would get hold of me and I would run them down. After a while I got smart and bought a couple of pit bulls—bought them in Texas from an ad I saw and they shipped them to me by train. I picked them up in Greensboro.

"A pit bull can run a lot faster than those heifers and me. I trained the dogs so they would run right up beside the cow and latch onto to the cow's lip. That heifer would shake his head and bellow, *Bwaaaaaa!* The pit bull would hang tight and the cow couldn't lug them, right? I kept the dogs on a key chain string and when I saw the cow, I would let the dog loose. When I came up to the heifer the dog was holding, I would put my hand over the cow's neck and slide it down the side of their head and put that ring in their nose and lead them back to the farm.

"I caught nine calves one day, just as fast as I could put ropes on them. Boy I was tired when I finished! Another time I was in North Troy on the Canadian border and there was about a foot of snow and a heifer had wandered into Canada. My dogs ran right into Canada and then



"We got the best herd here in Vermont. No, in the United States!"

circled that heifer back to the United States and I caught him right near the barn.

"I trained those dogs when they were puppies. Well, all you do is tell them what you want. One of them pit bulls went everywhere I went on the farm and he understood everything. Once in Montpelier I had caught a cow and they invited me to come into dinner. My dog came with me. 'You lay here,' I said and he lay

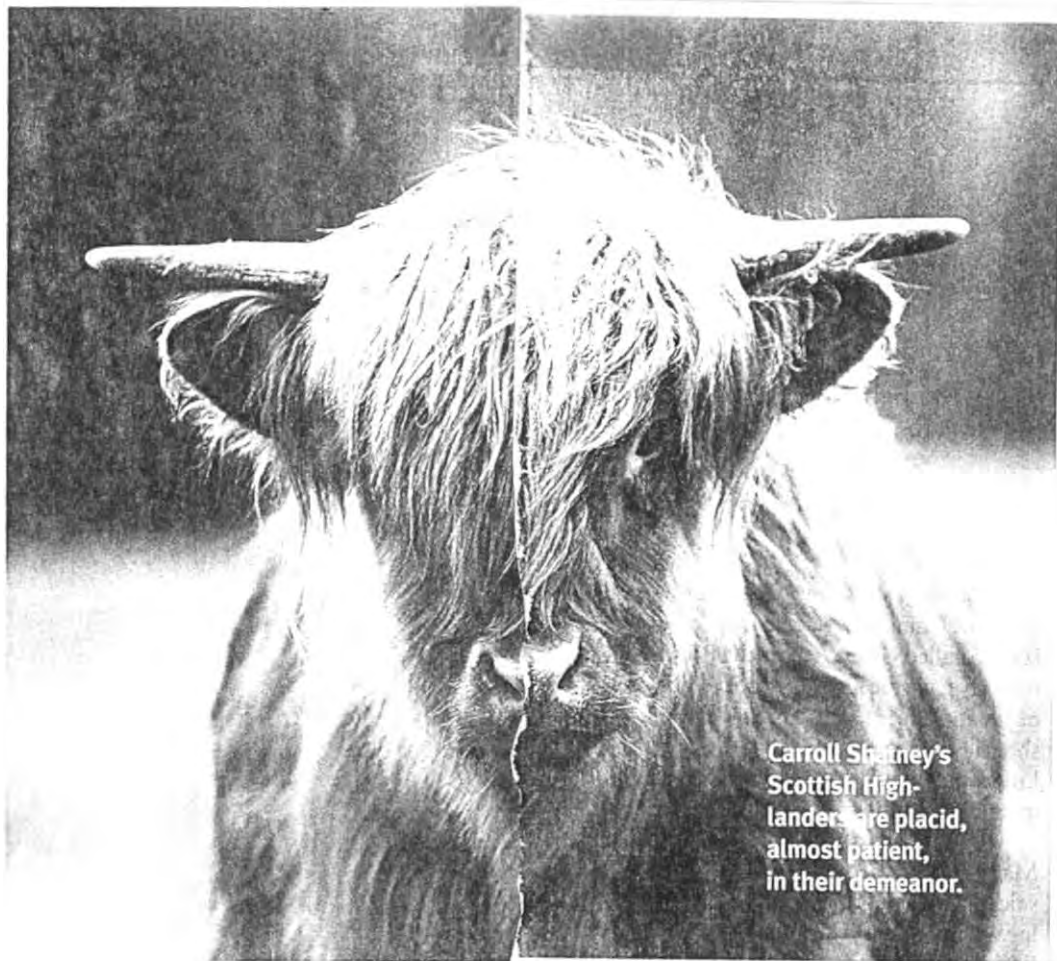
right down next to the table. The woman cooked steak for dinner and took a piece of steak and a plate and laid it down in front of him. He wouldn't eat it. I said, 'Okay, you can eat it,' and then he ate it.

"I was paid \$8 a heifer and I caught 400. This was in 1955 to '56, when I was also milking Ayrshires.

CARROLL AND HIS WIFE POLLY have five sons, 12 grandchildren, and 10 great-grandchildren. "I sold my farm to the boys in the 1980s and moved to Greensboro Bend. It is sort of a gravel hill. One-hundred seventy acres and I thought it a good place for the Scottish Highlander herd I had started. There was a guy who brought some Highlanders from out West. He got scalded and died working in a pulp mill. A friend bought one and had a heart attack and sold his cow to me. We ain't ever seen them before. Nobody had. They were different, but they got the best beef I ever tasted. They're covered with tallow on the outside of the muscle. It is lean and very tender and good for you... like Angus beef but not as fatty.

"That first cow I bought for \$50. It had no registration but it was branded and we traced it down and registered it. I bought a few more in New Hampshire and Maine. We got 50 now. I've willed the farm and the cattle to my son Ray and we work together. Ray sold a cow and two calves for \$6,500 and a bull brought \$2,000.

"They pasture out back, up on the hill. See that back window in the kitchen? It looks right up to the top of the pasture. I open the window, sight my .32 special on the table, and shoot coyotes and fox from there when they're after the calves. See that big bull out front? That's Lance of Gordon Hill. His offspring have won prizes from Maine to Colorado. A guy came from



Carroll Statney's Scottish Highlanders are placid, almost patient, in their demeanor.

Scotland and said that bull was the best he ever saw and he took pictures of it to take home. We got the best herd here in Vermont. No, in the United States!”

BANNERS, TROPHIES, AND RED, blue, and yellow ribbons that Carroll and Ray's Highlanders have won dominate the living room of the small green house where Carroll and Polly spend most of their time.

A mounted trout hangs incongruously above four of the ribbons won by their Highlanders. An old roll-top desk is covered with pictures of family and cows scrambled in with paperwork and on the wall are more photos and paintings of Highlanders. In front of their house is a fenced-off pasture with a stable where Lance of Gordon Hill lives. Next to it is a patch of rhubarb, which their prize bull considers a delicacy when offered to him.

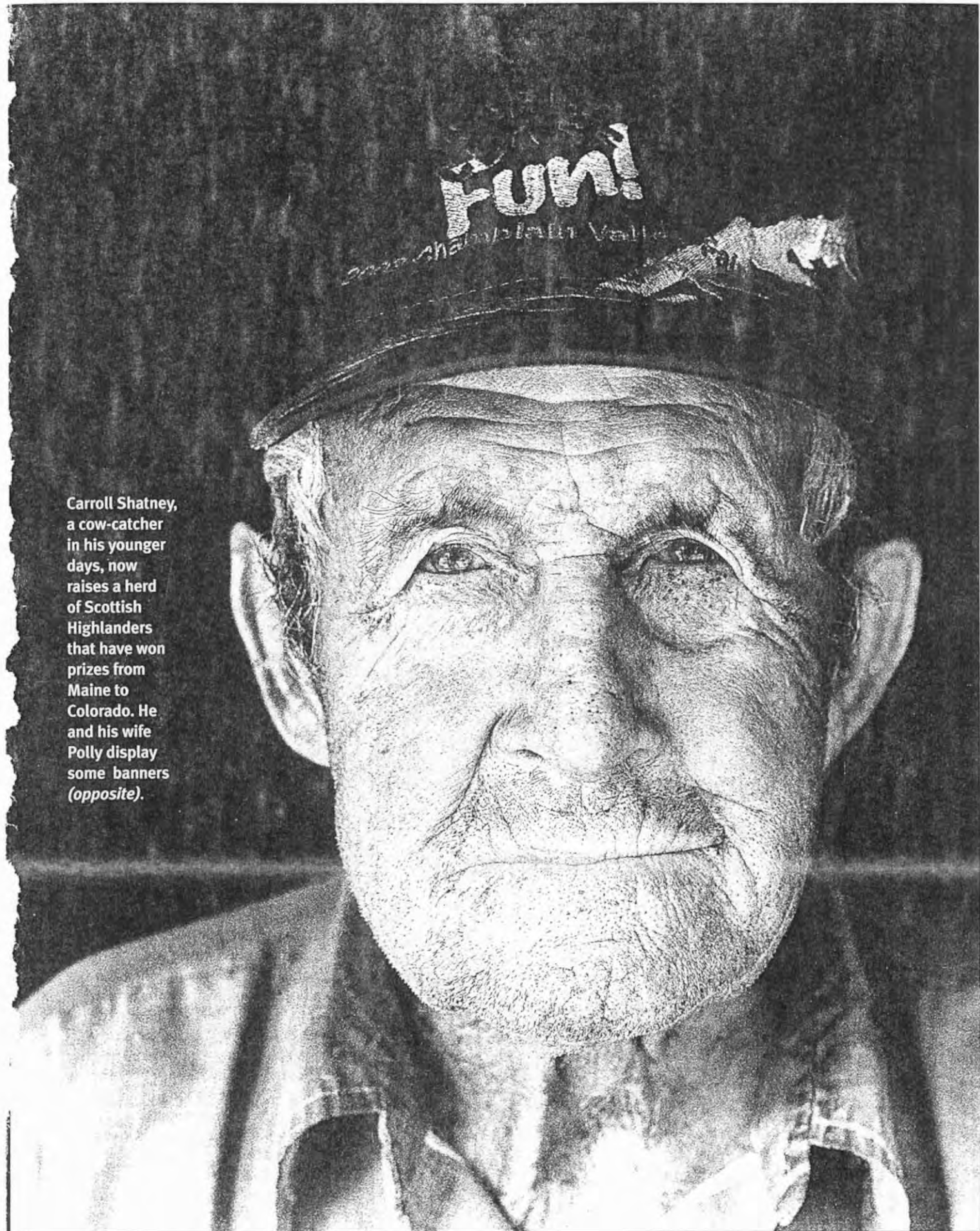
The kitchen is in the back of the house and here Carroll or his son Ray sit and shoot coyotes. A Highlander skull lays bleached white in the pasture, with a bullet hole in its forehead. Insects have pretty much done their job before the skull is hung on a wall. Carroll and his son butcher the cows they sell for meat and

take the carcasses to Sheffield to be cut up and packaged. Carroll moves slowly now and uses a cane or walker but asked me to drive him up to his pasture and mowing (piled hay) that are on a plateau above his house. He wanted to show me his herd, and the land. On top there is a smooth view of the valley to the south; the grass is lush green from this year's rain. A grove of spruce to the west acts as a sunporch where the Highlanders hang out. Most of the time they graze slowly, back and forth, over the pasture.

A number of new calves sun themselves near their mothers. Scottish Highlanders are placid, almost patient, in their demeanor, not at all skittery, and slow in their movements.

As our time together draws to a close, Carroll proudly points out the wells he has dug—none more than 100 feet deep—and the place on the edge of the pasture where the water gushes up from the ground and rushes down a small hill to fill a wetland. ¶

Peter Miller was named “Vermonters of the Year” by the *Burlington Free Press* earlier this year. His books include *Vermont People* and *Vermont Farm Women*; go to www.silverprintpress.com.



Carroll Shatney, a cow-catcher in his younger days, now raises a herd of Scottish Highlanders that have won prizes from Maine to Colorado. He and his wife Polly display some banners (opposite).

Main Street, Greensboro Bend, Vt.



Main Street Greensboro Bend in 1915- note the gas station to the right

Bill Cook's Memoirs of a 10 year- old Growing Up in Greensboro Bend in the Early 1950's

Roy Bennett and I knew our way around when the Bend was a bustling little community. The daily life of two 10 year-old boys in the early 50's that loved to fish and knew the best fishing holes on the Lamoille River to the Stannard Brook...and also some of the best cooks along the way.

Mrs. Gonyaw was one of the cooks that was always good for a couple of cookies or a piece of cake. Roy and I would plan our trip on the days that Mrs. Gonyaw was sure to have fresh baked goodies.

Starting at one end of Main Street, Roy and I would stop at Elmer Giles for a visit. Elmer owned a hardware store and was also a Constable. Elmer would tell stories about prohibition, chasing rum runners, etc.; not that Roy or I knew what prohibition was. But we listened.

Then we would stop next at Davis Store for a short visit. Next to Davis's store was Tanguay's Garage. Emeric Tanguay was the owner and he could fix anything. He was a good man to know, especially for two boys that had bicycles. This was one of our favorite stops. Emeric would say "I can't fix it right now, boys, come back later". Well to us, later meant in a half hour. Emeric got smart to that. He would then say "come back tomorrow". So we would be back there early the next morning. Next to Tanguay's garage was the Milk Creamery which was next to the St J & LC Railroad. Farmers would bring their milk to the Creamery by horse and wagon or trucks. Each farmer had 2 sets of milk cans...they would drop off the full cans and

pick up the empty ones. Roy and I knew all about how to run the Creamery. We would help unload the cans and also help load up the empty cans for the farmers. We would make a quick visit to the Laboratory at the Creamery. A great place to catch up on what's going on.

Across the street was the Railroad Station. Maurice Hoyt was the station agent. Maurice always had time to visit. The telegraph was always clicking and Maurice would tell us what was coming in on the wire. He even gave Roy and me a chance to send messages.

The Railroad Station was a very busy place with freight, passenger, milk and mail trains. There were at least 3 trains a day. The Eastbound train would pick up mail without even stopping. Maurice would hang the mail pouch on a pole in front of the station and as the train passed the mailman in the mail car would grab the bag as the train was headed for St. Johnsbury. Leaving the Bend going East, the train would try to get a run so as to make Stannard Heights. That was a hard pull. Sometimes the train would have to back up, pass by the station house and start all over to build up more steam and get another run on the "Heights". The Bend had a water tower and the water came from up on the hill behind Smith's Store... A small dammed up brook was the reservoir. (This was one of our secret fishing holes).

The water tower was fascinating to watch as the water rushed thru a very large pipe... maybe 6 to 8" or larger into the water tank on the steamer. There was a coal yard east of the Rails. The steamer would take on water and coal before heading east or west out of the Bend. The coal yard was a massive building to store coal in. Coal would fall

off the coal car along the rail. All this was picked up by local people to heat their homes.

Next to the railroad station was the Section House where the section crew housed their Putt-Putt car. Mr. Sternberg and Wallace Allen worked on the section crew. They used soft coal to heat the section house. As I remember, there was always lots of smoke in the Section house. This was a great place to stop on a cold, rainy day. They were great guys to visit with. Roy and I would plan our fishing trips to get a ride back to the Bend on the Putt-Putt car.

Roy and I would spend a lot of time hanging out with Maurice. A sure sign of spring was when steamer trunks would start arriving at the Station. Summer folks would come by rail and be transported to Caspian Lake in Greensboro by Sam Ladd. Sam had started his stage line with horse and wagon or buggy and then eventually to a station wagon. .a real Ford Woody! Sam was busy all summer, hauling people to and from the Bend. A recent story I heard about is as follows: A summer camper was being picked up at the station and had a steamer trunk to load. The camper said to Sam, "I would help you but I'M 84 years old." Sam said" That's ok, I can do it, I'm only 94". Sam still had his driver's license at 100 plus years old.

On the North side of the railroad station was the potato sheds. Dick Thompson worked at the sheds and always had time for Roy and me. We would hang out with Dick and help grade potatoes, bag potatoes, put wire ties on the bags and help discard the rotten ones. Lots going on at the potato sheds in the fall during harvest. I am sure we got in the way at times. But everyone always seemed to have time for our visit.

The rail yard had a cattle pen. Cows, horses, etc. were shipped by rail. The Bend even had hobos travel the rail. Some would stop off. Roy and I would sometimes listen to their exciting travel stories. Not much happened in the Bend that Roy and I didn't know about! Once a top secret troop train was to pass thru the Bend. We knew about it and watched. We waved to the soldiers as they passed by.

Next up Main Street was Desjardins (Gardner's). They sold Bailey Feed. A short visit here while on our way to McDonalds Blacksmith Shop. Bill McDonald always had a fire going in the arch. We watched as he put shoes on the horses and did whatever a blacksmith shop did in the 50's. I remember it was very hot in there, especially on a hot summer day.

Back to the main street going north was the old boarding house/hotel/ dance hall/basketball court. I think Doc Williams and Kitty had even performed there on one of their many trips thru the Northeast.

Past the boarding house was the sawmill. Roy and I would stop by and watch the local farmers bring logs in by horse and wagon and dump them in the mill pond. Logs would then be pulled up a conveyor to be sawed. The mill was all run on steam. Lots of catfish in the mill pond!

Next, a stop at the Fontaine farm. . great stopover during haying. We would help unload the hay wagons.

Now crossing over to the east side of Main Street and going south, we would stop at Messiers farm. Alex Messier had a hay fork that was used to unload the wagons. In the top of the barn was a rail that

the fork would travel on. The hay wagon was backed under the fork; the fork was dropped into the pile of hay, and then lifted to the rail by Pat, the horse. That was Roy's and my job to lead Pat so she could pull the hay to the rail, then slide down the rail and dump it into the hay mall. It was always lots of fun at the Messier farm. After being at the Messier farm, I always thought I wanted to be a farmer.

From the Messier farm, headed south, was the famous Smith's Store with Craig Smith, owner. Roy and I would stop and see Craig, buy a hard ice cream cone. Craig always handed you the ice cream cone upside down! I don't remember the ice cream ever falling out! Craig always had time to visit with Roy and me.

Heading out again, past some homes, there was another store where Olga Gomes lived. Don't remember much about that place...but that it was across from Gardners Feed Store. Now, we are across from the potato shed. Another store, and this time it was Cook's store owned by my parents Charles and Catherine Cook. This building was built by Vallencourt, sold to Barber and then to my parents. This was a grain store and grocery store. The upstairs was the apartment where we lived.

In the hills around the Bend were many small farmers, but they all made a living. Most everyone had chickens and small animals. They raised their own food. A visit to town was only done once a week. One of the customers that would come into the Cook Store was Perley Gonyaw. He lived a few miles north of the Bend. Perley would come to town with his team of horses. Roy and I knew about when Perley would show up and in the winter time, we would fasten our sleds to the horse drawn sled and he would pull us up the snow covered road.

Guess we had to walk back...don't remember, but the ride must have been worth it.

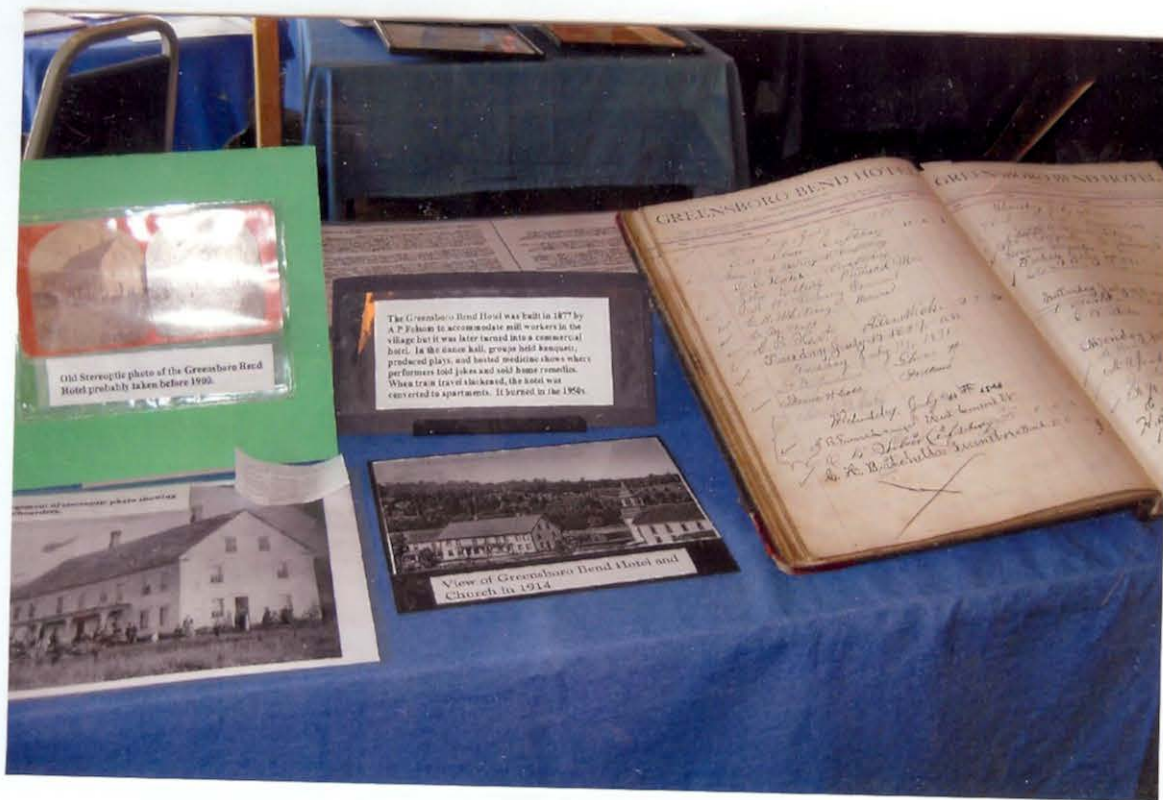
The McDonald Farm on top of French Hill was another place that we liked to visit. Roy and I would push our bikes up the hill, telling ourselves that the ride back was worth it. At the top of French Hill was a Civil Air Patrol Watch tower that was manned to watch for low flying aircraft. Built maybe in World War II or the Korean War... I don't remember anyone ever being there. But I do remember on the walls there were charts showing different types of aircraft. A very interesting place to go....especially with a 10 year old boy's imagination.

Roy and I did a lot of fishing. One of our secret holes was under the railroad trestle at the Bend next to the station. Because we were young boys, we could get between the railroad ties and climb to the bottom of the bridge. Sometimes we would stay and experience the train going overhead, hoping that the passengers read the sign "Do not use the bathroom while stopped at the station".

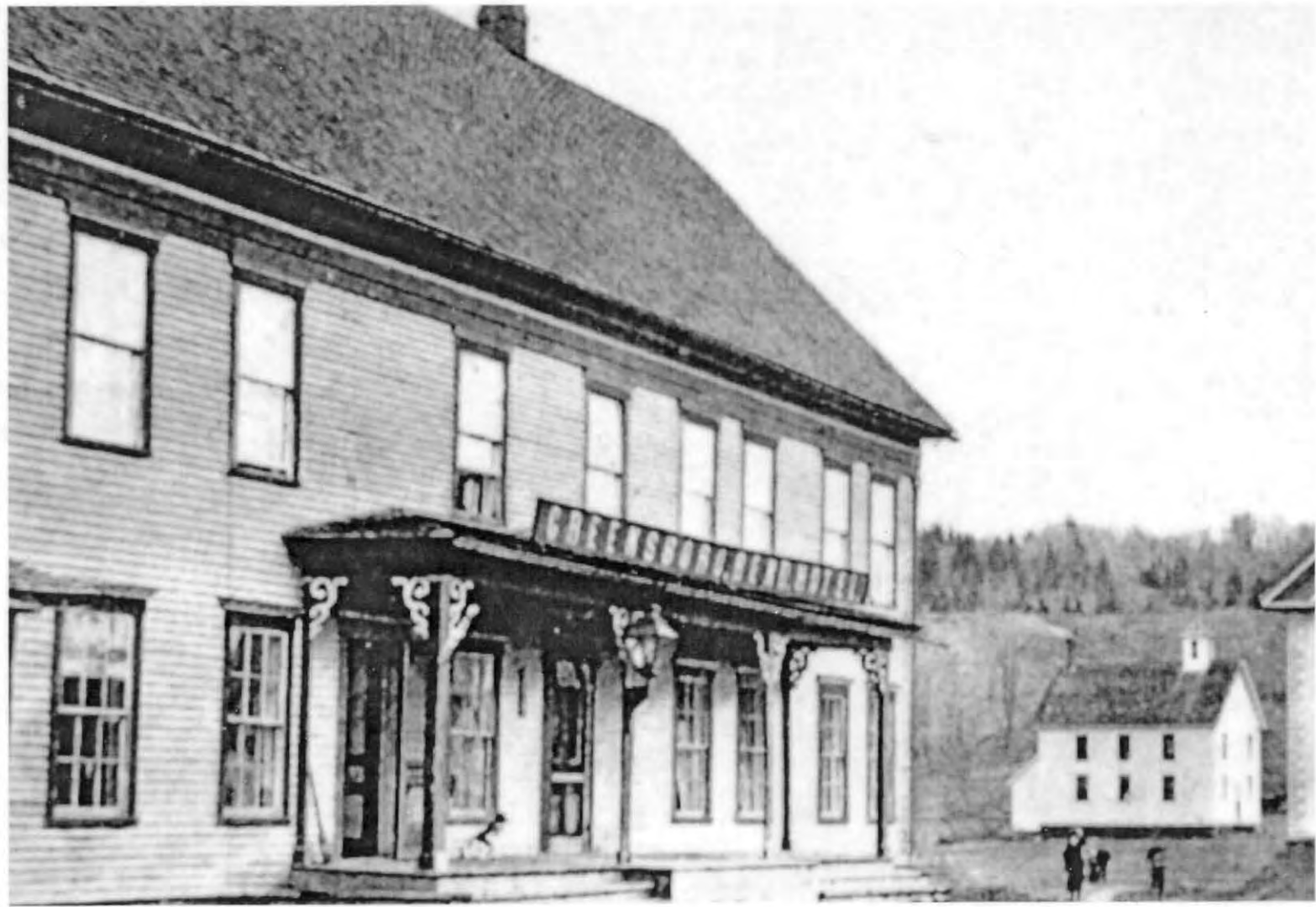
Back in the 50's not many telephones. If you needed to use a phone you would have to go to one of the businesses. Because we had party lines, the telephone lines might have been busy. Not many cars. Roads were plowed after a storm and lots of mud in the spring. All in all, it wasn't that bad.

The most that Roy and I learned about the outside world was likely learned from a man of the world: the hobo on his way thru town. Life was great for two ten year olds growing up in Greensboro Bend.

Bill Cook
57 Farrants Point
Newport, VT 05855



The Greensboro Bend Hotel was built in 1877 by A P Folsom to accommodate mill workers in the village but it was later turned into a commercial hotel. In the dance hall, groups held banquets, produced plays, and hosted medicine shows where performers told jokes and sold home remedies. When train travel slackened, the hotel was converted to apartments. It burned in the 1950s.



Greensboro Bend Hotel in 1910



**Old Stereoptic photo of the Greensboro Bend
Hotel probably taken before 1900.**

**Enlargement of stereoptic photo showing
guests/boarders.**

Wood from G'boro
Bend Hotel was
used to build
Roger Fontaine's
barn in G'boro -
© 1959

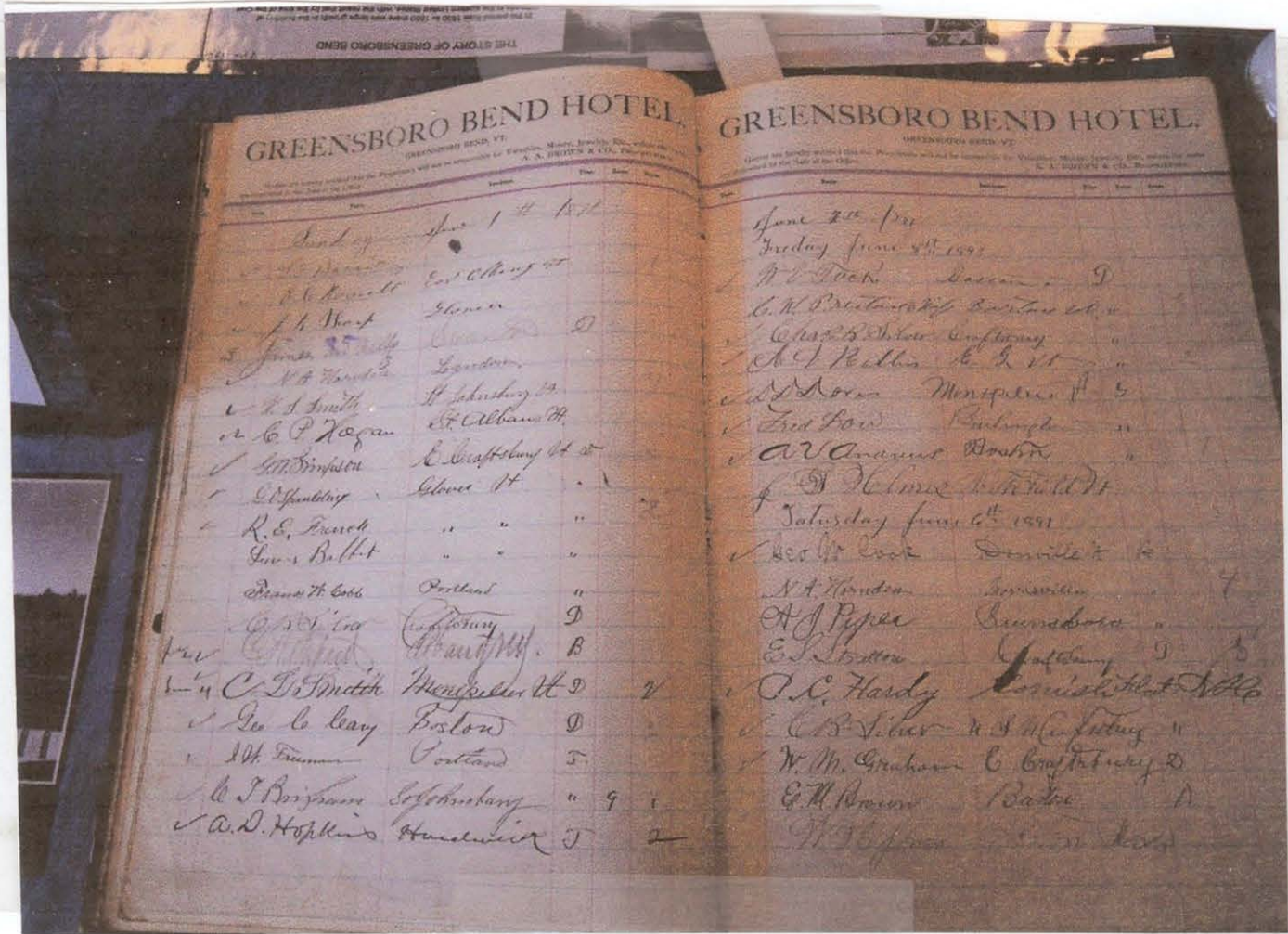


Hotel and Church, Greensboro Bend, Vt.



View of Greensboro Bend Hotel and Church in 1914

GREENSBORO BEND HOTEL REGISTER 1891-1892



OLD TIME STORES OF GREENSBORO BEND



CALEDONIA NATIONAL BANK

No. 4463

OF DANVILLE, VT.

Greensboro Bend, Vt. August 1911

PAY TO THE ORDER OF

St. J. & L. B. R. Co

\$1. ⁶³/₁₀₀

One ⁶³/₁₀₀ Dollar

DOLLARS

J. H. Pope

J. H. POPE
FARDWARE



George and Mayme Davis
Married soon after the store was built.

Circa 1893



DAVIS STORE CIRCA AROUND 1915



DAVIS STORE CIRCA AROUND 1915

DAVIS STORE CIRCA AROUND 1915



OLD TIME STORES OF GREENSBORO BEND



U.S. COLE'S STORE SOLD GUN BIRDS, DRY GOODS, HARDWARE, CLOTHING AND MILLINERY. EARLY 1880'S

Greensboro Bend 'Supermarket' Began Sixty-Three Years Ago



George and Myrtle Elmer Married soon after the store was built.



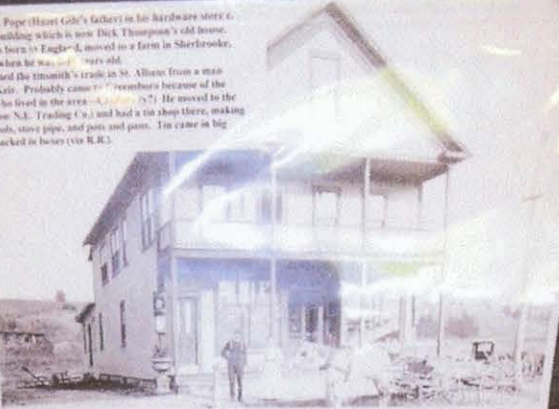
METAL BIN FOR DISTURBING DAVIS STORE

EDWIN BROWN FROM LAY TO THE TABLE WITH BROWN'S 'The great old-time store at Davis and Son' - Greensboro Bend



STORES OF GREENSBORO BEND

James M. Pope (Hunt Gil's father) in his hardware store c. 1902 in building which is now Dick Thompson's old house. Pope was born in England, moved to a farm in Sherbrooke, Quebec when he was 10 years old. He learned the tinmith's trade in St. Albans from a man named Kelly. Probably came to Greensboro because of the Kerrs (as he lived in the area - Kerr's '97'). He moved to the store (now N.E. Trading Co.) and had a tin shop there, making sugar tools, stove pipes, and pots and pans. Tin came in big sheets packed in boxes (via R.R.).

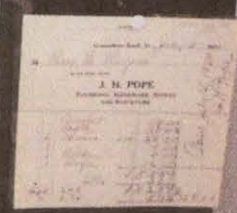


JAMES AND LAURA POPE STANDING IN FRONT OF THEIR STORE. THE BACK ENTRANCE WAS PROBABLY TO LAURA'S MILLINERY STORE.

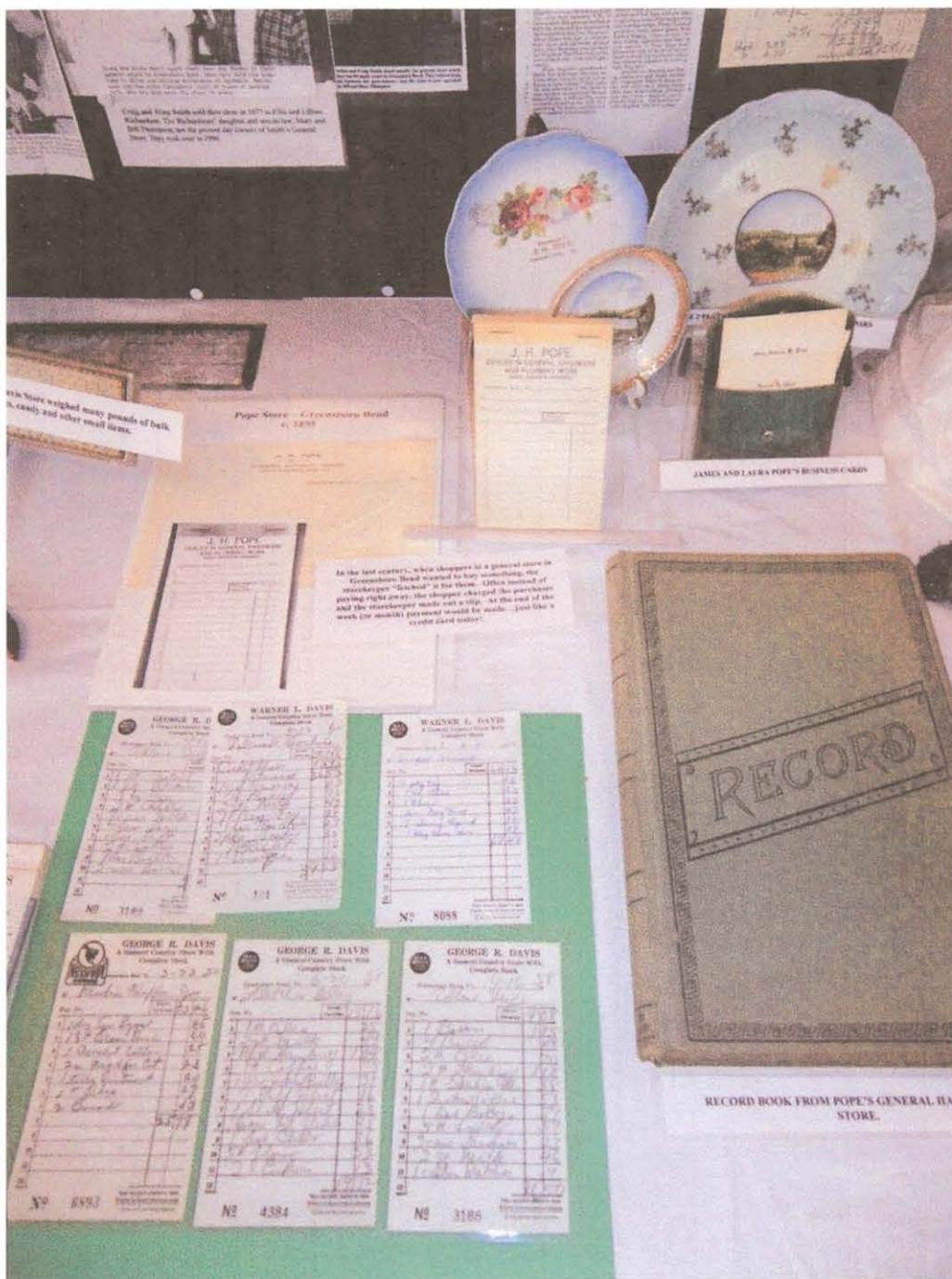


The Pope's store in 1900

BEAUTIFULLY DECORATED HALL FROM LAURA POPE'S STORE. PHOTOS & THIS PICTURE WAS TAKEN AT CHRISTMAS TIME WITH ALL THE CEILING DECORATIONS.



SHOEHORN FOR LACE-UP SHOES AND BO
"It pays to buy shoes at Davis and Son"- Greensboro bend



JAMES POPE'S INVOICE BOOK.

RECORD BOOK FROM POPE'S GENERAL HARDWARE STORE.

This scale at Davis Store weighed many pounds of bulk cookies, candy and other small items.



WOODEN TOP OF FEED BARREL FROM B.O. DAVIS' STORE



GEORGE R. DAVIS
A General Country Store With
Complete Stock

Greensboro Bend, Vt. 3-23 1950

M. Reubin Chaffer, Jr

Reg. No.	Account Forwarded	
	<u>23</u>	<u>46</u>
1	1 doz Egg	45
2	1 1/2 # Ocean Bisc	60
3	1 Crochet Cotton	25
4	2c Fish for Cat	23
5	1 tube Ointment	20
6	1 # Olio	27
7	2 Bread	33
8		<u>25</u>
9		<u>79</u>
10		
11		
12		

N^o 6893

Your account stated to date
If error is found return at once
↓ THE POTTER PRESS BOSTON



GEORGE R. DAVIS
A General Country Store With
Complete Stock

Greensboro Bend, Vt., 6-20 1958

M. Hletcher Blay

Reg. No.	Account Forwarded	
	<u>15</u>	<u>16</u>
1	1 # Olio	25
2	2 qt Milk	44
3	1 1/2 # Hamburg	1 04
4	1 # Coffee	75
5	1 ger peanut Butter	39
6	1 Puff Wheat	16
7	1 Shred Wheat	23
8	1 Grape-Nut Flake	28
9	1 bot Cheer	36
10	5 # flour	53
11	2 Cakes	13
12		<u>19</u>
		<u>72</u>

N^o 4384

Your account stated to date
If error is found return at once
↓ THE POTTER PRESS BOSTON



GEORGE R. DAVIS
A General Country Store With
Complete Stock

Greensboro Bend, Vt., 4-16 1958

M. Adlene Verge

Reg. No.	Account Forwarded	
	<u>9</u>	<u>08</u>
1	1 Broom	1 95
2	4 Bread	88
3	2 # Olio	70
4	2 # Hamburg	1 18
5	1 # Spaham Gls	38
6	1 Instant Coffee	53
7	1 bot Breeze	37
8	5 # Sugar	57
9	2 cans Sardines	23
10	2 qt Milk	46
11	1 carton Matches	17
12		<u>16</u>
		<u>50</u>

N^o 3188

Your account stated to date
If error is found return at once
↓ THE POTTER PRESS BOSTON

In the last century, when shoppers at a general store in Greensboro Bend wanted to buy something, the storekeeper "fetched" it for them. Often instead of paying right away, the shopper charged the purchases and the storekeeper made out a slip. At the end of the week (or month) payment would be made...just like a credit card today!

Greensboro Bend 'Supermarket' Beg

By BEN COLLINS

GREENSBORO BEND, Feb. 22 — The tiny village of Greensboro Bend has a super market, but it isn't the kind usually associated with self service and push carts for the tots.

For more than 60 years the food-stuffs and furnishings needed by this community have been on sale at the Davis General Store which opened its doors in November, 1893.

From Spices to Galoshes

Ever since, customers have been poking around its tremendous stock and coming up with everything from spices to galoshes.

Because of the store's Topsy-like growth, chances are good also that the two items are on display on adjoining counters.

If an item is not uncovered at first glance, George R. Davis who opened the store with his father 63 years ago, or his son, Warner, may be able to find it.

But Davis, in his 80th year, admits:

"We've grown, so I'm not in the least certain how many articles or different items we have for sale. But if it's in the foodstuff or fur-



Buttons or bows; meat or potatoes—They're all sold over the same counter at the Davis general store in Greensboro Bend. Above, Mrs. Evelyn Atherton, at left, sells Mrs. Lyman Brooks of Newbury a pair of slippers.

nishings line, I'm pretty sure we have it somewhere.

Long Schedule

"We started out on a 15-hour-a-day schedule and this has only been cut to being open six days and two evenings a week.

"Still, there is a lot to keep track of."

Davis was fresh out of Hardwick Academy when his father, Byron O. Davis, began work on the store.

High school for him meant a daily train ride down in the morning and a freight hop back in the afternoon on the St. J. and L.C.

His desire for a college education was cut short when his father became sick and he went into the store that November.

His savings for college went into stock for the store which opened with only a small line of groceries.

"At first, everything came from Boston by train. Flour and sugar by the barrel, spices in six-pound lots and horse blankets — a fast moving item in the fall — by the bale.

Customers Traded Once a Week

"Customers usually came once a week and stocked up with supplies enough to carry them through.

"The first car-load of flour we

got from Boston was sold from the box car right in the rail yard. Ten barrels left were marked up from \$3.25 to \$3.50 to cover the cost of carting them to the store."

The proprietors kept a team to transfer goods from the rail yard to the store just down the street.

"Still," Davis remembers, "a lot of work was done with a wheelbarrow. Then, too, a farmer was often willing to make the haul with his wagon for 25 cents a load."

Boom in 1900

Business boomed, and in 1900 the store size was doubled and the line of shoes and clothes was put on sale.

The store prospered with the times. Business soared to an all-time high during World War I when the mills were going full tilt. There was enough of a sag during the 1930's to enable Davis to take the only extended vacation of his long career.

"A neighbor and I motored through the West Coast where we found Oregon to be much like Vermont and tops for that part of the country."

Trading Habits Shrink

The proprietor believes that the trading area as well as the trading habits of Greensboro Bend customers has shrunk since the old days.

"Summer people are good for business," he admits but he also feels the area has suffered as a result of their buying up the land so that much of it is in use only 10 weeks out of the year.

Sharp and active of mind Davis

furnishings at the store which now credits Warner with running

Serves Community, Too

His long business proprietorship has been coupled with almost 4 years' service as a town officer.

Elected a constable when he turned 21, Davis remembers wearing out a bicycle serving summonses and papers over the mountains in Wheelock and Sheffield.

His public service has included terms in just about every town office, two times a member of the House of Representatives and one session as state senator. He currently is town agent, a post he has held for about 15 years. He also remains active as vice president of the Barton Savings Bank and Trust Co.

What does Davis credit for making a successful venture of a family business in a small community?

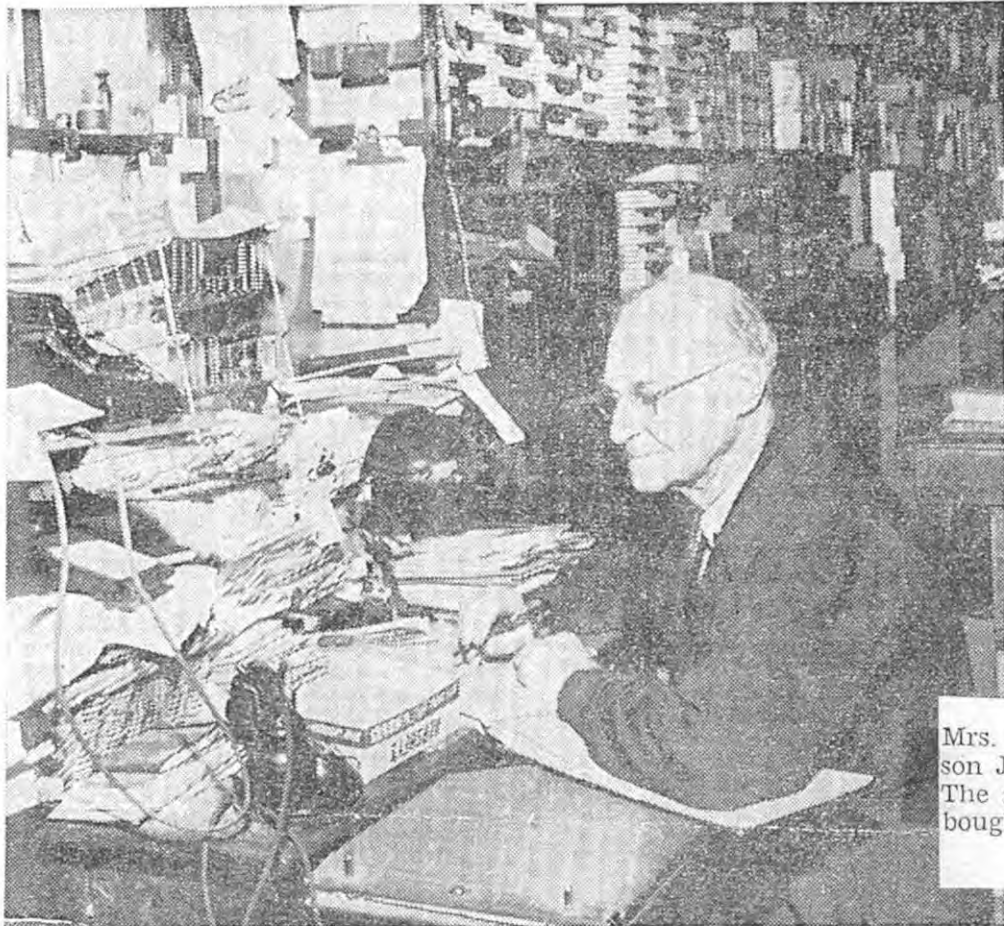
Just Hard Work

"Just common sense and a lot of work make a success of a store like this. If we hired work done as people do now days we'd never have made it. I started out working 15 hours a day and got into the habit, I guess, because I still do."

But Davis didn't explain how "common sense" accounted for his success when up to a dozen other stores had opened and closed during his span of operations here.

Nor the fact that some customers have been on the books since as long ago as 1906 while others have rushed in after a long absence to see "if the old store is as

an Sixty-Three Years Ago



Mrs. Edward Hill selects some canned goods but her son Jimmy has eyes only for a pair of No. 13 socks. The socks are left over from the day railroad men bought them to wear over their shoes instead of boots or overshoes.

The nerve center for the country store which has been operated by the Davis family for the past 63 years is the desk of George R. Davis who joined the business on his graduation from Hardwick Academy in 1893.



Six-year-old Jeannette Willey of Greensboro Bend sits high atop a pile of men's shirts and blankets to be fitted for a new pair of shoes. She is checked for size by Warner L. Davis, the son of the son of the store's founder.




**L.S. COLLINS STORE SOLD GROCERIES,
DRY GOODS, HARDWARE, CLOTHING AND
MILLINERY. EARLY 1900'S**



Pope's STORE

James H. Pope (Hazel Gile's father) in his hardware store c. 1892 in building which is now Dick Thompson's old house. Pope was born in England, moved to a farm in Sherbrooke, Quebec when he was 8-10 years old.

He learned the tinsmith's trade in St. Albans from a man named Keir. Probably came to Greensboro because of the Keirs (who lived in the area—Craftsbury?) He moved to the store (now N.E. Trading Co.) and had a tin shop there, making sugar tools, stove pipe, and pots and pans. Tin came in big sheets packed in boxes (via R.R.).



JAMES AND LAURA POPE STANDING IN FRONT OF THEIR STORE. THE BACK ENTRANCE WAS PROBABLY TO LAURA'S MILLINERY STORE.







THESE 2 PLATES AND SMALL DISH WERE SOUVENIRS FROM POPE'S STORE.



BEAUTIFULLY DECORATED HATS FROM LAURA POPE'S STORE. POSSIBLY THIS PICTURE WAS TAKEN AT CHRISTMAS TIME WITH ALL THE CEILING DECORATIONS.



The Pope's store in 1900

Pope Store – Greensboro Bend c. 1895

J. H. POPE

DEALER IN

PLUMBING, HARDWARE, STOVES
GULF SERVICE STATION

GREENSBORO BEND, VT. _____ 194

STATEMENT

1997.026.09
U2D1

Greensboro Bend, Vt., July 5 1924

M

Ray L. Rogers

IN ACCOUNT WITH

J. H. POPE

PLUMBING, HARDWARE, STOVES
AND FURNITURE

Paid July 5, 1924
J. H. Pope

	Buffet		54 00	
	Table		38 00	
6	Chairs	4.75	28 50	
1	"		9 00	
1	Rockers		9 50	
1	Sofa		16 50	
			155 50	
		290	3 11	
			152 39	
1	Light	2.98		
1	"	2.74		
			5 72	158 11



THESE BEADED BAGS ARE EXAMPLES OF WHAT WAS POSSIBLY SOLD IN LAURA POPE'S MILLINERY STORE.





**THIS CALENDER WAS FOUND IN THE DAVIS STORE
WHEN RICHARD AND JOSEPHINE VAN LEUVEN
(PARENTS OF DONNA ALLEN), MOVED IN AND MADE
THE FORMER STORE THEIR HOME IN 1972.**



**OIL PAINTING OF BENJAMAIN AND OCTAVIA
DEMARS FAMILY HOMESTEAD LOCATED ON FRENCH
HILL (NOW THE BEND ROAD). THE PAINTING WAS
DONE BY A FRIEND USING A PLACK AND WHITE
SNAPSHOT. THE MAN IN THE PICTURE IS OCTAVIA'S
FATHER, CYRIEL MERCIER.**

On loan from Jeannette Brochu Brochu



Arline and Craig Smith stand outside the general store which they ran for many years in Greensboro Bend. They retired from the business this past summer, and the store is now operated by Bill and Mary Thompson.

Circa ?



Dee and Graydon Gile are the new owners of the Greensboro Bend Store. (photo by Dorothy M. Ling)

A Fourth Generation Business

by Dorothy M. Ling

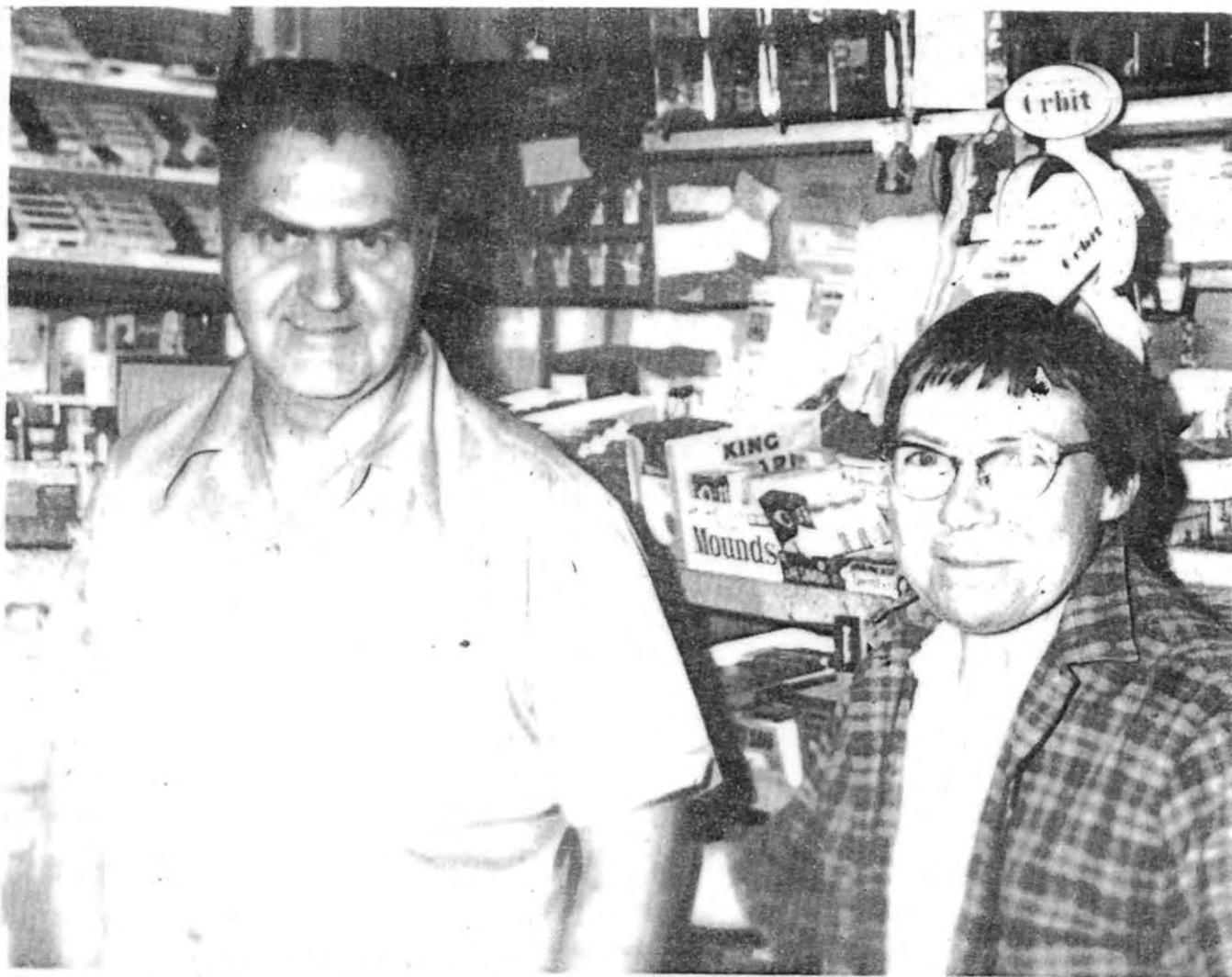
GREENSBORO — New management is in the Greensboro Bend Store this summer. Graydon and Dee Gile came from Lebanon, N.H., to have a store. His great-grandfather built the store and the home across the road where they live. His grandfather Elmer Gile had a hardware store there and his father worked there, also. Now they rent the store building from Tim Kane and have a store of their own — the fourth generation.

When Graydon's grandmother Hazel Gile died they inherited her home. After trying to sell it and refusing to "give it away," they made the leap and came to the Bend to start up their own business. He had been a builder, a skill that has come in handy preparing the store and renovating the home, and Dee had been a medical transcriptionist.

Opening on May 31, the store offers a variety of services. The Gile family are proud of their deli. They offer freshly made grinders, cold meats, salads and hot dogs, and are planning to have a line of hot soups when cold weather comes. There is a line of groceries, fresh baked goods from Eddie's Bakery, videos to rent, lottery tickets, cigarettes and beer. A new service is their Blue Seal dealership with all kinds of animal foods on hand. Joy dog food is sold, a food especially adapted for hunting dogs, they said.

Graydon is a hunting and fishing enthusiast and hopes hunters will congregate there to share stories and build up a photo album when deer season comes, although they won't have a weigh-in station. Graydon has a son who is on his own and a daughter who is in college.

Craig and Aline Smith sold their store in 1977 to Ellis and Lillian Richardson. The Richardsons' daughter and son-in-law, Mary and Bill Thompson, are the present day owners of Smith's General Store. They took over in 1990.



Craig and Aline Smith spent their last day Sunday at their general store in Greensboro Bend. They have sold the business to Ellis and Lillian Richardson of Hardwick. Smiths have run the store throughout their 26 years of married life. She has been with the store 31 years.



RAY ROGERS' WORLD WAR I ARMY UNIFORM

This woolen army uniform consisting of jacket, pants, 3 caps, 2 sets of puttees (cloth wrapped around leg from ankle to knee) belonged to Ray L. Rogers who lived most of his adult life in Greensboro Bend.

He was from Natick, MA and served in World War I. He was an "overseas" man who served in a Motor Truck Co. in France. He received his discharge in 1919.

In 1920 Ray married Helen McFarlane who was the daughter of Duncan and Dora McFarlane of Greensboro Bend. They first lived in Natick, MA, but by 1930 were settled in Greensboro Bend.

Rogers worked for the St. Johnsbury & Lake Champlain Railroad Co. Helen was a teacher in the area. Chevrons designate Corporal Quarter Master



**OLD POSTCARDS TO AND FROM
GREENSBORO BEND**

Please handle with care

LAKEVIEW
ELEMENTARY

THANK YOU FOR
YOUR
CONTRIBUTION

TO OUR EXHIBIT

Greensboro
Bend

Then

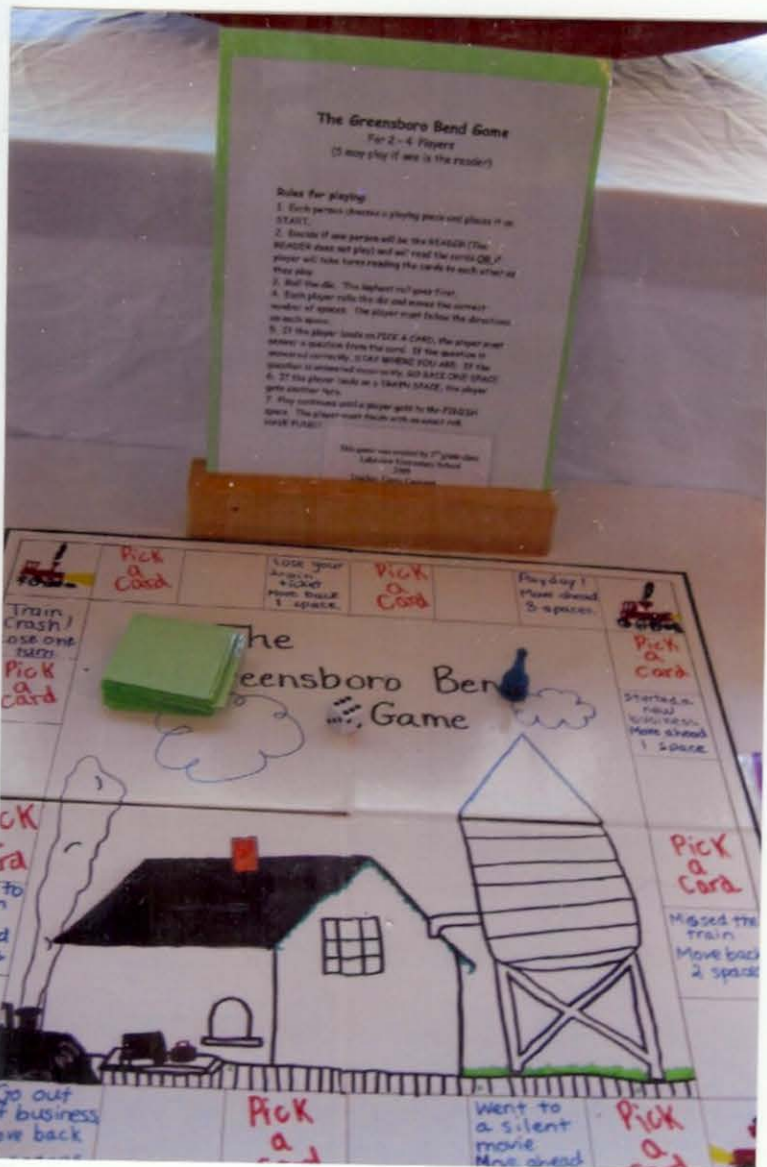


and



Now

Ry Grade Three - 2009



The Greensboro Bend Game

For 2 - 4 Players
(5 may play if one is the reader)

Rules for playing:

1. Each person chooses a playing piece and place START.
2. Decide if one person will be the READER (The READER does not play) and will read the cards OR player will take turns reading the cards to each other they play.
3. Roll the die. The highest roll goes first.
4. Each player rolls the die and moves the correct number of spaces. The player must follow the direction on each space.
5. If the player lands on PICK A CARD, the player must answer a question from the card. If the question is answered correctly, STAY WHERE YOU ARE. If the question is answered incorrectly, GO BACK ONE SPACE.
6. If the player lands on a TRAIN SPACE, the player gets another turn.
7. Play continues until a player gets to the FINISH space. The player must finish with an exact roll. **HAVE FUN!!!!**

This game was created by 3rd grade class
Lakeview Elementary School
2009

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For 2 - 4 Players

(5 may play if one is the reader)

Rules for playing:

1. Each person chooses a playing piece and places it on START.
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- HAVE FUN!!!!

This game was created by 3rd grade class
Lakeview Elementary School
2009





Long ago in the early 1800s, Greenboro Bend started out as a cedar swamp with only two homes. Railway Park had railway and the area was divided into lots. A road was built where the pond area was. It was known as the River Road (now Route 14) because it ran along the Lenoir River.



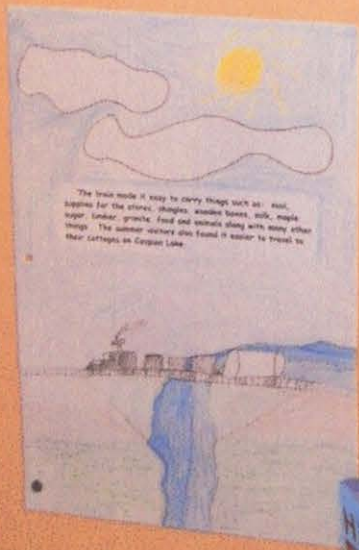
Greenboro Bend became its own place in 1872 after some small owners decided that they wanted the train to go by their mill. \$16,000 was paid to get the railroad to "bend" up into the town. That's how Greenboro Bend got its name.



Greenboro was a busy town for many years. People went to dances [redacted] or watched about 1000 of Woodmen 1400. There were baseball and basketball games and church suppers. The businesses were successful and Greenboro Bend was a popular place.



In the 1900s, parties were an important business. Two picture warehouses were built to show the pictures before they were shipped out to other places. The warehouse was also important since many farmers lived in the area. \$100 was shipped by many places and it was also made into butter that was shipped every day.



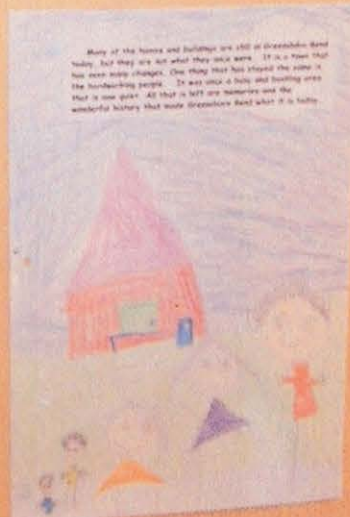
The train made it easy to carry things such as coal, supplies for the stores, oranges, wooden boxes, milk, maple sugar, lumber, granite, food and minerals along with many other things. The summer visitors also found it easier to travel to their cottages on Copper Lake.



Soon a train station (or depot) and a water tower were built. A coal shed was also built to fuel the train. The depot was also used as a telegraph station. Now people could communicate with each other better.



Soon the train was only used once in while. It was used to give people loads during bridge sections and then that stopped happening. Eventually, the train stopped coming at all and the tracks were removed.

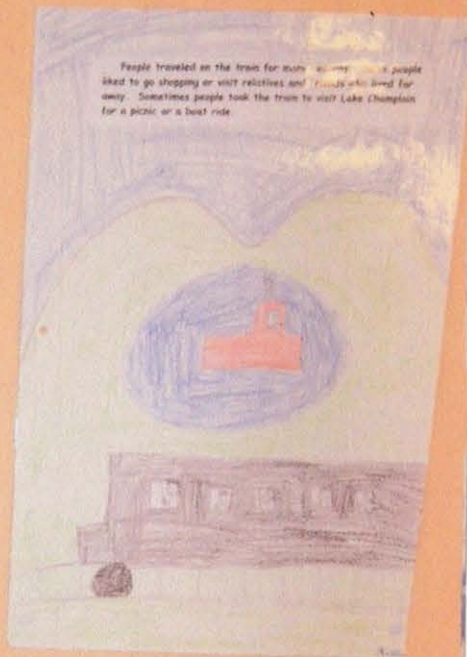


Many of the homes and buildings are still at Greenboro Bend today, but they are not what they once were. It is a town that has seen many changes. One thing that has stayed the same is the hardworking people. It was once a busy and bustling area that is now quiet. All that is left are memories and the wonderful history that made Greenboro Bend what it is today.

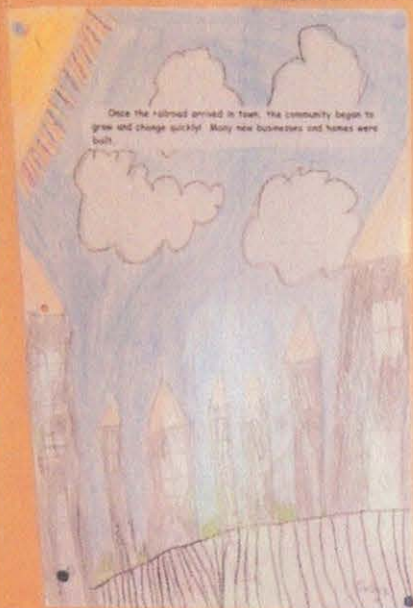




Since educating children was important, the town built a new school in 1878. It had two rooms and children in grades one through eight went there. It was replaced in 1931 by what is now The Greensboro Early Learning Center.



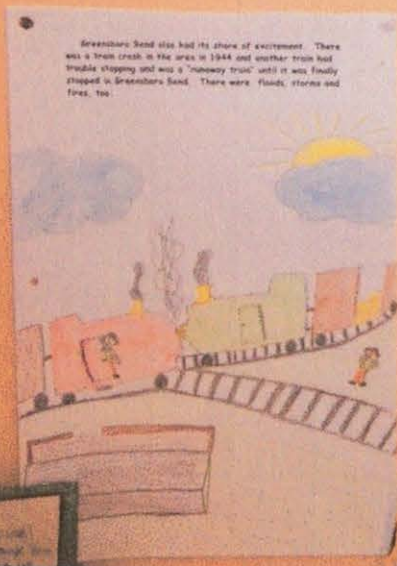
People traveled on the train for many years. People liked to go shopping or visit relatives and friends who lived far away. Sometimes people took the train to visit Lake Champlain for a picnic or a boat ride.



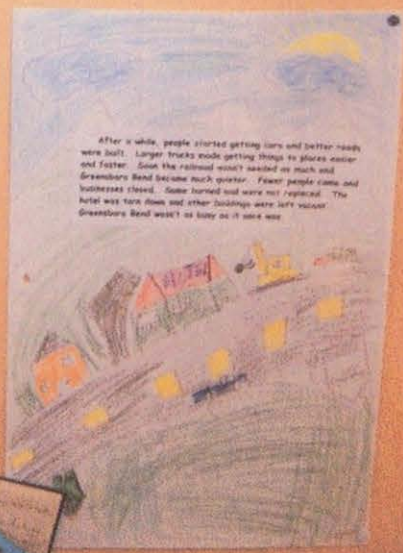
Once the railroad arrived in town, the community began to grow and change quickly. Many new businesses and homes were built.



People didn't need to depend on horses any more to bring their things to market or get the things that they needed. People could also travel on the train and get to places more quickly.



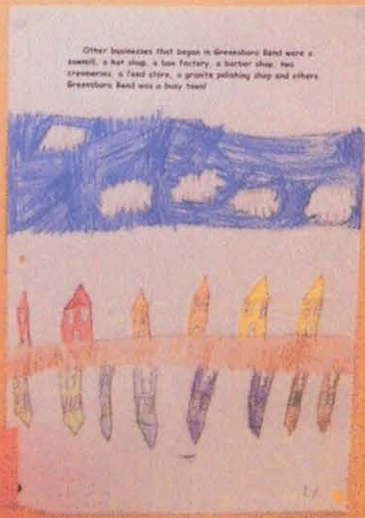
Greensboro Bend also had its share of excitement. There was a train crash in the area in 1944 and another train had trouble stopping and was a "runaway train" until it was finally stopped in Greensboro Bend. There were floods, storms and fires, too.



After a while, people started getting cars and better roads were built. Larger trucks made getting things to places easier and faster. Soon the railroad wasn't needed so much and Greensboro Bend became much quieter. Fewer people came and businesses closed. Some homes had cars not replaced. The hotel was torn down and other buildings were left vacant. Greensboro Bend wasn't as busy as it once was.



Many businesses opened in town. The first store was built in 1873. Some other businesses were post offices, other stores, a blacksmith shop, a hotel, two churches as well as many homes. When these businesses opened, they also made jobs for people.

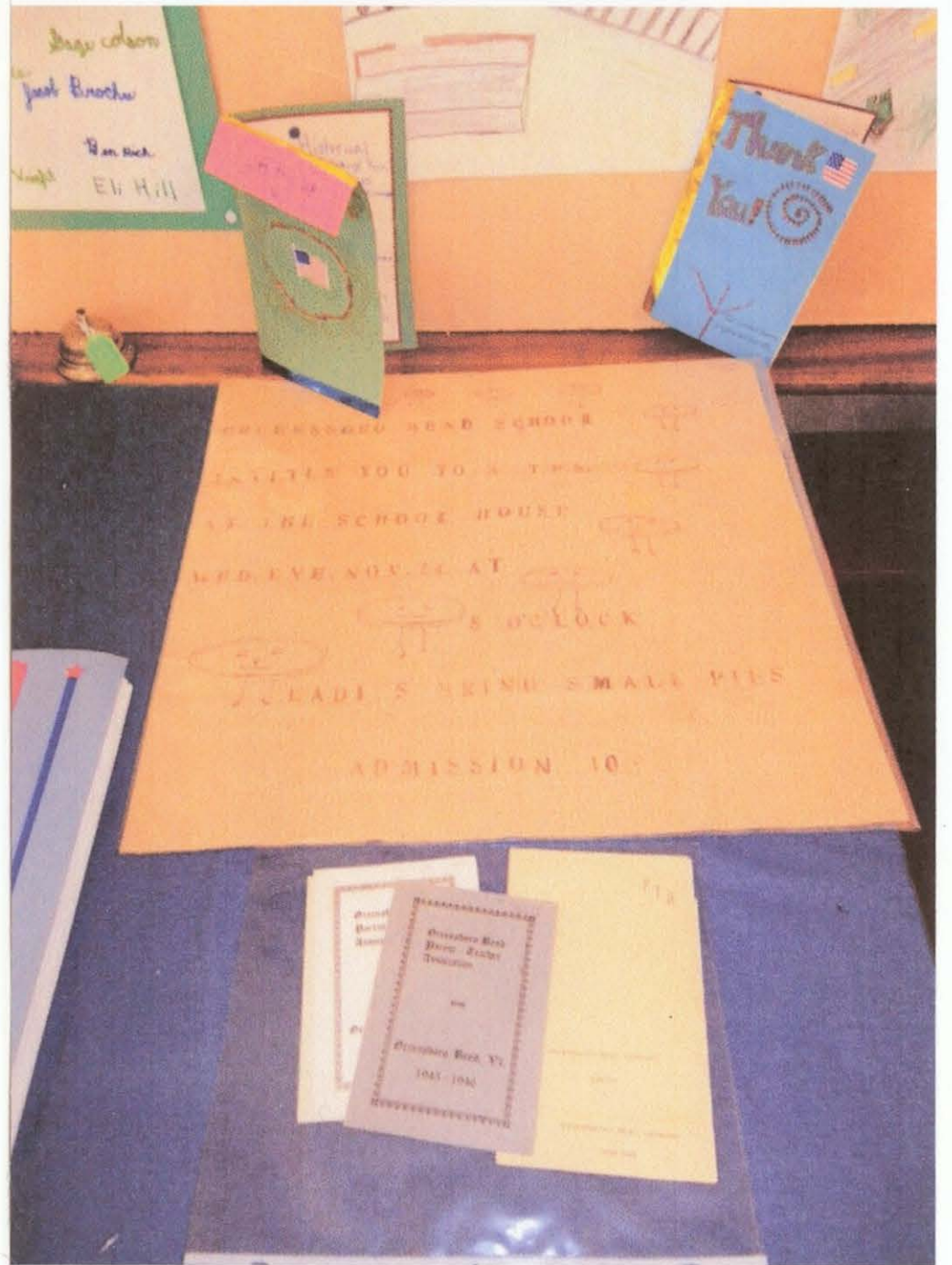


Other businesses that began in Greensboro Bend were a blacksmith, a hat shop, a box factory, a barber shop, two creameries, a feed store, a granite polishing shop and others. Greensboro Bend was a busy town!

Greensboro

Greensboro Bend

Thank you



West River Railroad

We've got a little railroad
And it isn't very wide.
We put in twenty thousand
And quite a lot beside.
They took all our money—
It was something of a chunk;
It is being run now
By the old Grand Trunk.

They started Monday morning
At seven o'clock on time.
I say they had six passengers
That were going down the line.
A sheriff, and a parson,
Three ladies, now don't laugh.
A little pile of lumber,
And a little red calf.

They had but one car
For the whole blamed lot;
They hadn't any stove
And it wasn't very hot;

They hadn't any seats
So they were in sore distress;
They took the crowd along
As baggage and express.

The sheriff, he looked wise,
And the baggage master, too.
The expressman, how he swore
As all expressmen do.
Captain Davis took the minister
Most kindly in his charge,
He put him in the mail bag
As he wasn't very large.

The conductor waved his hand
And the calf began to bleat,
Then Bert, he pulled the throttle
And the thing began to start.
They left the depot right on time
All in the same stall.
The parson, and the sheriff,
The lumber, calf, and all.

Sung by Lakeview Elementary 4th + 5th grade - Teacher - Leslie Campos

The Ballad of Runaway Pond

As I drive the back way to Burlington
Down by the old swamp by the road
Cat-tails and dead trees call back mem'ries
Long Pond legacy of long ago
Once Long Pond lay by Glover's south boundary
One hundred feet deep and a mile or so long
Surrounded by unbroken wilderness
Beech, birch, maple, hemlock, spruce and pine

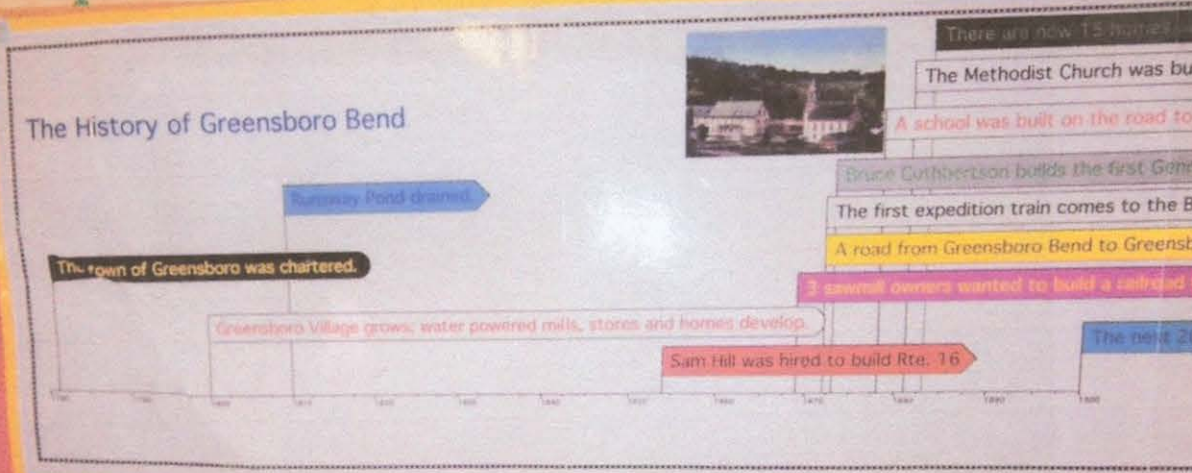
In eighteen hundred and ten, in the spring time
Streams were dry and Stone Pond was low
A drought prolonged there had been, when
The old mill wheel it would scarcely go.
The sixth day of June was Militia Day
Men gathered for their yearly drill
But the drought and hard cider and whiskey
Turned talk to power to run Wilson's Mill

"Though Long Pond it flows to the southward
We need water Stone Pond for to fill
We will dig a small trench to the northward
For power to run Wilson's Mill"
Each Glover man took a pick-axe or shovel
To dig a small trench so the millwheel would go
But they broke through the Old Mother Earth dam
Runaway Pond, how the waters do roll

From below comes a roaring like thunder
Each reddened face turns pale with fright
They see boiling and silvery quicksand
The water has gone from sight
Through the quicksand the waters now lower
Down the valley in madness to spill
O'er the deafening roar hear the men cry

**THIS TIMELINE WAS COMPOSED BY LESLIE CAMPOS' 4TH GRADE STUDENT,
TODD HOWARD**

The History of Greensboro Bend



There are now 15 homes in Greensboro Bend.

The Methodist Church was built in 1820.

A school was built on the road to Greensboro in 1830.

Bruce Guthbertson builds the first General Store in 1840.

The first expedition train comes to the Bend in 1850.

A road from Greensboro Bend to Greensboro is built in 1860.

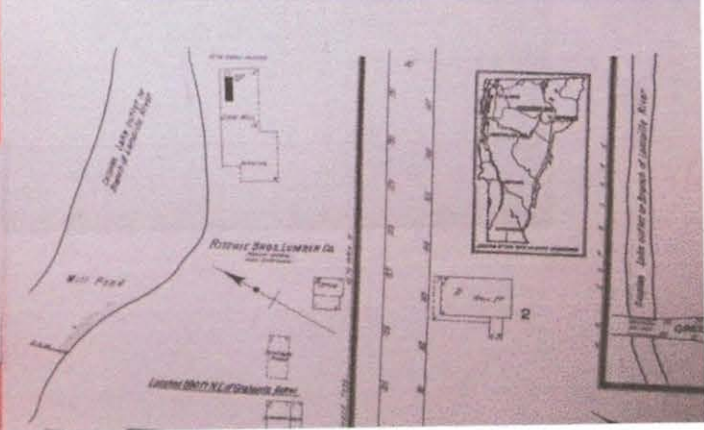
3 sawmill owners wanted to build a railroad to Greensboro in 1870.

Sam Hill was hired to build Rte. 16 in 1880.

The next 20 years...

**THIS TIMELINE WAS COMPOSED BY LESLIE CAMPOS' 4TH GRADE STUDENT,
TODD HOWARD**

**GREENSBORO BEND
MAP
1914**
from the Greensboro Bend Post Office



There are now 15 homes, a blacksmith, 3 stores and a hotel in the bend.

The Methodist Church was built.

A school was built on the road to Stannard.

Bruce Cuthbertson builds the first General store in the Bend.

The first expedition train comes to the Bend from St. Johnsbury.

A road from Greensboro Bend to Greensboro Village was created called "The Bend Road."

3 sawmill owners wanted to build a railroad track in the Bend and have the train stop on its way from Hardwick and the town gave an \$18,000 bond.

water powered mills, stores and homes develop.

Sam Hill was hired to build Rte. 16

The next 20 years are bustling in the Bend. There are 4 passenger and 2 freight trains.

STUDENT.

BEND

and a hotel in the bend.

St. Johnsbury.

is created called "The Bend Road."

and have the train stop on its way from Hardwick and the town gave an \$18,000 bond.

bustling in the Bend. There are 4 passenger and 2 freight trains.

Todd Howard

TANQUAY'S GARAGE

Emeric Tanguay, proprietor

Greensboro Bend, Vt.

1946 - 2009



BATTERY TESTER

WELDING MASK

Emeric Tanguay: Raconteur of Greensboro Bend

"Do you want summer air or winter air?" Emeric Tanguay asks a young boy who stops by his garage with his bicycle. "Well, I dunno. Summer, I guess."

Jokester, raconteur, farmer, mechanic, dowser, and family man, Tanguay will be remembered by everyone as that jolly man with the stories. Born in Quebec in 1914, as the seventh of eight children, he moved to Vermont with his family when he was two. In 1940, he married Jeanette Morin. In the early years of his marriage, he farmed, cut ice on Caspian, and logged. In 1946, he bought Heidger Garage in Greensboro Bend, a village gathering place and automotive repair shop he operated for more than 50 years.

In the words of his granddaughter, Anne Molleur Hanson:

If you're really lucky, you have bedrock in your life. *Pepère* was that to his family, and he certainly was that to me. Bedrock is the solid stuff that underlies what you do, who you turn out to be, how you treat others. My whole life, that bedrock was there, in the form of a short, jovial man who was bald, full of life, good humor, a bit stubborn, and only once in a blue moon displayed a flash of the "Tanguay Temper."

"Helloooo" is how you would be greeted by *Pepère* if you called him on the phone, as long as it was during his waking hours – somewhere between 4:30 in the morning and 6:30 or 7:00pm when he went to bed. His early years on the farm in South Walden had ingrained a farmer's schedule and work ethic into his makeup that lasted his whole life. *Pepère* and his older sister Christine worked as a team on that farm to keep it going when their father grew ill, creating a bond between the siblings that lasted a lifetime. She worried about him, as any older sister would who had seen an infant brother nearly die in his first year. How he survived is a miracle, for the story goes that he weighed less at age one than he did at birth. My best guess is that he survived because he was loved so much by his family. Once he turned the corner, he developed a constitution that was unbelievably strong, and he gave back – his whole life – the love and kindness his family had shown.

Pepère was not competitive, but every Sunday he was determined to get to church early. I think it was a matter of pride to be the first car in the churchyard. It was always a treat to be greeted by his smiling face as he stood at the back of the church and collected the quarter for seating.

Tommy Eastman was *Pepère's* "back door neighbor" on Hardwick Street. "Happiest man I ever met," was how Tommy described *Pepère* a few years back. "We would hear him sing or whistle all day long if he was working the back field." Tommy tells a story of *Pepère* giving him rides to school. The rule was that if you lived a mile and a half or less to school, you walked. But every morning as *Pepère* drove the "bus" (a large car or a box on skis with a team of horses, depending on the season), he would slow down for Tommy, who would jump up on the driver's side running board, put his arm out the window and hold onto his young friend on the ride to school. At day's end, Tommy would run like heck out of the schoolyard so he could catch the return ride!

He and *Memère* loved to go out to dance and party on weekends. His daughters tell us that he and *Memère* were often out most of the night with friends. He was a great storyteller, and he was in his element when he was telling one. His story-telling at the Hardwick French Heritage Festival is now legendary. At family gatherings, he would sit at the head of the table telling stories, often in French. *Pepère* loved to have family around, especially at mealtimes. He'd spend half the meal passing dishes, inquiring if everyone had had enough to eat. But always, after lunch, as he did every day of his working life, he took a nap. On Sundays he napped on his bed; other days in work clothes on an old bedspread he'd put down on the living room floor. We think this was the key to his longevity – and laughing every day.

We will miss *Pepère*, Dad, Emeric dearly. We were lucky to have him as the bedrock in our lives. And the good thing about bedrock is – it's always there.



Emeric Tanguay, Greensboro Bend resident and winner of the 1998 Greensboro Award, had a reputation for being able to fix any car that came into his garage. He died in his home on March 22, 2009.



CUSTOMER BILLS

GARAGE WALL THERMOMETER

TANQUAY GARAGE PENS

A SOCIAL CENTER

There were always men from the village sitting around the garage enjoying a good story

GARAGE CALENDAR



PARTS RACK FOR HOSES

NUTS AND BOLTS

Match boxes made good storage units

DOWSING STICK

Emeric was a certified dowser

He was often called upon to find water



CREEPER.



**The Women's Relief Corps
paraded from the Methodist
Church in the Bend to the
Lamoille River on each
Memorial Day for many years.
Photo early 1950's, Lewis Hill**



**St. Michael's Catholic Church
Greensboro Bend, Vermont**



THIS BARBER POLE WAS MADE BY ONEAL DEMARS SR. (Pictured at right) WHO HAD A BARBER SHOP IN THE BEND FOR SEVERAL YEARS, (WHERE THE POST OFFICE IS NOW). LATER ON HE OWNED THE SAWMILL HERE IN GREENSBORO AND BARBERED PART-TIME.

Opening April 1, '40 until further notice
Open at 8 A. M. Monday and
closed at 8 P. M. Tuesday
Wednesday closed at 6 P. M. Thursday
closed at 12 noon. Saturday at 9 P.

Hair Cut	60c
Children, except Saturday	50c
Shave	35c
Shampoo	45c
Massage	45c

THIS BARBER POLE WAS MADE BY ONEAL DEMARS SR. (Pictured at right) WHO HAD A BARBER SHOP IN THE BEND FOR SEVERAL YEARS, (WHERE THE POST OFFICE IS NOW). LATER ON HE OWNED THE SAWMILL HERE IN GREENSBORO AND BARBERED PART-TIME.

Moustache Cups were often available in Barber Shops so patrons with moustaches could drink their coffee, tea or soup without getting them wet or soiled.

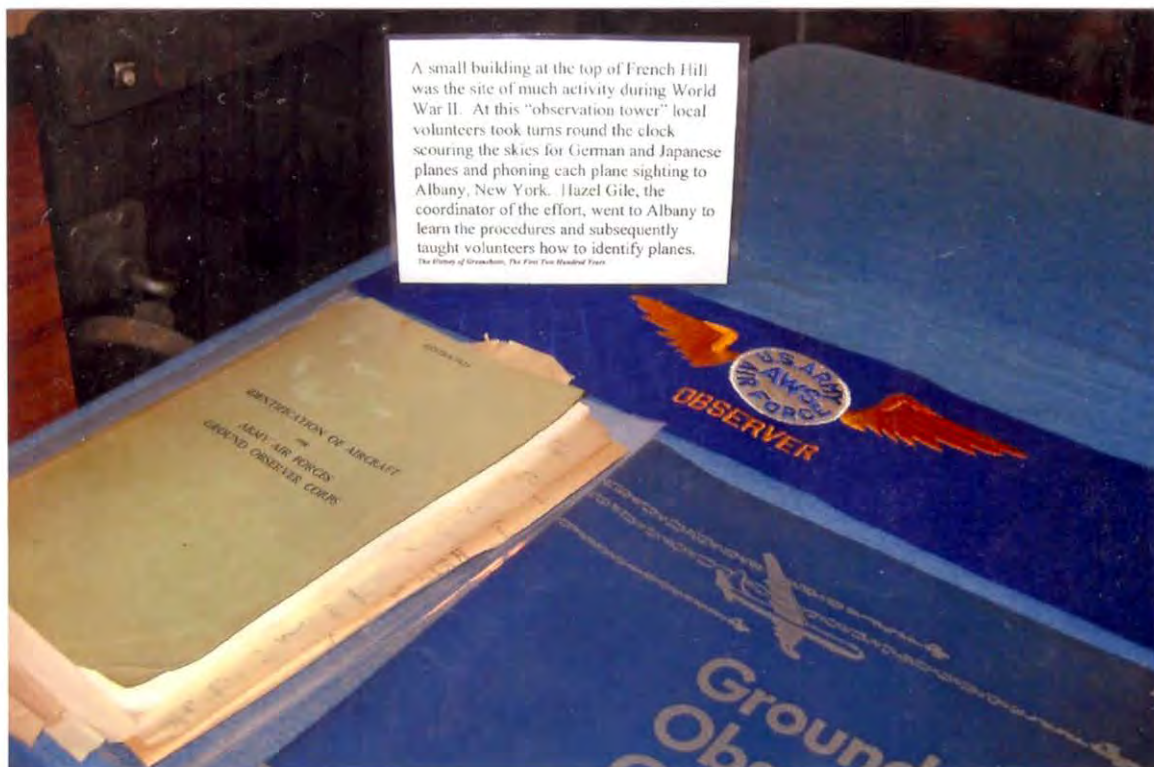


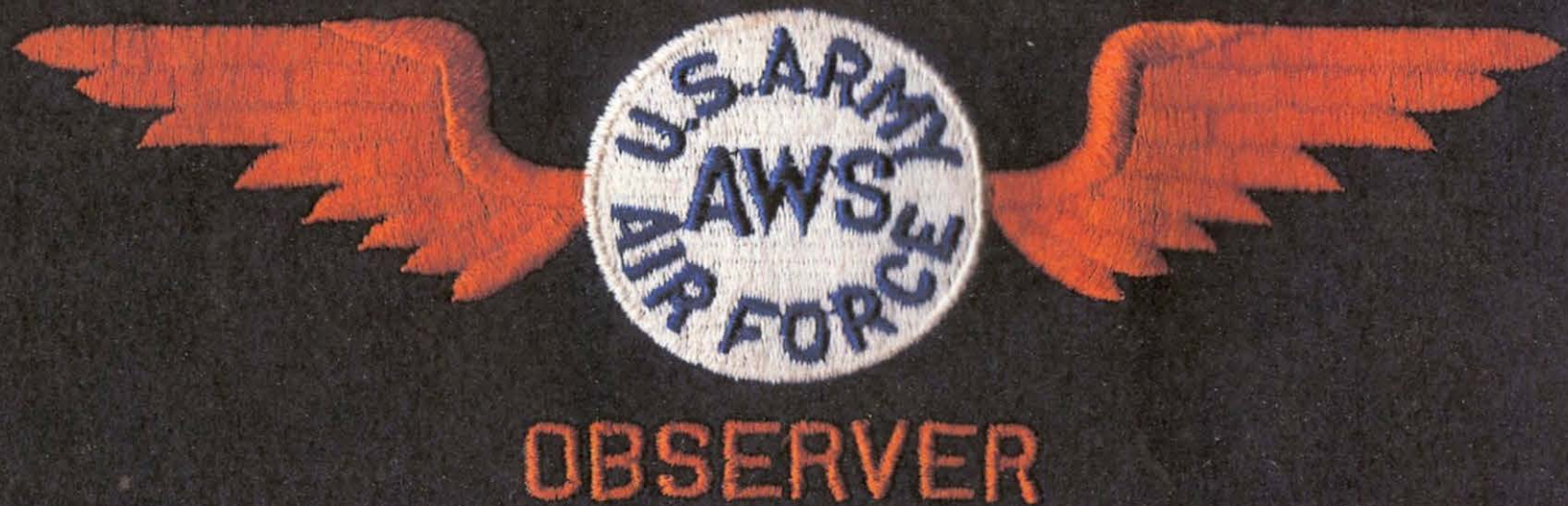
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**FRAMED PRICE LIST—ONEAL'S LAST LIST, 1946.
On loan from Elaine Demars Fortune**

A small building at the top of French Hill was the site of much activity during World War II. At this “observation tower” local volunteers took turns round the clock scouring the skies for German and Japanese planes and phoning each plane sighting to Albany, New York. Hazel Gile, the coordinator of the effort, went to Albany to learn the procedures and subsequently taught volunteers how to identify planes.

The History of Greensboro, The First Two Hundred Years





armband
donated by Nancy Davis Hill



Althea Gallant (later Allen) earned 25 cents a week working for Ervin Bullard delivering milk.



Ervin Bullard was the Greensboro Bend milkman. He delivered the milk first by horse and wagon and later by bicycle and wagon.

Althea Gallant (later Allen) earned 25 cents a week working for Ervin Bullard delivering milk.





Ervin Bullard was the Greensboro Bend milkman. He delivered the milk first by horse and wagon and later by bicycle and wagon.

H. G.

Dec. 2, 1987

ESTABLISHED IN 1889
(ISSN 0744-5512)

----- COPY -----
VF ENT
Covering Hardwick, Greensboro,

Volume 98, Number 47





Lights! Camera! Action! The scene isn't Hollywood, it's a winter afternoon in Greensboro Bend. Extras and film crew members huddled in the chilly depot,

spending most of the day waiting for the cameras to actually begin rolling. The '40s cars were from nearby, but a motorcycle had to be trucked to the set.

(photo by Vanessa Fournier)

Local Residents On Silver Screen

by Bethany M. Dunbar

Greensboro Bend made a graceful leap back more than 40 years in time last week when the filming crew for *The Wizard of Loneliness* came to town.

The day was chilly, even for November, as long-haired, leather-jacketed men lugged props among local extras dressed in garb of the times. The depot sported an old Coca-Cola advertisement and a sign that said Stebbinsville, the fictional town which is the setting of the book. Author John Nichols coincidentally spent time in the summers in Greensboro, although he said recently he had nothing to do with picking the location. The main filming of the movie is in Bristol.

The story is about a small boy whose father, gone to war, sends him to Vermont to stay with his grandparents. At first sour and embittered about life in general, Wen-

dall grows to love his new family and setting. There's the grandfather, an oldtime country doctor who jokes about having to cut children's feet off because of blisters. There's his sister Sybil and her little son, Tom, with whom Wendall traps pigeons and raises

the devil as often as possible. There's Uncle John T., who rides a motorcycle and complains about the war and his family and the ennui in his small town. All these people could be found today in Greensboro. The time leap doesn't seem so
See SCREEN, Page Five

GREENSBORO BEND RESIDENTS ON SILVER SCREEN

"The Wizard of Loneliness". Adapted from book written by John Nichols (nephew of Priscilla Carter a summer Greensboro resident)

Wednesday, a blue-jeaned man did some final wiping on John T.'s motorcycle while extras huddled in warm coats, moving in and out of the station to see what was going on now.

"I know," said the man, apologetically. "It was a Harley in the book."

But the worn, dusty black bike seemed like John T.'s even if it is the wrong make.

Other people unrolled giant rolls of white, cotton-like stuff, pulling it apart and setting it around to look like snow. Boxes of plastic flakes of "snow" were sitting here and there, to be sprinkled where needed. Amazingly, this looked real, too. The day was cold enough for it.

Equally remarkable, no one seemed curious about the filming except a photographer and reporter from the local newspaper. The stars had no bodyguards and needed none. Greensboro barely shrugged at the old cars, old clothing and makeup. The whole thing seemed oddly comfortable. The one reminder of modern times was when the filming had to be stopped because of the background noise of once, a garbage truck, and another time, a logging truck.

A few local residents were given parts as extras. Ira Tousant sold newspapers, and he was given a new bride, much to his delight. He said later his wife in the show was a woman from Hyde Park. He said being in a movie was interesting, but he didn't think he did very much work. He said he did more riding on the train than anything. Each scene is shot many times.

"They have to try it a dozen times," said Tousant. But he said it was fun anyway.

Irene Hill and her daughter, 9-year-old Jennifer, were also picked to get on the train. The mother was talked into trying out by the daughter, who was thrilled by the thought of being in a movie.

Afterward, Jennifer was a little more mellow. She said acting wasn't quite as glamorous as she'd thought because it was too cold, for

meeting new people."

Hill said Lucas Haas, who plays Wendall, seems like "a regular kid."

"He didn't act like a movie star. He talked a lot to people," she said. Both Hills said everyone treated them well, and they can't wait to see the movie. The extras will get to see a preview showing probably in the spring, and the movie will be released probably next fall, Mrs. Hill said.

Lauralea Lumsden, another extra, went and tried out with her whole family, but she was the only one chosen. She said her long, red locks were tied back tightly, and she did one scene on the train and another in the depot building in Morrisville, which was supposed to be Los Angeles. She also enjoyed meeting some theater students

Lumsden said the experience was fun, but it didn't convince her to go into professional acting.

Other local actors and actresses were Doris Hall and Ian, Pauline and Camille Prevost of Walden.

Today, the Stebbinsville sign is down, and the fake snow is replaced by the real stuff. But somewhere in Greensboro, there's a young man working on a snowmobile or motorcycle and complaining about the boredom of life in a small town. Somewhere nearby there's an aging country doctor joking with his patients. And maybe there's a little boy from California visiting his grandparents. He'll find a small, friendly town like the Stebbinsville in the book.



Lucas Haas stars in "The Wizard of Loneliness." The young actor has previously starred in "Witness," but Jennifer Hill of Greensboro said fame and fortune hasn't gone to his head. Hill, who is 9 and had a part as an extra in the movie, said Haas seemed like "a regular kid."

(photo by Vanessa Fournier)

MILLIE, the QUADROON or OUT OF BONDAGE

A DRAMA IN FIVE ACTS.

TO BE GIVEN AT THE

M. W. A. Hall, GREENSBORO BEND

Friday Evening, September 6

Under the Auspices of Welcome Rebekah Lodge.

TIME—Before the Civil War. To Be Given In Costumes of That Time.

CAST OF CHARACTERS.

Fred Grover, A Doctor—	ROLAND CHASE
Charlie Hayden, The Doctor's Cousin—	HIRAM DARLING
Old Nathan	
Oscar Daville, A Southern Planter—	ARTHUR BURBANK
Ford, A Sheriff—	CLARENCE BAILEY
Freddie, Millie's Son—	ROBERT SMITH
Siah, A Slave—	ISRAEL DOMEY
Millie Grover, The Doctor's Wife—	
Sister Agnes	NELLIE BURBANK
Isadore, Daville's Betrothed—	RETA CHASE
Priscilla, The Doctor's Old Maid Sister—	ANNIE MONTGOMERY
Harriet, A Mullatto—	GERTRUDE FARR
Gyp, A Slave—	ROSSIE DARLING

SYNOPSIS.

ACT 1. Scene 1. The Doctor's home in the North.—The Doctor returns home bringing with him a slave.

ACT 2. Scene 1. The Doctor's home.—Charlie Hayden, a former sweetheart of Mrs. Grover, returns from Australia; is accompanied by his sister, Isadore, and her betrothed on a visit to the Doctor.

ACT 3. Scene 1. Woods near the Doctor's home.—Plotting of Isadore and Daville.—Harriett's warning.—Millie and Charlie.—Charlie and Daville quarrel. Scene 2. The Doctor's home.—Charlie's appeal to Millie.—Millie's appeal to Priscilla.—Millie leaves her home.

ACT 4. Scene 1. The Doctor's home; a lapse of seven years.—Isadore and Daville.—Millie as Sister Agnes returns to her old home.—Charlie comes home. Scene 2. The Doctor's home.—Priscilla finds letter.—Daville recognizes Millie.

ACT 5. Scene 1. A Southern kitchen.—Daville carries Millie away. Scene 2.—Cotton shed on Daville's plantation.—Daville and Millie.—Gyp takes Millie away.—Scene 3. In the woods.—Millie's distress.—Siah plans her escape.—Daville's arrest.—Charlie's death.

A Colored Quartette Will Be In Attendance, Also Other Musical Selections Between Acts.

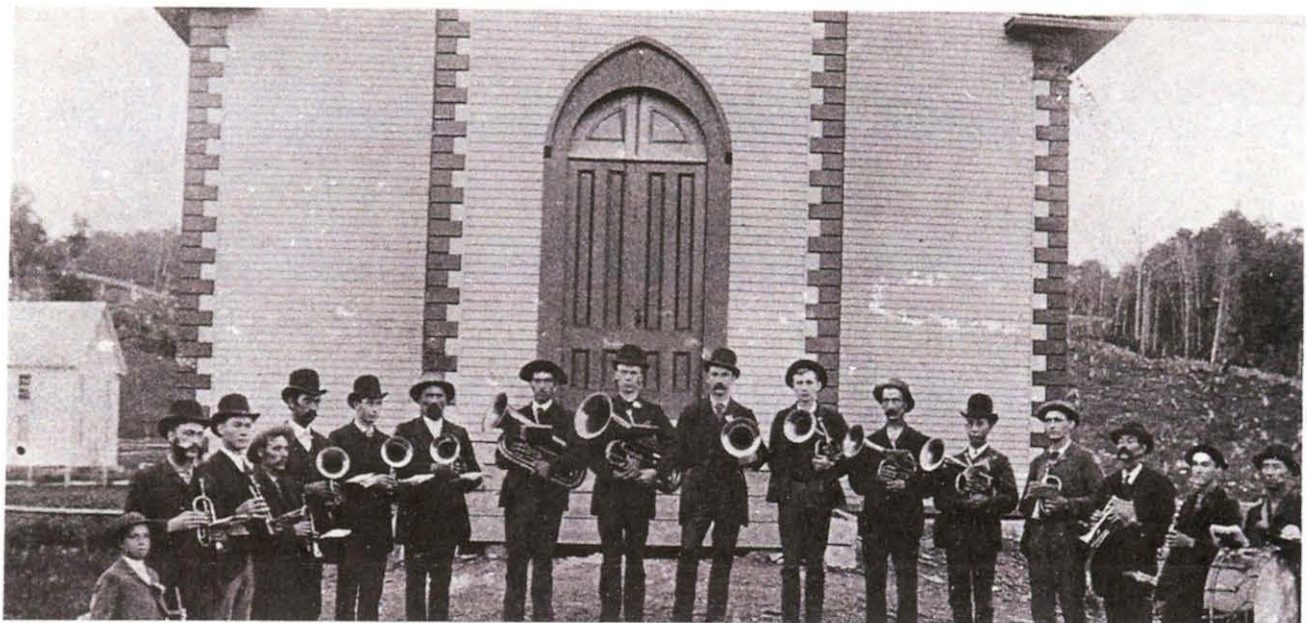
ADMISSION 25c

RESERVED SEATS 35c

Children Under 12 Years 15c.



**GREENSBORO BEND BAND IN FRONT OF
METHODIST CHURCH C 1910**



L to R: Erwin Bullard; 6th James Pope
8th Bert Piper 11th Gus Daniels



Modern Woodman of America Hall c 1910 was a favorite spot for basketball games, silent films (with local pianists Dorothy Willey, Gertrude Allen, Hazel Gile providing mood music and Ervin Bullard supplying sound effects,) dances, plays, Grange meetings and other community activities. There was a dining hall in the back and a harness shop on one side. The building burned in 1922. Smith's Store was later built on this site.

Lamoille Valley Lumber Reopens Sawmill

3/07 HG

GREENSBORO — After more than 10 years, Lamoille Valley Lumber brings sawmilling back to Greensboro Bend. Owner and operator David Ducharme primarily offers custom sawing using an automatic circular mill. Other wood products include processed bark mulch, sawdust, and woodchips. A future goal is to offer a product line including dimensional and rough cut lumber, dressed lumber and timbers.

In 1997, Ducharme purchased Mastercraft Fence Company through auction. He refurbished existing equipment, purchased new equipment, and redesigned the overall flow of the mill, focusing on efficiency. The mill building dates back to 1972. Prior to this time, several mill buildings were rebuilt after being destroyed by fire. One in particular, a steam mill built in 1869 by Henry Tollman and James Simpson, is noted as Greensboro's largest industrial operation and coincided with the coming of the railroad.

Ducharme said he comes from three generations of Vermont loggers and historically the wood industry played a big role in Vermont's economy. He said he feels fortunate to be able to continue a tradition of producing a local product from Vermont forests.

Ducharme has more than 20 years of experience working in all levels of the wood industry. In particular, since graduating from Saint Michael's College in 1985, he worked as a sawyer for eight years in a Hardwick mill as well as operating his own mill before purchasing the Greensboro Bend mill.

Logging Has Respectable Traditions in Vermont

TERRY HOFFER

David Ducharme describes himself as a third generation logger.

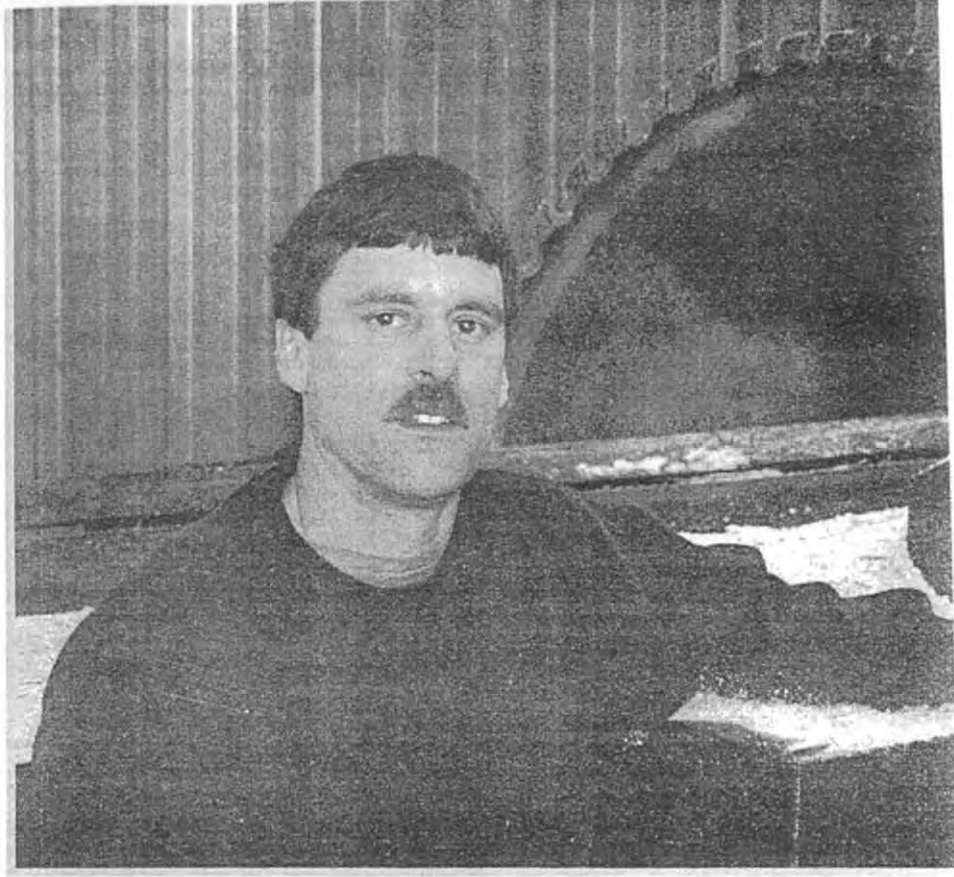
They understood that if you cut all the wood around your house, the next time you'd have to travel.

His grandfather arrived in northern Vermont from Canada in the early 1900's. "He came as a boy with his French Canadian family, and they settled in Marshfield and Cabot. They worked like crazy," Ducharme says. "I watched my grandfather and his brothers. All their work was land based: farming, sugaring, and cutting logs. They were environmentalists before their time. They practiced good stewardship, and it paid off. They understood that if you cut all

the wood around your house, the next time you'd have to travel. They cut selectively, and they understood that they'd be back in 15 years to cut the same area again."

Ducharme says, "If you think of a healthy forest as having seven generations of trees at any one time you can take the top two, the oldest generations, and the rest will improve. You open up the crowns, and all the trees will be better for it. Everybody didn't think that way."

At one time, he says, his grandfather had four crews with six men in each, but he always made time to hunt and fish. Ducharme's father and grandfather worked as partners buying their first heavy equipment in 1955. It was a D4 Caterpillar dozer, but much of the work was still done with an ax and horse drawn sleds. In 1963 they bought their first skidder, and the reliance on manpower began to shift. Third generation Ducharme says the crews got smaller and the horses were gone, and they were cutting on land within a 35-mile radius of



David Ducharme purchased the Mastercraft Fence Company at a foreclosure auction in 1997. Since then he has equipment and redesigned the flow of the mill with an emphasis on efficiency. With more than 20 years of experience in being able to establish a profitable niche for his business in Greensboro Bend.

Marshfield.

"Every town had a sawmill. There were a lot of small mills just like there were a lot of family farms. Where dairy farms have become automated and consolidated with 1,000 head or more, logging changed as well." Today, for instance, in Greensboro Bend Ducharme points in the direction of the Warren Hill Trucking mill and says, "I'm guessing they handle four truckloads a day with only four guys and probably more than a million dollars worth of equipment. With a set up like that you've got to

push all the time to keep up with it. There's not a lot of time to go fishing."

David Ducharme, 43, was born and raised in Marshfield, one of four brothers and four sisters. "I had a job as a surveyor in high school, but I wasn't a typical logger." With adjectives like "quiet" and "sensitive" he describes himself as an underachieving student who was looking for something. A guidance counselor encouraged him to go on to college, and four years later he graduated from St. Michael's College in Colchester, VT. With a degree in math and an interest in numbers and computers, Ducharme emerged as an honor student and an extended family full of pride.

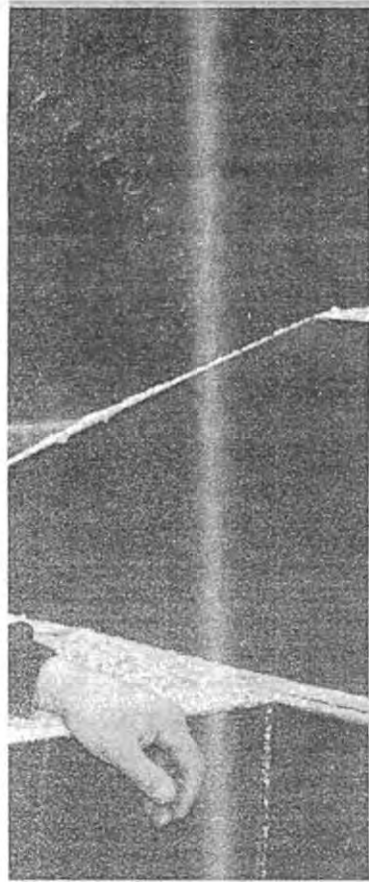
"There I was," he says, "qualified to leave place. I sent out a ton of resumes, but my brother and I went to work for my father."

A year and half later Ducharme took a Cabot. "It was a water-powered, hand-set mill they shut down the old mill and moved to the first day. I was a grunt, no more than a student the flow of the operation. The mathematical part was my job."

In mid 1987 Ducharme moved on to Pelletier's mill with a well established market for its doors and crating material, cedar for fencing and a lot of other things. Ducharme says, "There I was, and he had taught at McGill University for 15 years. I was a student at McGill University for calling sawing logs in Hardwick."

And Ducharme was noticed. Today, he has a willingness to learn, not a know it all. You can walk up to the edge and stay there. He approaches with a passion for it. If someone walks in on him, he smiles, "And there I was, probably a student and an extended family full of pride."

Pelletier's senior sawyer had a willing



Photos By: North Star Monthly
*s refurbished the equipment, purchased new
 tence in the industry Ducharme is confident*

ve Vermont and be an actuary in an office some-
 heart wasn't in it. Instead I grabbed a chainsaw,

job at the Headwater Lumber Mill in Lower
 sawmill. It never really grabbed me, but when
 a new one that was automated - I was hooked
 icker, but I loved the sights and the sounds and
 logic of it all was addicting."

lletier Lumber in Hardwick, a bigger automat-
 products. Pelletier cut white pine for windows,
 g and low grade hardwood for a Vermont divi-
 e sawyer noticed me. He had a Ph.D. in botany,
 a while, but for whatever reason he found his

says, 20 years later, "You need somebody with
 need someone who will give attention to detail
 ill is a dangerous place, but a good sawyer can
 reciates the danger and respects the equipment
 and looks like they're 3-years old, they're the
 y wiping the drool off myself."

ig and qualified student who took it all in.

Ducharme says, "There's a lot to understand, and if you're good it'll take six months to a year to do it smoothly. You need to be able to alter your state of mind when you cut logs. Stuff goes on that you really don't think about. The equipment becomes an extension of your body, and the work really gets into your subconsciousness."

There was an interlude of three years as Ducharme worked in Barre for Real Good Toys, a company that makes high end dollhouses. As a foreman with a crew of six he took the on-the-job-training course in safety and personnel management. "I wanted to get my hands on cabinet making," he says, "and we were making dollhouses from \$400 to those with electricity and furnishings that cost as much as a regular house." These were not every girls' dollhouse. Real Good Toys makes bungalows, Victorian cottages and fantasy dollhouses that have details cut to within a hundredth of an inch.

In 1991 Ducharme returned to Pelletier Lumber in Hardwick, he says, "crawling back for my job." He was rehired as a millwright, a maintenance position with wide ranging responsibilities for installing, maintaining and sharpening equipment. "Business was good, and when we couldn't keep up with the demand I offered to set up a second mill to fill some of those orders." And he did.

Ducharme says, "In April 1995 I sawed my first logs, and what a day that was. I'd been making \$9 an hour, and all of a sudden I was running a business. I was cutting 2.5 million board feet a year with an investment of \$53,000. You can't believe the adrenaline."

He describes the experience as beneficial both for himself and for Pelletier, but the market was shifting and his dream was still to have his own place. When in 1996 the sawmill owned by the Mastercraft Fence Company in Greensboro Bend fell into bankruptcy and foreclosure, Ducharme was at the auction. "For 30 years or more it had been a successful business until an absentee owner didn't reinvest any of the money." At the January 1997 auction Ducharme was the high

bidder, and he says, "For \$135,000 it was mine."

Since then there has been no shortage of ups and downs with four children, a divorce and some very lean financial times. But Ducharme says, "I always scratched my way back. Every time I got discouraged there would be another order, and I always made my \$6,000 a month in expenses. I never missed a payment."

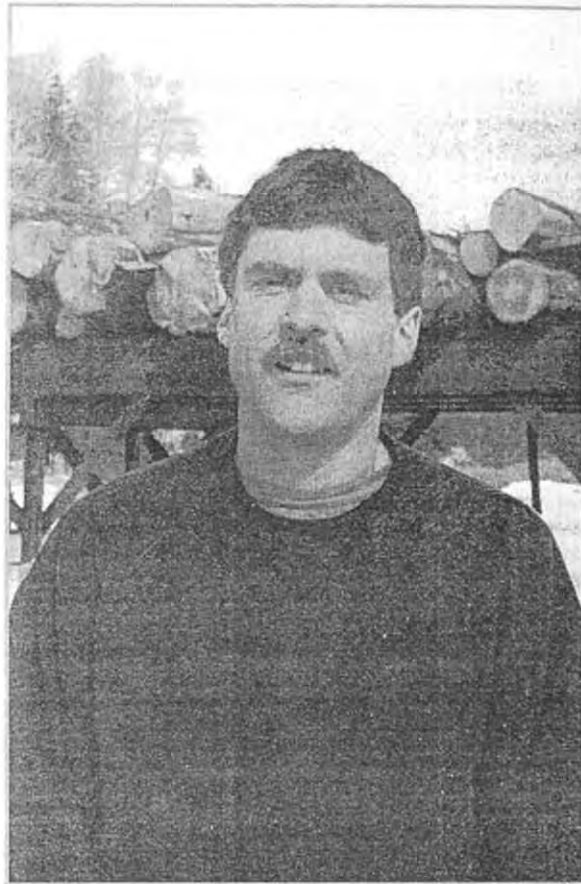
In January 2006 he refinanced the business, which he calls Lamoille Valley Lumber and proceeded to make the final improvements to finish the mill. "It's got everything now," he says, "a debarker, a board saw, an edger, end trimmer and chipper and the capacity of some 4 million board feet a year."

That's a lot of wood by any measure, and Ducharme understands well that his success in the future depends upon managing his overhead and keeping his customer base diversified. Finally he's optimistic and confident as he offers custom sawing and sells bark mulch, sawdust and woodchips. Gradually he hopes to offer dimensional and rough cut lumber, dressed lumber and timbers for post and beam construction and other specialty applications.

"Logging, like farming, has very respectable traditions in Vermont," he says, "and I want to be a part of that. I think I learned that from my grandfather."

"I want a diversified retail yard, not a mill with huge runs of specialized stuff." He says, "I know that it can be tempting to put all your eggs into one profitable basket, but I want to have a lot of smaller baskets. I don't want to be selling my product in China. And buying dimensional lumber from Russia doesn't seem sustainable for anyone."

He says, "I dream big, but I love it here. Give me five years, and I think this will look quite different," and maybe there will still be time for some fishing. ★



Ducharme offers custom sawing at his automated circular mill in Greensboro Bend. He calls the business Lamoille Valley Lumber. A third generation logger Ducharme says, "The wood industry has played a big part in Vermont's economy, and I feel fortunate to be able to continue the tradition producing a local product from the forest. It can be tempting to put all your eggs into one profitable basket, but I want to have a lot of smaller baskets. I don't want to be selling my product in China. And buying dimensional lumber from Russia doesn't seem sustainable for anyone."

*The Northstar Monthly
 April 2007*



**Greensboro Bend Aerial View
1954**

— QUARTERLY STATEMENT —

Greensboro', Vt., 18

M. Henry Fadden
 To **DR. F. C. KINNEY, DR.**
 FOR PROFESSIONAL SERVICES
 To Date, as per Statement, Dr. Cr.

1893					
July 25	To visit only	1	25		
	By lease				2 00
" 26	To visit only	1	25		
" 27	" " "	1	25		
" 28	" " "	1	25		
		5	00		2 00
Nov. 5	To visit only	1	25		
" 6	" " "	1	25		
		7	50		2 00
	By cash				2 00



Home of Hazel Gile - 1875
 Grandfather Fadden (L), Laura Fadden (later Pope) (R),
 Jane Davis Fadden (sister of Byron Davis) (R)



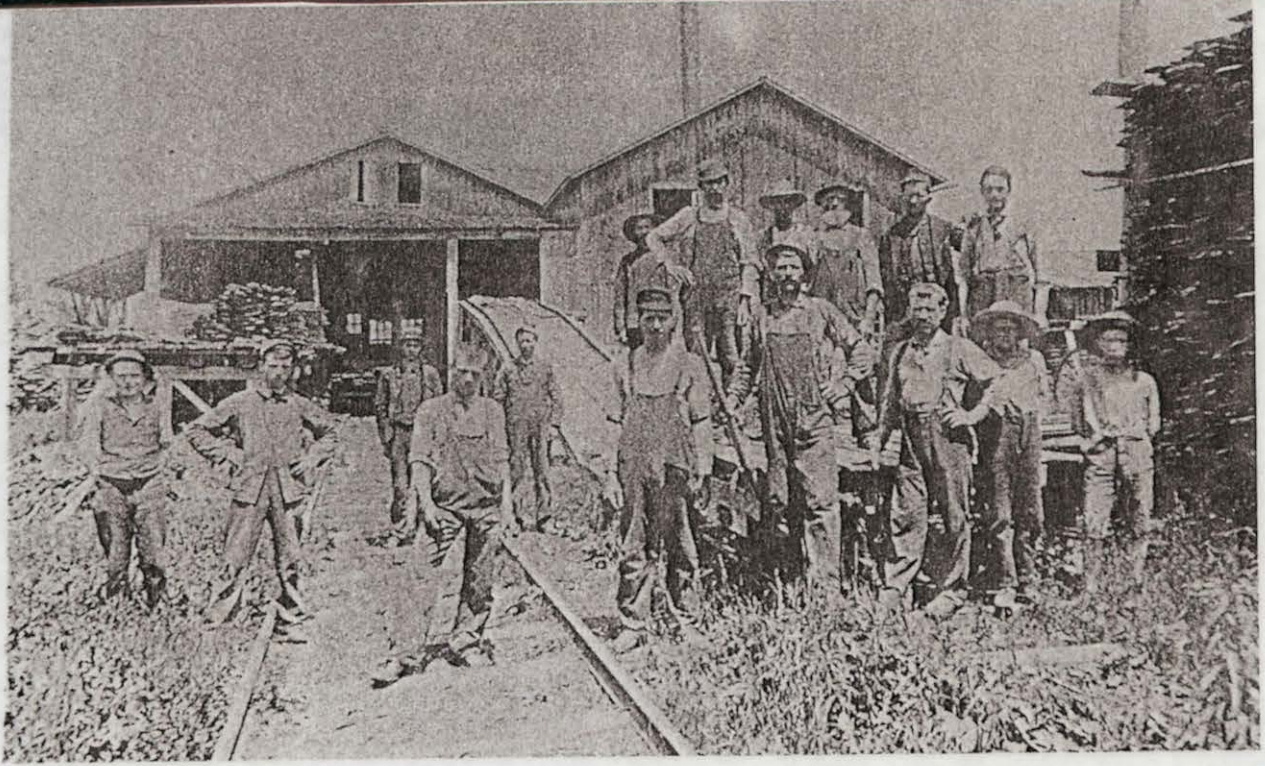
1920 Electricity has come to the Bend!







ON LEFT: STATION, COAL SHED, ROAD TO VILLAGE, LARGE BARN AT LEO RACHETTE'S. BIG BUILDING IN MIDDLE WAS SALMON'S STORE



Workmen at the box factory in the Bend pose in the late 1800s.

**JOHN BARR ON STEPS
STANDING IS MRS. HENRY FADDES
(Hazel Gile and Helen Roger's grandmother)**

**M. Henry Fadden
TO DR. F. C. KINNEY, DR.
FOR PROFESSIONAL SERVICES**

July 25	to visit my	1.50	
26	to visit my	1.50	2.00
27	to visit my	1.50	
28	to visit my	1.50	
Over 2	to visit my	5.00	2.00
		2.25	
		2.00	
		2.00	

**All City's Memories of a 10 year-old Growing Up in
Grove - Bend in the Early 1890's**

Roy Bennett and I knew our way around when the Bend was a bustling little community. The daily life of two 10 year-old boys in the early 90's that loved to fish and knew the best fishing holes on the Lamolite River to the Stannard Brook... and also some of the best cooks along the way.

Mrs. Gonyaw was one of the cooks that was always good for a couple of cookies or a piece of cake. Roy and I would plan our trip on the days that Mrs. Gonyaw was sure to have fresh baked goodies.

Starting at one end of Main Street, Roy and I would stop at Elmer Gile's for a visit. Elmer owned a hardware store and was also a Constable. Elmer would tell stories about prohibition, chasing rum runners, etc., not that Roy or I knew what prohibition was. But we listened.

Then we would stop next at Davis Store for a short visit. Next to Davis's store was Tanguay's Garage. Emeric Tanguay was the owner and he could fix anything. He was a good man to know, especially for two boys that he loved. This was one of our favorite stops. Emeric would say, "The boys, come back later". Well to us, later meant in a half hour. Emeric got smart to that. He would then say "come back tomorrow". So we would be back there early the next morning. Next to Tanguay's garage was the Milk Creamery which was next to the St J & LC Railroad. Farmers would bring their milk to the Creamery by horse and wagon or trucks. Each farmer had 2 sets of milk cans, they would...



**JOHN BARR ON STEPS
STANDING IS MRS. HENRY FADDEN
(She is Hazel Gile and Helen Roger's grandmother)**



At St. Michael's

Members of the class who were confirmed by the Rev. John Marshall on Friday evening at St. Michael Church in Greensboro Bend were front row from left Jeremy Pike, Donna Carter, Richard Sullivan, Micheline Fradette and Gerard

Gaboriault. In the second row from left are David Laggis, Lisa Lemay, Robbie Molleur, Lynne Menard and Kevin Rich. In the back row from left are Jane Smith, Karen Rich and Penny Tolman.

[Photo by Vanessa Fournier]

Greensboro Bend

Helen Arsenault
533-2209

Mrs. Eva Green has moved from the Ed Miller apartment to the living quarters upstairs at the Roy Darlings.

April 19 Kim Durant and Joseph DeGoosh were united in marriage by Justice of the Peace Lewis Hill. Kim is the granddaughter of Mrs. Dorothy Lawson of Town.

Scott Allen of Hardwick is spending his school vacation at his grandparents, Mr. and Mrs. Roy Darling.

Held Over

April 9 the Wendell Winchester family were dinner guests of his father Forrest Winchester.

Mildred Bushey of Hyde Park is spending a few days with her sister Shirley King.

Mrs. Linda Gomes and family are the new tenants in the apartment house in French Hill.

Church services were cancelled at the Bend

Methodist Church Sunday, April 17, due to the snow storm.

Heavy snow and broken wires caused a pine tree to burn several branches. Power was off for hours. The Hardwick Electric Dept. were busy all night and all day Sunday.

The Hazen Road Home Dem. met April 20 at Miss Shirley King's with 15 ladies present. Judy Boyd of Newport spoke on nutrition.

JENNIE AMSDEN'S SUNDAY SCHOOL CLASS-METHODIST CHURCH

Row 1: Belle Silver, Frank Hutchins, Unknown, Mrs Amsden, Oscar Patch, Ethel Ditter, Fred Leavitt

Row 2: Leslie Ditter, Unknown, Elva Patch, Unknown, Ray Nicholas, Unknown

Row 3: Eugene St Louis, Orland Batten, Ceylon Sternberg, Phil Silver, Unknown, Unknown

METHODIST CHURCH SUNDAY SCHOOL Ca 1919-1920

Row 1: M/M ?? and child, Rev/Mrs ?? and son, Clarence Amsden, Jennie and Frank Amsden

Row 2: Unknown, Ethel Ditter, Orland Batten ?, Ruth G Barr, friend of Miss Barr, Unknown, Unknown, Elva Patch

Row 3: Ceylon Sternberg, Unknown, Orland Batten?, Eugene St Louis, Leslie Ditter, Frank Hutchins, Belle Silver, Fred Leavitt, Oscar Patch, Unknown, Phil Silver



2004.018.007

NOTICE

Special Mission Services

at the

Methodist Episcopal Church

Greensboro Bend, Vt.

**Beginning Sunday morning December 9th, and to continue over
Sunday December 23rd. Service each week night
except Saturday.** 1927 or 28

The Pastor Rev. J. J. Snellgrove will be assisted by Rev. Herbert L. Seymour, New Hampshire Conference Evangelist, and now employed by the Evangelistic Association of New England, Boston, Mass.

Gospel

Singer



Gospel

Preacher

Mr. Seymour has been doing evangelistic work for the past nine years, and was a pastor previously. He is a lover of folks, and a social fellow that you will want to meet. He preaches a Sane and Saving Gospel, and all things of a radical or sensational nature are lacking in his meetings. Come and enjoy the meetings, and invite others to come with you. The meetings will be interdenominational in spirit, and what-ever your creed come and worship Christ together at this time.



The
**METHODIST
 CHURCH**
 Greensboro Bend, Vt.
 SUNDAY
 Morning Service
 • 10:30AM
 Sun School

TODAY-AUG. 11
 SALE-3PM. ON
 SUPPER-5PM. ON
 BAKED BEANS
 BROWN BREAD
 HOT DISHES
 SALADS-CAKES
 ADULTS-\$1.75 CHILDREN
 75c

CR - FPD-GR
F.B. Church - Methods

Thank you very much for the fine meal and your gracious hospitality. We apologize for the delay in sending you the photos.

Two Travelers



August 11, 1973

Left, to Right

Front Row:

1. Vera P. Hutchins
 - 2 Susan Hill
 - 3 Hazel P. Gile
- 2nd Row
4. Ona Lanphear
 5. Dorothy Davis
 - 6 Delores VanLeuven
 - 7 Doris Hall
- 3rd Row
- 8 Alice Hall
 - 9 Una Lou Richardson
 - 10 Dale VanLeuven
 - 11 Madeline Allen
- 4th Row
- 12 Ellen Willey
 - 13 Molly D. Allen
 - 14 Marilyn Hill
- 5th Row
- 15 Josephine VanLeuven
 - 16 Ida Allen

GAME and CHICKEN PIE SUPPER

M. E. Church Vestry
Greensboro Bend, Vt.

SATURDAY EVE

OCTOBER 16, 1943

Adults 60 cents

OCTOBER 13-14, 1943

	POINTS
RABBITS (Dressed) -----	200
PARTRIDGES (Dressed) -----	300
WOODCOCK (Dressed) -----	200
WILDCATS (Bounty Included) -----	500
DUCKS (Dressed) -----	200
WEASELS -----	200
HAWKS -----	200
OWLS -----	200
CROWS -----	200
WOODCHUCKS (head) -----	100
HEDGEHOGS (Both Front Feet) -----	100
GRAY SQUIRRELS (Dressed) -----	100
RED SQUIRRELS -----	25
FOWL (No Limit) DRAWN--Each Pound-----	25

ALL GAME & FOWL TO BE COUNTED AT THE METHODIST CHURCH VESTRY
THURSDAY, October 14, 1943. COUNT STARTS AT

9 P. M. SHARP

GAME & CHICKEN PIE SUPPER

AT

GREENSBORO BEND METHODIST CHURCH VESTRY OCTOBER 16, 1943
SUPPER TO BE SERVED FROM 5 P. M. ON UNTIL ALL ARE SERVED.

Admission: Adults-----60¢ Children (Under 12)---25¢

EVERYONE IS INVITED TO HUNT

CAPTAINS

GREENSBORO BEND

STANNARD

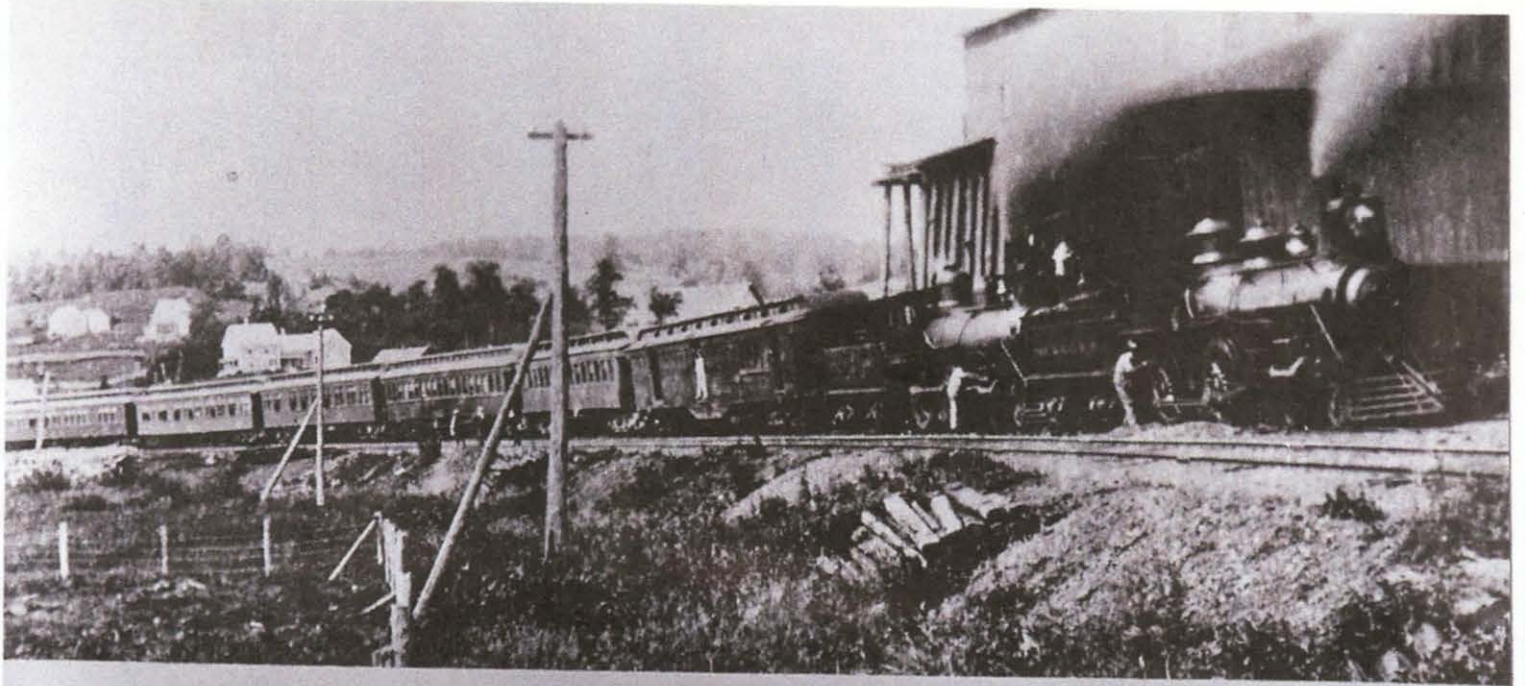
Warner Davis

Arthur Messier

GREENSBORO BEND DEPOT

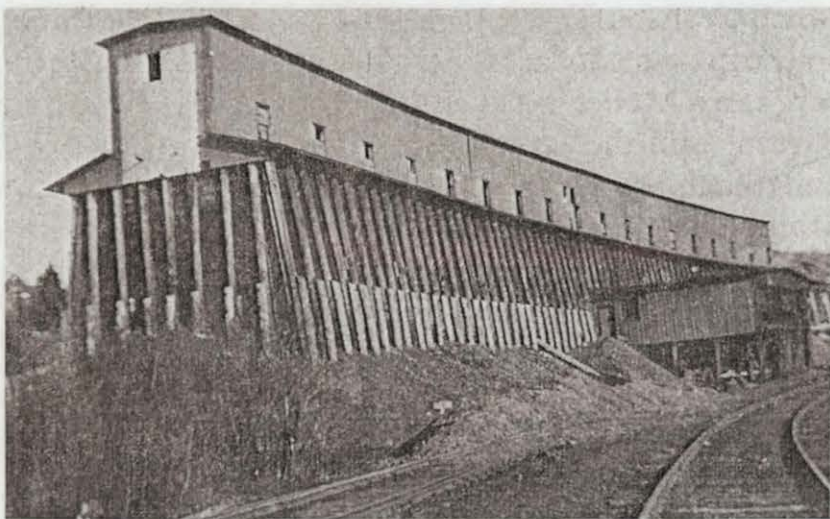


Train Depot in the Bend 1910



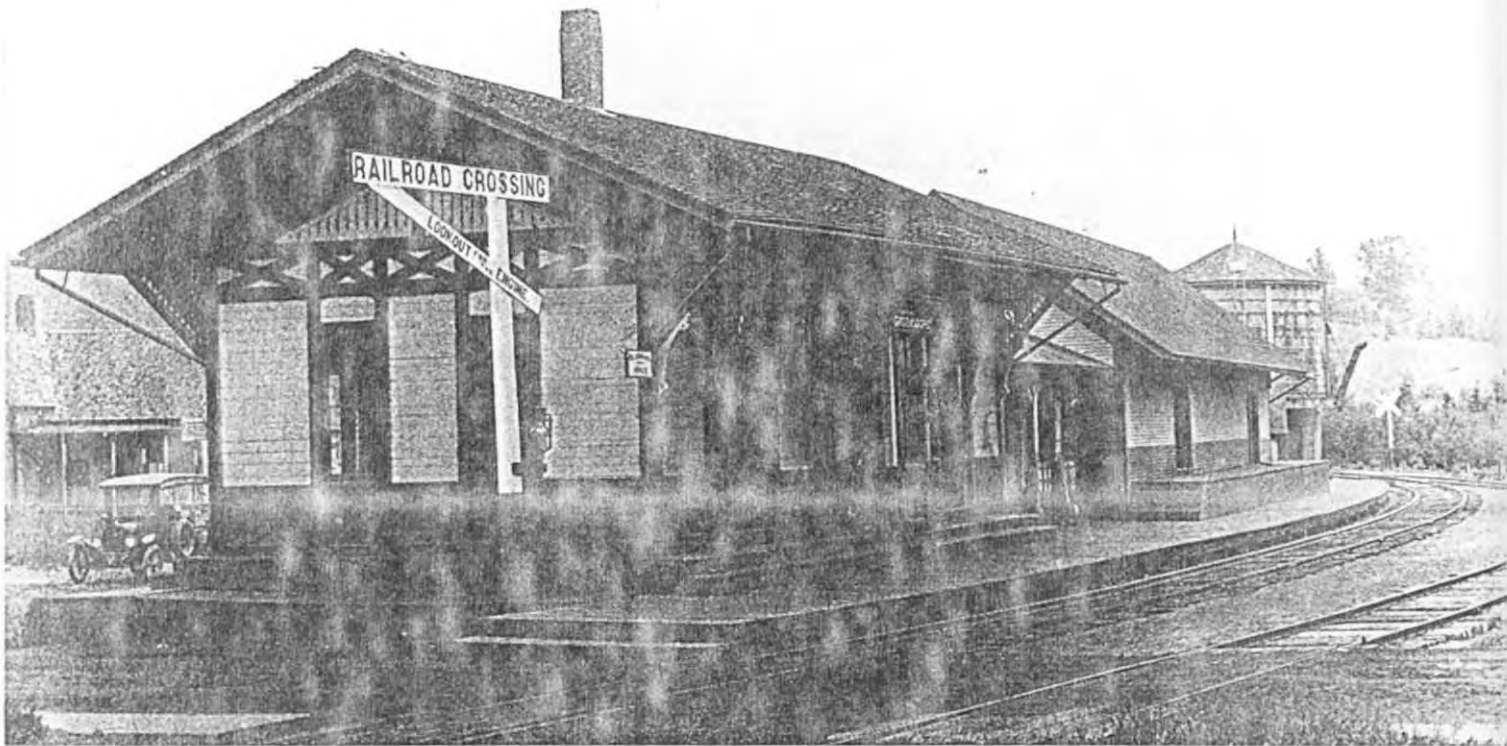
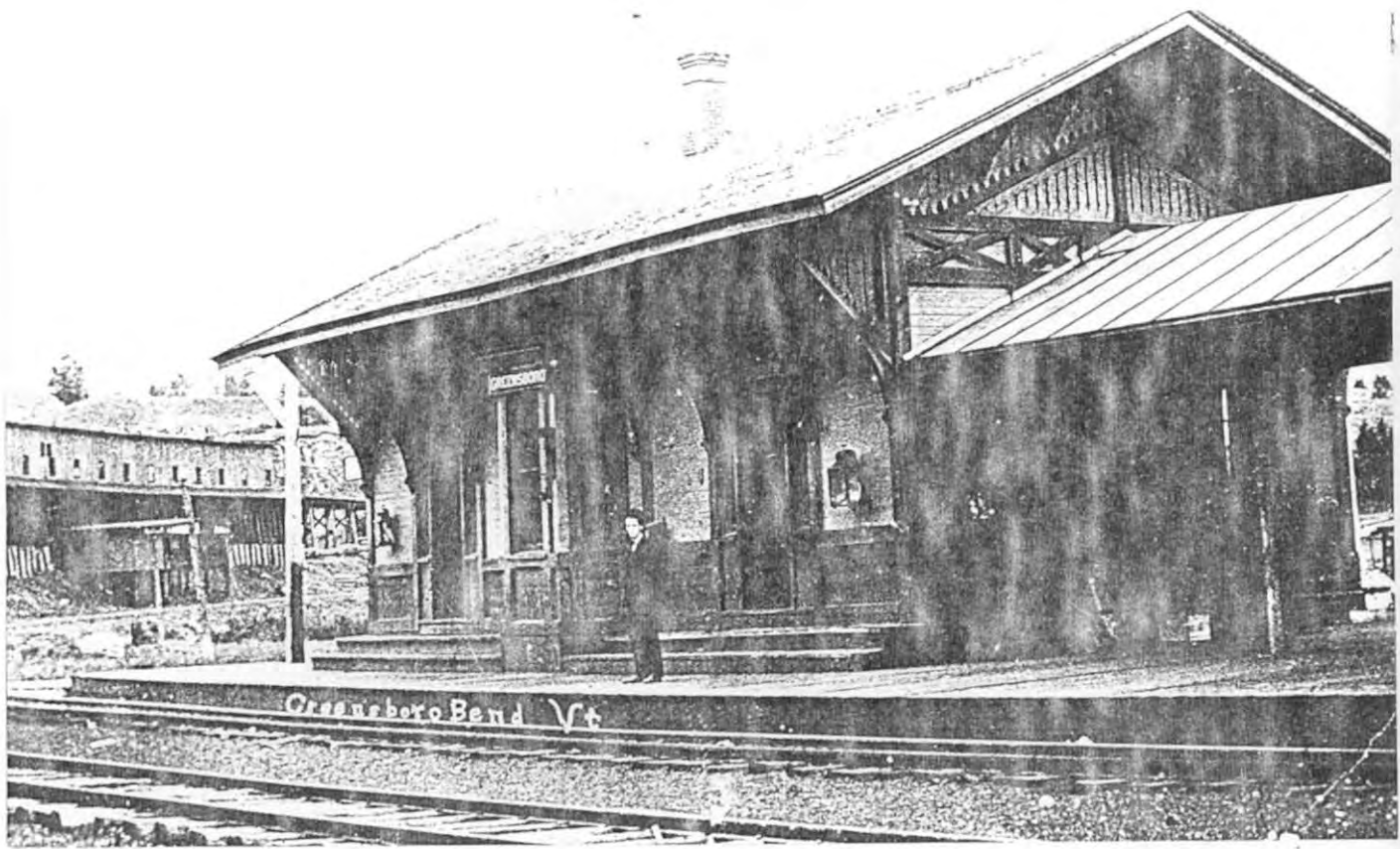
The "Atlantic Express," shown at Greensboro Bend in May 1884, operated with through cars from Minneapolis-St. Paul to Portland and Boston. Pullman accommodations were available.—Warren Fancher collection

Coal, tin, brick, hardware, and other materials needed by the local factories, builders, and farms also arrived by train. Each week men unloaded various kinds of grain on the sidings, and Amsden's Feed Store and John Barrington's Greensboro grist mill [now Miller's Thumb] mixed the grains according to the different formulas required by the animals. Prepared foods were also beginning to arrive, including bread baked in Barton and shipped via St. Johnsbury.



The St. J. and L. C. coal sheds were a marvel of engineering when they were built. Nearly all trains stopped in the Bend for coal and water.

Hazel Gile Family

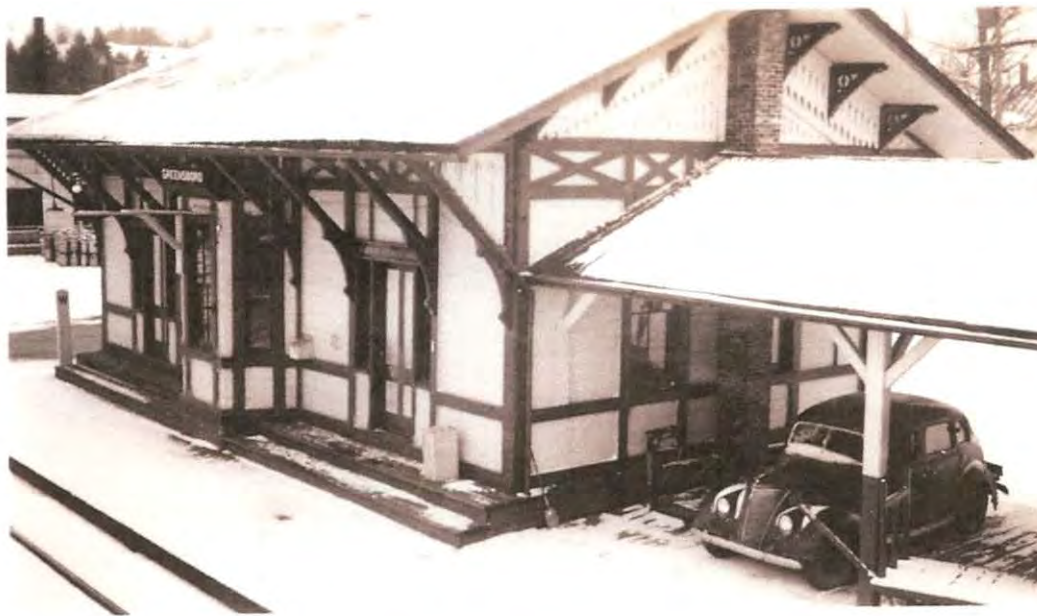


EARLY 1900'S
NOTICE COAL SHEDS IN BACKGROUND

**RAILROAD STATION IN GREENSBORO BEND IN
EARLY 1900'S**



Greensboro Bend, Vermont.



Pfc. Howard W. Cole

Howard was born in Greensboro Bend on April 19, 1919, the son of Wesley R. and Sadie (Withers) Cole. He attended grade school in the Bend and graduated from Greensboro High School with the Class of 1937.

After finishing school he helped his father in the W. R. Cole store, worked at the Bend railroad station, and then at the Davis sawmill until he entered the U.S. Army in January, 1942.



Howard Cole was killed in action on July 29, 1944, during the Italian Campaign. He is buried in the U.S. military cemetery near Florence, Italy. It is believed that he made the supreme sacrifice while on a secret mission for which he had volunteered. He was Greensboro's first World War II casualty.



Bend Depot in 1980!

Clean-Up To Kick-Off Greensboro Bicentennial

The Greensboro Bicentennial Committee will hold a Clean-Up Day Saturday, May 10, to kick off the group's projects to renovate the old railroad station and to make a park in Greensboro Bend.

The clean-up session will begin at 9 a.m. and go until 4:30 p.m., according to Claire Randall who is in charge of the railroad station project for the committee.

"We're going to need all the volunteer help we can get," said Mrs. Randall. The Greensboro Bicentennial Committee has

already received a \$2500 matching grant for the railroad station renovation project but will need the volunteer work in order to get the project completed, she said.

The work Saturday will center around clearing out the station building and underneath the platform and the parking area. The town will help the volunteers clear away the debris of an old house that is standing on the site of the proposed Greensboro Bend park. The park will be located just south of the post office in

Greensboro Bend.

The town has agreed to truck in land fill for the park once it is cleaned out, according to Mrs. Randall.

"Some of the young people in the town have already been out working on the sidewalks in the town and they are really excited about getting to work on the park," she said.

Harold Tolman, who will be supervising the major part of the renovation work on the railroad station will be on hand in the afternoon to help with the clean up. Mrs. Bea White and

Mrs. Randall will be in charge of the clean up operations in the morning and the afternoon respectively.

"We hope to get a small business in the warehouse and maybe even in the station," Mrs. Randall said. "We want to get them in use again."

The bicentennial committee will be holding a number of fund raising projects during the year to help match the federal funds that they have already received, including food sales, suppers and a monthly square dance.

THURSDAY, MAY 8, 1975



The Greensboro Bend Railroad Station has been named a national historic site. (Photo by Tom Borrup)

CALEDONIA NATIONAL BANK

No. 4463

OF DANVILLE, VT.

Greensboro Bend, Vt. Aug 25 1911

PAY TO THE ORDER OF

St J & L C R R Co

\$ 1. ⁶³/₁₀₀

One ⁶³/₁₀₀ DOLLAR

DOLLAR

J. H. Pope

J. H. POPE
HARDWARE

1911 U2D1 26.07

THE ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD COMPANY

Amount of wages and salaries paid by this company during the year 1934

TO Pagers, P. L. Amount \$ 941.05

This information furnished for State and Federal Income Tax purposes.

1997 U2D1 026.6 ?

THE ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD COMPANY

Amount of wages and salaries paid by this company during the year 1935

To Pagers, P. L. Amount \$ 914.12

This information furnished for State and Federal Income Tax purposes.

OCTOBER 30, 1955

St. Johnsbury & Lamoille County Railroad TIME TABLE

INFORMATION

Not responsible. No responsibility is assumed by this Railway for errors in time tables, inconvenience or damage resulting from delayed trains or failure to make connections; schedules herein are subject to change without notice.

Children under 5 years of age free, when accompanied by parent or guardian; 5 years of age and under 12, one-half fare; 12 years of age or over, full fare.

Adjustment of Fares. In cases of dispute with Conductors or Agents, pay the fare required, take receipt and communicate with General Freight and Passenger Agent, Montpelier, Vt.

Redemption of Tickets. Tickets unused, or partly used, will be redeemed under tariff regulations at proper value.

This company will not be responsible for unchecked articles left in stations or cars.

General Offices, Montpelier, Vt.

W. E. CRESSEY
G. F. & P.A.

		(Eastern Standard Time)			
MI.	Elev.	TABLE 1 WESTBOUND		TABLE 2 EASTBOUND	
		51	76	52	74
		Mixed	Mixed	Ex. Sun.	Ex. Sun.
		AM	PM	AM	AM
96.1	0.0	St. Johnsbury.....Lv	7 20	8 15	9 30
84.6	11.5	Danville.....Lv	8 00	8 30	10 00
81.2	14.9	West Danville.....	8 05	8 25	10 05
76.4	19.7	Walden.....	8 25	8 25	10 05
68.3	27.8	Greensboro.....	8 48	8 44	10 25
65.1	31.0	East Hardwick.....	9 03	8 54	10 42
61.4	34.7	Hardwick.....	9 20	9 08	11 08
55.1	41.0	Wolcott.....	9 40	9 20	11 33
47.2	48.9	Morrisville.....Lv	10 20	10 05	12 25
44.5	51.6	Hyde Park.....	10 55	10 25	12 58
39.7	56.4	Johnson.....	11 20	11 00	1 20
31.8	58.1	East Fairfield.....	11 39	11 10	1 30
21.9	64.3	Cambridge Jct.....	11 58	11 20	1 50
17.7	74.2	Fairfield.....	12 17	11 39	2 10
13.0	83.1	Sheldon.....	12 36	12 00	2 30
11.5	87.4	Sheldon Jct.....	12 55	12 20	2 50
8.6	90.9	East Highgate.....	1 14	12 40	3 10
5.2	96.1	Highgate.....	1 33	1 15	3 30
0.0	96.1	Swanton.....	1 52	1 35	3 50



Photo album
GHS Collection
1996.02.10.02

Telegraph

Invented by Samuel F. B. Morse in 1838, the telegraph was the only means of electronic communication until the invention of the telephone in 1876.

The telegraph was indispensable in the Civil War. Official communications were constant: battlefield commanders sent daily reports to Washington and Richmond; military command posts received orders "over the wire"; officers reported troop movements of their own forces and that of the enemy. Presidents Abraham Lincoln and Jefferson Davis both used it constantly to communicate with their commanders. The telegraph was another modern invention which helped earn the Civil War the reputation as the first "modern" war.

The language of the telegraph was Morse Code. Professional telegraphers and station masters transmitted messages and telegrams with great speed.

After the war, the telegraph became a part of all railroads, and telegraphers were located in every railroad station, including Greensboro Bend's. Besides handling personal telegrams, this indispensable device told whether a train was late or on-time, and whether water and coal was needed at the next station.

THE ORIGINAL PAID FREIGHT BILLS MUST BE SURRENDERED FOR OVERCHARGES TO BE REFUNDED, AND MUST ACCOMPANY CLAIMS FOR OVERCHARGE, LOSS OR DAMAGE.

S802
 MAKE CHECKS PAYABLE TO THE ST. J. & L. C. R. R. CO.
FREIGHT BILL
 Station Hardwick VT 2/26 1924
 CONSIGNEE Burke & George FREIGHT BILL NO. 490
 DESTINATION _____
 ROUTE _____
 (POINT OF ORIGIN TO DESTINATION)

To The St. Johnsbury and Lake Champlain Railroad Co., Dr. FOR CHARGES ON ARTICLES TRANSPORTED:

WAYBILLED FROM <u>Albany NY</u>	WAYBILL DATE AND NO. <u>2/13 71738</u>	FULL NAME OF SHIPPER <u>W M Yewell</u>	CAR INITIALS AND NO. <u>M 62378</u>
POINT AND DATE OF SHIPMENT	CONNECTING LINE REFERENCE	PREVIOUS WAY-BILL REFERENCES	ORIGINAL CAR, INITIALS AND NO.

NUMBER OF PACKAGES, ARTICLES AND MARKS	WEIGHT	RATE	FREIGHT	ADVANCES	TOTAL
<u>1 Box G. Seeds</u>	<u>45 m</u>		<u>Prepaid</u>		
*TOTAL PREPAID \$					

LOCATION	RECEIVED PAYMENT FOR THE RAILROAD	TOTAL
WAREHOUSE	<u>FEB 26 1924</u>	
POST OR SECTION	<u>ST. J. & L. C. R. R. Agent</u>	
	<u>PER N. CROWLEY</u>	

*FOR USE AT JUNCTION POINTS ON FREIGHT SUBJECT TO CONNECTING LINE SETTLEMENT

Printed in U. S. A.

THE ORIGINAL PAID FREIGHT BILLS MUST BE SURRENDERED FOR OVERCHARGES TO BE REFUNDED, AND MUST ACCOMPANY CLAIMS FOR OVERCHARGE, LOSS OR DAMAGE.

S802
 MAKE CHECKS PAYABLE TO THE ST. J. & L. C. R. R. CO.
FREIGHT BILL
 Station Hardwick VT 2/14 1924
 CONSIGNEE Burke & George FREIGHT BILL NO. 245
 DESTINATION Woodbury
 ROUTE _____
 (POINT OF ORIGIN TO DESTINATION)

To The St. Johnsbury and Lake Champlain Railroad Co., Dr. FOR CHARGES ON ARTICLES TO BE TRANSPORTED:

WAYBILLED FROM <u>Jeanette Pa</u>	WAYBILL DATE AND NO. <u>1/18 661</u>	FULL NAME OF SHIPPER <u>Burke & George</u>	CAR INITIALS AND NO. <u>726597</u>
POINT AND DATE OF SHIPMENT	CONNECTING LINE REFERENCE	PREVIOUS WAY-BILL REFERENCES	ORIGINAL CAR, INITIALS AND NO.

NUMBER OF PACKAGES, ARTICLES AND MARKS	WEIGHT	RATE	FREIGHT	ADVANCES	TOTAL
<u>1 ctn Glass Lamp Shades</u>	<u>20</u>		<u>90</u>		
*TOTAL PREPAID \$					

LOCATION	RECEIVED PAYMENT FOR THE RAILROAD	TOTAL
WAREHOUSE	<u>FEB 20 1924</u>	
POST OR SECTION	<u>ST. J. & L. C. R. R. Agent</u>	
	<u>PER N. CROWLEY</u>	

*FOR USE AT JUNCTION POINTS ON FREIGHT SUBJECT TO CONNECTING LINE SETTLEMENT

Printed in U. S. A.

Chairman: William J. Kennedy
 Member: Frank C. Squire
 Member: Julius G. Luhrsen

1997-026-09
 UNITED STATES OF AMERICA RAILROAD RETIREMENT BOARD
 ★ ★ ★
 CERTIFICATE OF SERVICE MONTHS AND WAGES

FORM BA-6
 1947

This certifies the service months and wages (not including any amount in excess of \$300 in any one month) reported for you to the Railroad Retirement Board by employers subject to the Railroad Retirement Act and the Railroad Unemployment Insurance Act. If you do not apply for unemployment or sickness benefits, keep this certificate until you receive your certificate for a later year. *If you apply for unemployment or sickness benefits during the year beginning July 1, 1948, attach this certificate to your application but copy for your own records the months and wages shown here.* A duplicate certificate will not be issued.

1. NAME R L ROGERS		2. SOCIAL SECURITY ACCOUNT NUMBER 705 16 6378	
STREET CITY AND STATE		THIS IS NOT A CHECK IT HAS NO CASH VALUE	
3. FOR BOARD USE ONLY 1069221050003	4. MONTHS RETIREMENT CREDITS 1937-47 132 1546433	5. MONTHS BASE YEAR 1947 WAGES 12 268949	

YOUR BASE YEAR WAGES FOR UNEMPLOYMENT AND SICKNESS BENEFITS. If you earned less than \$150 in 1947, you are not qualified for railroad unemployment or sickness benefits during the year beginning July 1, 1948. See other side.

Chairman: William J. Kennedy
 Member: Frank C. Squire
 Member: Julius G. Luhrsen

1997-026-09
 UNITED STATES OF AMERICA RAILROAD RETIREMENT BOARD
 ★ ★ ★
 CERTIFICATE OF SERVICE MONTHS AND WAGES

FORM BA-6
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4201
 UNITED STATES OF AMERICA
 RAILROAD RETIREMENT BOARD
 EMPLOYEES' STUB

1. NAME ROGERS R L		2. SOCIAL SECURITY ACCOUNT NUMBER 705 16 6378	
STREET CITY AND STATE		THIS IS NOT A CHECK - IT HAS NO CASH VALUE	
3. FOR BOARD USE ONLY 1069221050002	4. MONTHS RETIREMENT CREDITS 1937-48 144 1828216	5. MONTHS BASE YEAR 1948 WAGES 12 281703	

YOUR BASE YEAR WAGES FOR UNEMPLOYMENT AND SICKNESS BENEFITS. If you earned less than \$150 in 1948, you are not qualified for unemployment or sickness benefits during the year beginning July 1, 1949. An * following this item indicates that employee representative or brotherhood local lodge earnings - not creditable for unemployment or sickness benefits - are included in the total. See other side.

4201
 DETACH THIS STUB IF YOU APPLY FOR UNEMPLOYMENT OR SICKNESS BENEFITS, AND RETAIN IT FOR YOUR RECORDS. A DUPLICATE CERTIFICATE WILL NOT BE ISSUED.

Chairman: William J. Kennedy
 Member: Frank C. Squire
 Member: Julius G. Luhrsen

1997-026-09
 UNITED STATES OF AMERICA RAILROAD RETIREMENT BOARD
 ★ ★ ★
 CERTIFICATE OF SERVICE MONTHS AND WAGES

FORM NO. BA-6
 1946

This certifies the service months and wages (not including any amount in excess of \$300 in any one month) reported for you to the Railroad Retirement Board by employers subject to the Railroad Retirement Act and the Railroad Unemployment Insurance Act. If you do not apply for unemployment or sickness benefits, keep this certificate until you receive your certificate for a later year. *If you apply for unemployment or sickness benefits during the year beginning July 1, 1947, attach this certificate to your application but copy for your own records the months and wages shown here.* A duplicate certificate will not be issued.

1. NAME R L ROGERS		2. SOCIAL SECURITY ACCOUNT NUMBER 705 16 6378	
STREET CITY AND STATE		THIS IS NOT A CHECK - IT HAS NO CASH VALUE	
3. FOR BOARD USE ONLY 1069221050002	4. MONTHS RETIREMENT CREDITS 1937-46 120 1277484	5. MONTHS BASE YEAR 1946 WAGES 12 177504	

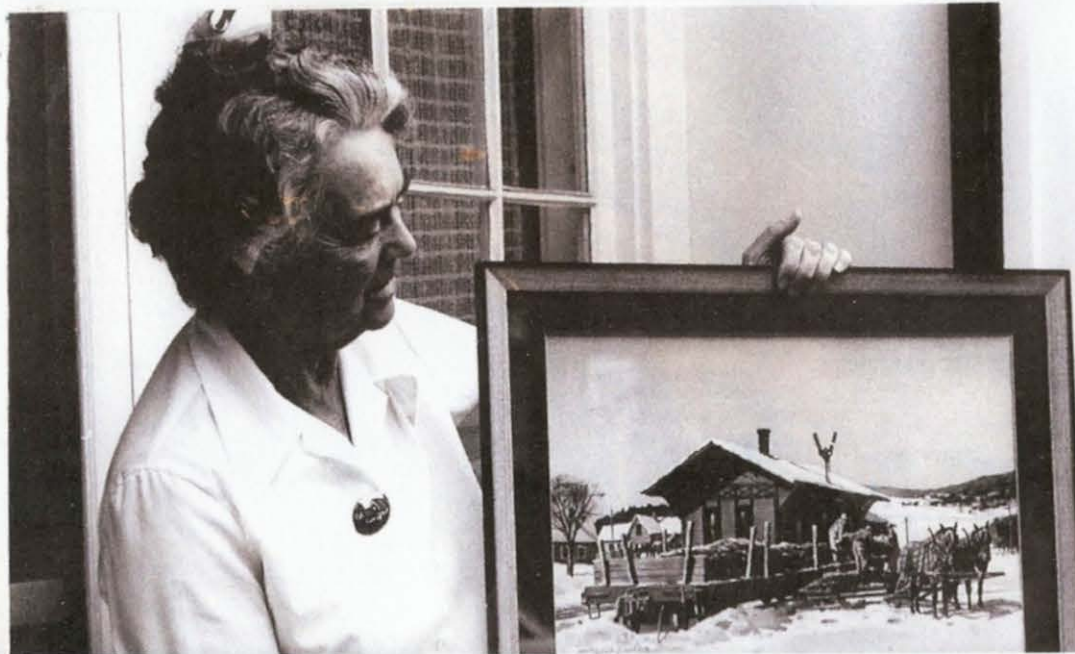
YOUR BASE YEAR WAGES FOR UNEMPLOYMENT AND SICKNESS INSURANCE: If you earned less than \$150 in 1946, you are not qualified for railroad unemployment or sickness benefits during the year beginning July 1, 1947.

Painting donated in Greensbo



Mrs. Gertrude Corwin, Miller's Thumb owner, with painting of railroad station. Photo by Dennis Redmond

The Greenmountain Gazette Tuesday August 3, 1976



A painting of the Greensboro Bend railroad station will help raise funds for the restoration of the historic station thanks to the efforts of a New Jersey artist.

Kent Day Coes, of Upper Montclair, N.J., has donated a watercolor painting of the railroad station to the Greensboro Bicentennial Committee which is selling it in a silent auction.

Sealed bids are taken at the Miller's Thumb in Greensboro. The person with the highest bid will receive the painting on August 21 when the bids will be revealed during the Bicentennial Days celebration in Greensboro.

Money will go towards the restoration of the station.

The 12" x 20" framed painting is on display at the Miller's Thumb.

The painting was done 16 years ago and used by the American Artist Group as a Christmas card that was sold throughout the country in the early 1960's.

Mr. Coes, a member of the National Academy of Design, saw an article about plans to restore the railroad station in the 1975 winter issue of Vermont Life and wrote a letter to Mrs. Nancy Hill, head of the Bicentennial Committee in Greensboro.

In his letter Mr. Coes explained that he spends a week each winter in the Northeast Kingdom sketching winter scenes.

"I saw the article in Vermont Life about the railroad station and I thought you would like to see how I already restored it-on paper," Mr. Coes said in his letter.

He explained the scene was one of a series he did on railroad themes for the American Artists Group for over 12 years.

Most of the originals of the paintings used on the greeting cards have been sold but Mr. Coes saved the Greensboro Bend scene.

"If you think it can help further the aims of your project I will donate it with no strings attached so you can raise money to restore the station," Mr. Coes said in his letter to Mrs. Hill.

Mrs. Hill said the Bicentennial Committee was delighted to receive the painting and expressed great praise for Mr. Coes' donation.

"It was really remarkable how he saw the article in the magazine and contacted me," Mrs. Hill said.

Mr. Coes used St. Johnsbury as a base when he toured the area sketching the winter scenes, according to Mrs. Hill.

A specialist in watercolors, he is a founder of the New Jersey Watercolor Society and a member of the American Watercolor Society.

He has taught in various schools in the Montclair, N.J. area and has his paintings in the permanent collections of museums across the nation.

He also has had his work exhibited in galleries in London, Canada and Mexico.

The restoration of the Greensboro Bend railroad station has been the major focus of the Bicentennial Committee since its formation two years ago.

It has been in a state of disrepair since the St. Johnsbury and Lamoille County trains stopped using it 30 years ago. The Bicentennial Committee began the restoration last year.

The painting of the exterior is almost complete, according to Mrs. Hill.



A busy Bicentennial

While the restoration of the Greensboro Bend railroad station is their major focus, the Greensboro Bicentennial has been busy since the summer of 1974 organizing activities and planning projects.

The committee was formed by a spirited group of Greensboro residents interested in celebrating the Bicentennial.

The committee first set out to outline their goals in line with the three Bicentennial themes - Heritage, Festival, and Horizon, according to Mrs. Nancy Hill, head of the Greensboro Bicentennial Committee.

"We have always had open meetings and invited anyone from town who wished to attend," she said. Between 10 and 20 people have been actively involved, according to Mrs. Hill, with many others volunteering to help out with the various projects.

One of the first activities, under the Heritage theme, was a series of lectures called "Greensboro - Where Have You Been?"

The lectures, highlighting a personal and informal history of the town, were given by Robert Wilson, Donald Drown, S. Whitney Landon, Lewis Hill and Ethan Hubbard and sponsored by the Bicentennial Committee in conjunction with the Community College of Vermont Community College and the Vermont Historical Society.

The series of lectures were given throughout July and August at the United Church of Christ in Greensboro.

"Both summer campers and full-time residents turned out in great numbers for the lectures and "absorbed great chunks of the past of Vermont and especially Greensboro," according to a booklet on the lectures. The booklet, which

summarized highlights of all lectures, was edited and compiled by Sally Waters Fisher. The book went on sale last year.

Also in the early days of the committee's existence, plans for an oral history project were coordinated by Peggy Igleheart. Interviewing began in the spring of 1975 as the reminiscences of long-time residents were put on tape.

The committee also held a gravestone rubbing seminar in the Greensboro cemeteries.

"We posted a sign in Willey's Store and about 35 people turned out for the seminar. "Many of the summer residents were curious and wanted to learn the graverubbing procedure," Mrs. Hill said.

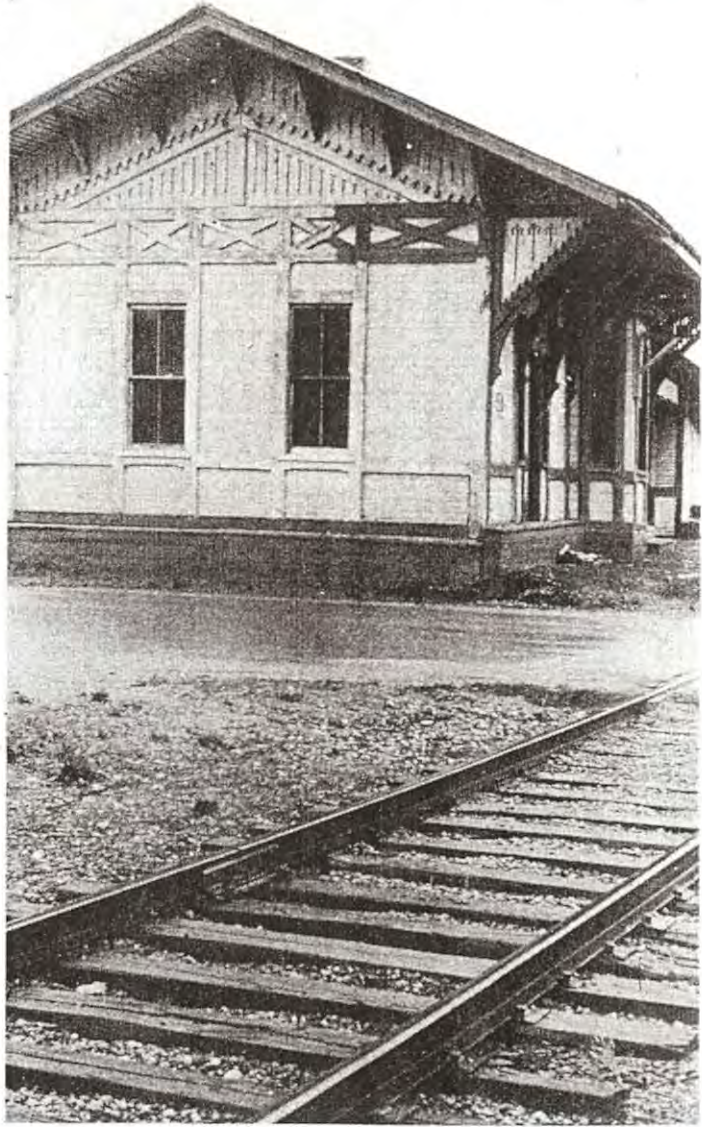
We hope to have these rubbings on exhibit this summer, Mrs. Hill said.

Another project undertaken last year by the Greensboro Bicentennial Committee was the microfilming of early records of the United Church in Greensboro.

While most of the town records were destroyed in the fire of 1831, there were some old church records discovered in a shoebox. Mrs. Hill said committee members microfilmed these and deposited them in a safe place for the future.

In the next few weeks the committee, along with the local school children, will be clearing parts of the Bayley-Hazen Military Road that passes through Greensboro. People participating in the Hazen Road walk from Newbury to Lowell will pass through Greensboro on August 24.

Also under the Heritage theme, Greensboro resident and photographer Henry Merrill has been collecting old photographs from town residents and making copies of them for a



Greensboro Bend Railroad Station

Photos by Jean Redmond

book entitled "Greensboro Past". The book is getting larger and larger, reports Mrs. Hill.

"Everyone has been so cooperative in bringing their old photos to Henry so that he can make copies in his darkroom," Mrs. Hill said.

Also photographs are being taken for an album book to be called "Greensboro Now", a look at the town today.

The committee has en-

couraged various Greensboro organizations to write their own histories.

S. Whitney Landon is working on an updated version of his article that appeared in Vermont History Magazine. "Summers at Caspian Lake Memories of Greensboro 1899-1925." Ann Slack is writing history of the Mountain View Country Club of Greensboro. Jan Travers, a history of the railroad in Greensboro Bend

to be also delighted we were

St. Johnsbury & Lake Champlain Railroad Co.

Station	Time
St. Johnsbury	7:00 AM
Wells River	7:15 AM
Wilmington	7:30 AM
Wattsburg	7:45 AM
Wellsboro	8:00 AM
Wellsboro	8:15 AM
Wattsburg	8:30 AM
Wilmington	8:45 AM
Wells River	9:00 AM
St. Johnsbury	9:15 AM

St. Johnsbury & Lake Champlain Railroad Co.
TIME TABLE

FOR THE PURPOSE OF THE ST. JOHN SBURY & LAKE CHAMPLAIN RAILROAD CO. ...

St. Johnsbury & Lake Champlain Railroad Co.

Station	Time
St. Johnsbury	7:00 AM
Wells River	7:15 AM
Wilmington	7:30 AM
Wattsburg	7:45 AM
Wellsboro	8:00 AM
Wellsboro	8:15 AM
Wattsburg	8:30 AM
Wilmington	8:45 AM
Wells River	9:00 AM
St. Johnsbury	9:15 AM

The Greenboro Gazette, Tuesday, August 3, 1964

Painting donated in Greensboro



A painting of the Greensboro station, which was donated to the town of Greensboro by Mrs. M. C. Caves. The painting, which depicts the station in a winter scene, was presented to the town by Mrs. Caves at a public meeting held in the town hall on Tuesday evening.



The painting, which was donated to the town of Greensboro by Mrs. M. C. Caves, is a reproduction of the original painting by the artist, which was presented to the town by Mrs. Caves at a public meeting held in the town hall on Tuesday evening.

year in

The Greenboro Gazette, Tuesday, August 3, 1964

A busy

With the completion of the new Greensboro station and the opening of the new Greensboro station, the town of Greensboro is busy with the completion of the new Greensboro station and the opening of the new Greensboro station.

The Greenboro Gazette, Tuesday, August 3, 1964

Year in Greensboro

The town of Greensboro is busy with the completion of the new Greensboro station and the opening of the new Greensboro station.

The Greenboro Gazette, Tuesday, August 3, 1964

A busy Bicentennial



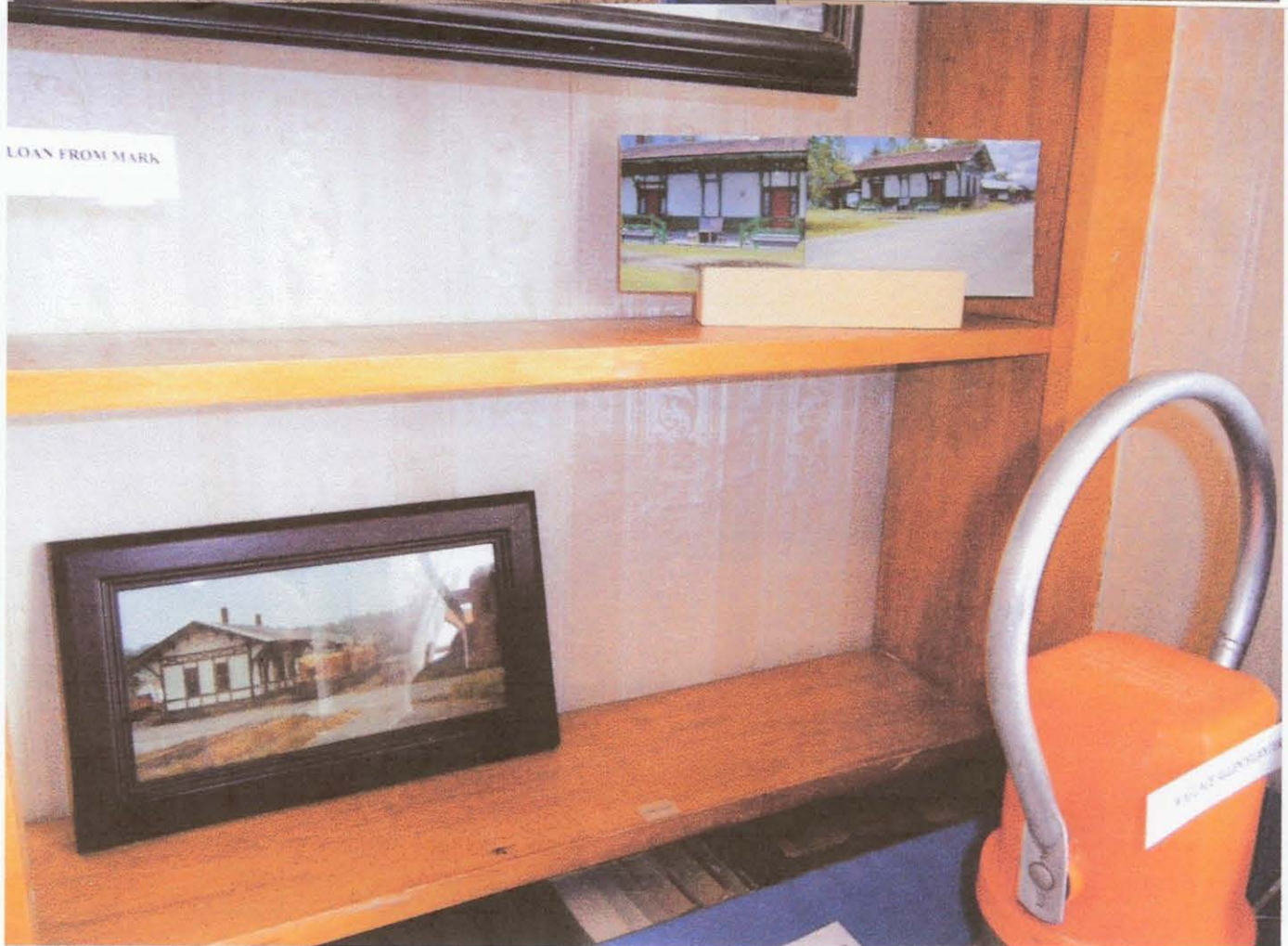
The town of Greensboro is busy with the completion of the new Greensboro station and the opening of the new Greensboro station.



St. Johnsbury & Lake Champlain Railroad Co. ...



framed picture loaned
by Donna and David Allen



framed picture loaned
by Mark Snyder



6/30/09
by Donna Allen



WALLACE ALLEN'S LANTERN

WALLACE ALLEN'S HAT



REPLICA OF LAMOILLE VALLEY RR CAR

Ride On A Runaway Train

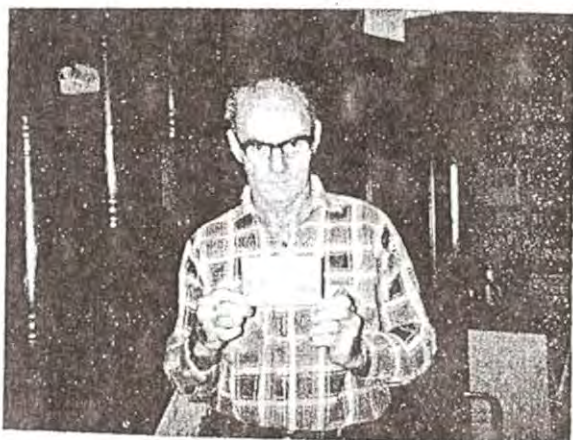
Wallace Allen of Greensboro Bend has had an experience that not many of us will ever know—thank goodness! He was on a train that had come through Greensboro Bend and was going up by Bell's Bridge in Walden when the trouble began, and the train turned into a runaway menace headed towards the Bend.

An experienced railroad man, Allen started work on the St. J and LC, as a section man in April of 1951. A section man does the major repairs on the rails and ties and in general keeps things running smoothly. In the winter of 1966, he advanced to position of brakeman. It was either in March or April that this chilling event happened; he can't remember for sure which month it was. They had just left the Bend and were making the grade up Walden Mountain, headed for St. Johnsbury. There were three Diesel engines, which railroadmen refer to as "units" and 18 other cars, plus a caboose or "buggy." Four men were working the shift, an engineer and head brakeman in the front "unit," and a brakeman and a conductor in the "buggy."

It was about 1:30 p.m. on a nice clear day, when things began to happen. They reached the near side of Bell's Bridge in Walden, near where Alphose Gendron lives today when suddenly the wheels on the large front diesel started slipping, because the tonnage being carried was too great. The head engineer, Woodrow Potter, told the men to get out and see if they could get the sanders working to give the train greater traction.

Both Potter and Allen got out and got the sanders working. Then Potter told Allen to pull the head pin on the head car. This disconnected the engines from the train and allowed them to go ahead and sand up to Ralph Stewart's crossing. So far everything seemed normal and under control. Not for long!

When Wallace Allen got out to pull the head pin, he turned the angle cock on the head car by mistake. By turning the wrong angle cock, it set the brakes on the Diesels, so the engineer could not move them, until he got out and turned the angle cock himself. This was the start of a harrowing experience. The



Wallace Allen

The man who rode a runaway train down Walden Mountain holds a photo of a Diesel engine.

put the brakes on only the first three cars when he feared for his safety and crouched down in the corner of an opened coal car. Meanwhile, the engineer closed the angle cock and radioed back to the caboose and told the two men in the rear that the train was a run-a-way. These two men were able to put four brakes on the rear end of the train before jumping off into the snow. These men were Preston J. Crandall of Hardwick and Howard Reynolds of Waterville.

The head engineer, Potter, tried to catch up with the runaway train with the engines to connect them, but couldn't because the couplings were closed.

Now the eighteen cars and caboose were going merrily on their way down the mountain. Crandall estimated that the "backward buggy" ride was going along at approximately 60 m.p.h. Robert Messier of Greensboro Bend saw the runaway coming and knew that by the speed, something was drastically wrong. He stopped all traffic approaching the railroad tracks.

When the train stopped, Wallace was opposite a section house in Greensboro Bend. Today this is just below the present station in Greensboro.

Looking back, Wallace said that he thought of crying, but he knew that wouldn't stop the train, although it might relieve some of his tensions. He didn't jump because he was afraid of where he might land. Another major fear was that of derailment. The track, even in

asking for a replacement. The supervisor asked him to stay on for three or four days till a replacement could be found. The replacement was never found, and today Wallace Allen is an engineer.

Painting donated in Green



Mrs. Gertrude Corwin, Miller's Thumb owner, with painting of railroad station. Photo by Dennis Redmond

A painting of the Greensboro Bend railroad station will help raise funds for the restoration of the historic station thanks to the efforts of a New Jersey artist.

Kent Day Coes, of Upper Montclair, N.J., has donated a watercolor painting of the railroad station to the Greensboro Bicentennial Committee which is selling it in a silent auction.

Sealed bids are taken at the Miller's Thumb in Greensboro. The person with the highest bid will receive the painting on August 21 when the bids will be revealed during the Bicentennial Days celebration in Greensboro.

Money will go towards the restoration of the station.

The 12" x 20" framed painting is on display at the Miller's Thumb.

The painting was done 16 years ago and used by the American Artist Group as a Christmas card that was sold throughout the country in the early 1960's.

Mr. Coes, a member of the National Academy of Design, saw an article about plans to restore the railroad station in the 1975 winter issue of Vermont Life and wrote a letter to Mrs. Nancy Hill, head of the Bicentennial Committee in Greensboro.

In his letter Mr. Coes explained that he spends a week each winter in the Northeast Kingdom sketching winter scenes.

"I saw the article in Vermont Life about the railroad station and I thought you would like to see how I already restored it-on paper," Mr. Coes said in his letter.

He explained the scene was one of a series he did on railroad themes for the American Artists Group for over 12 years.



g donated in Greensboro



owner, with painting of railroad station. Photo by Dennis Redmond



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He explained the scene was one of a series he did on railroad themes for the American Artists Group for over 12-years.

Most of the originals of the paintings used on the greeting cards have been sold but Mr. Coes saved the Greensboro Bend scene.

"If you think it can help further the aims of your project I will donate it with no strings attached so you can raise money to restore the station," Mr. Coes said in his letter to Mrs. Hill.

Mrs. Hill said the Bicentennial Committee was delighted to receive the painting and expressed great praise for Mr. Coes' donation.

"It was really remarkable how he saw the article in the magazine and contacted me," Mrs. Hill said.

Mr. Coes used St. Johnsbury as a base when he toured the area sketching the winter scenes, according to Mrs. Hill.

A specialist in watercolors, he is a founder of the New Jersey Watercolor Society and a member of the American Watercolor Society.

He has taught in various schools in the Montclair, N.J. area and has his paintings in the permanent collections of museums across the nation.

He also has had his work exhibited in galleries in London, Canada and Mexico.

The restoration of the Greensboro Bend railroad station has been the major focus of the Bicentennial Committee since its formation two years ago.

It has been in a state of disrepair since the St. Johnsbury and Lamoille County trains stopped using it 30 years ago. The Bicentennial Committee began the restoration last year.

The painting of the exterior is almost complete, according to Mrs. Hill.

WATERCOLOR PAINTING BY KENT DAY COES

DONATED TO GREENSBORO BICENTENNIAL COMMITTEE IN 1976 AND RAFFLED OFF TO RAISE FUNDS TOWARDS RESTORATION OF THE GREENSBORO BEND RAILROAD STATION.

RAFFLE WAS WON BY HELEN AND STEPHEN SHEAR AND HUNG IN THEIR CASPIAN LAKE COTTAGE. DAUGHTER, LAURIE PETTO HAS KINDLY LOANED THIS WONDERFUL PAINTING TO US FOR OUR EXHIBIT.

THE SCENE DEPICTS THE DELIVERY OF CHRISTMAS TREES BY A LOCAL FARMER TO BE SHIPPED VIA THE GREENSBORO BEND RAILROAD.



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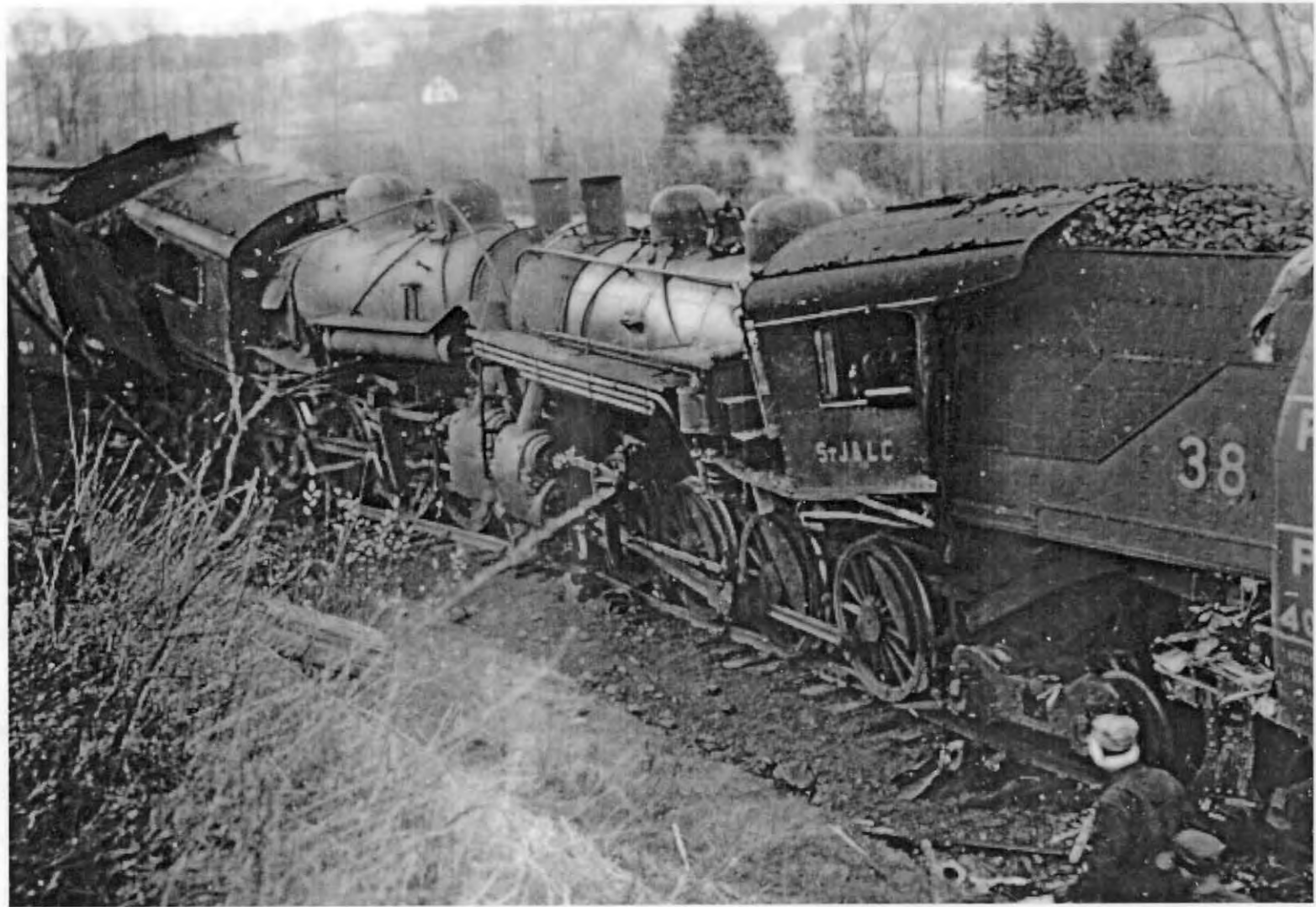
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FRAMED PICTURES OF GREENSBORO BEND DEPOT ON LOAN FROM MARK SYNYDER, PRESENT OWNER OF THE BUILDING.



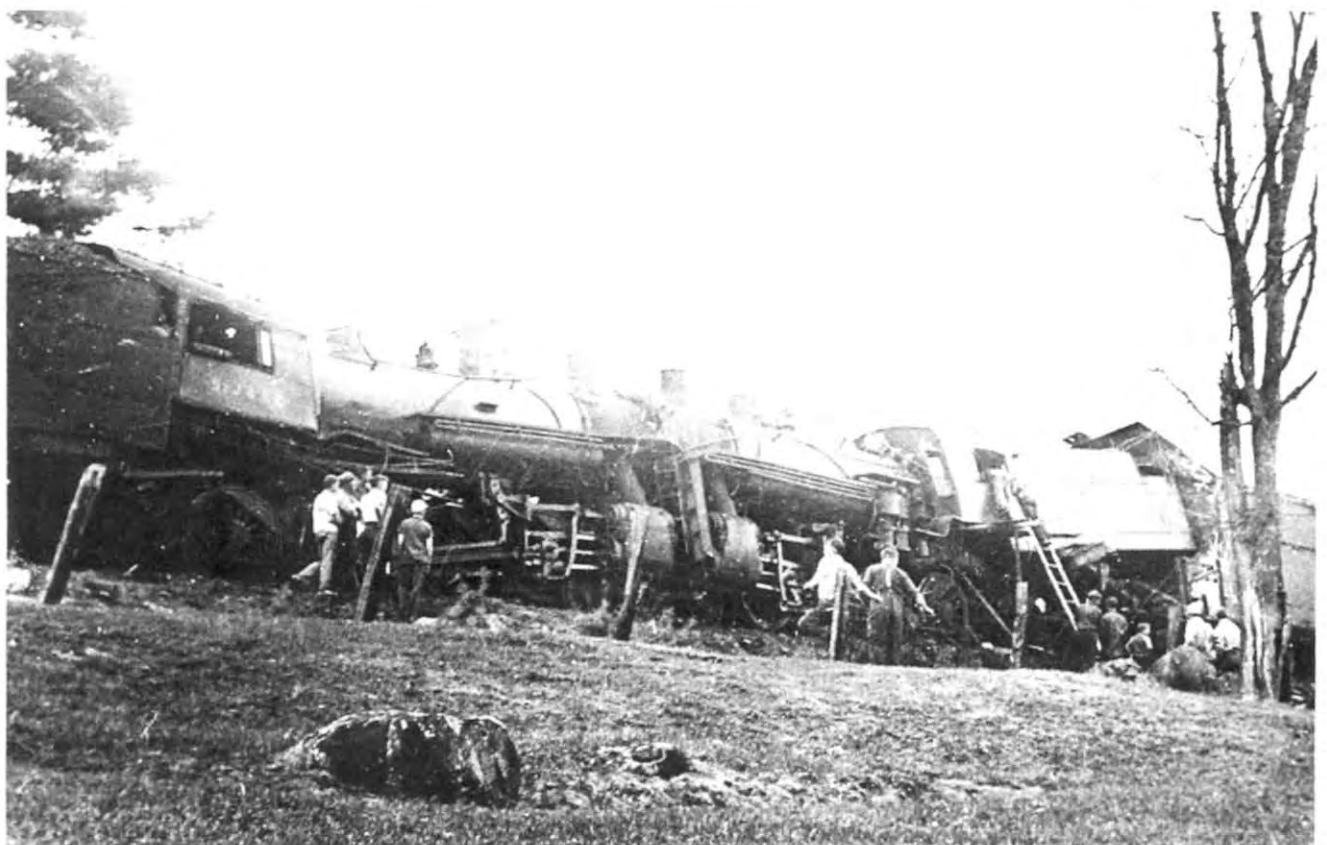
on loan from Mark Snyder
Present owner of the building 2009



Train Wreck!

**GREENSBORO BEND TRAIN WRECK
MAY 5, 1944. THIS COLLISION RESULTED IN
THE DEATH OF ONE FIREMAN, ROY COLLINS,
AND THREE OTHER TRAINMEN WERE INJURED.
DONALD DROWN'S FIRST SHIPMENT OF
TRACTORS WAS ON ON OF THE TRAINS.**



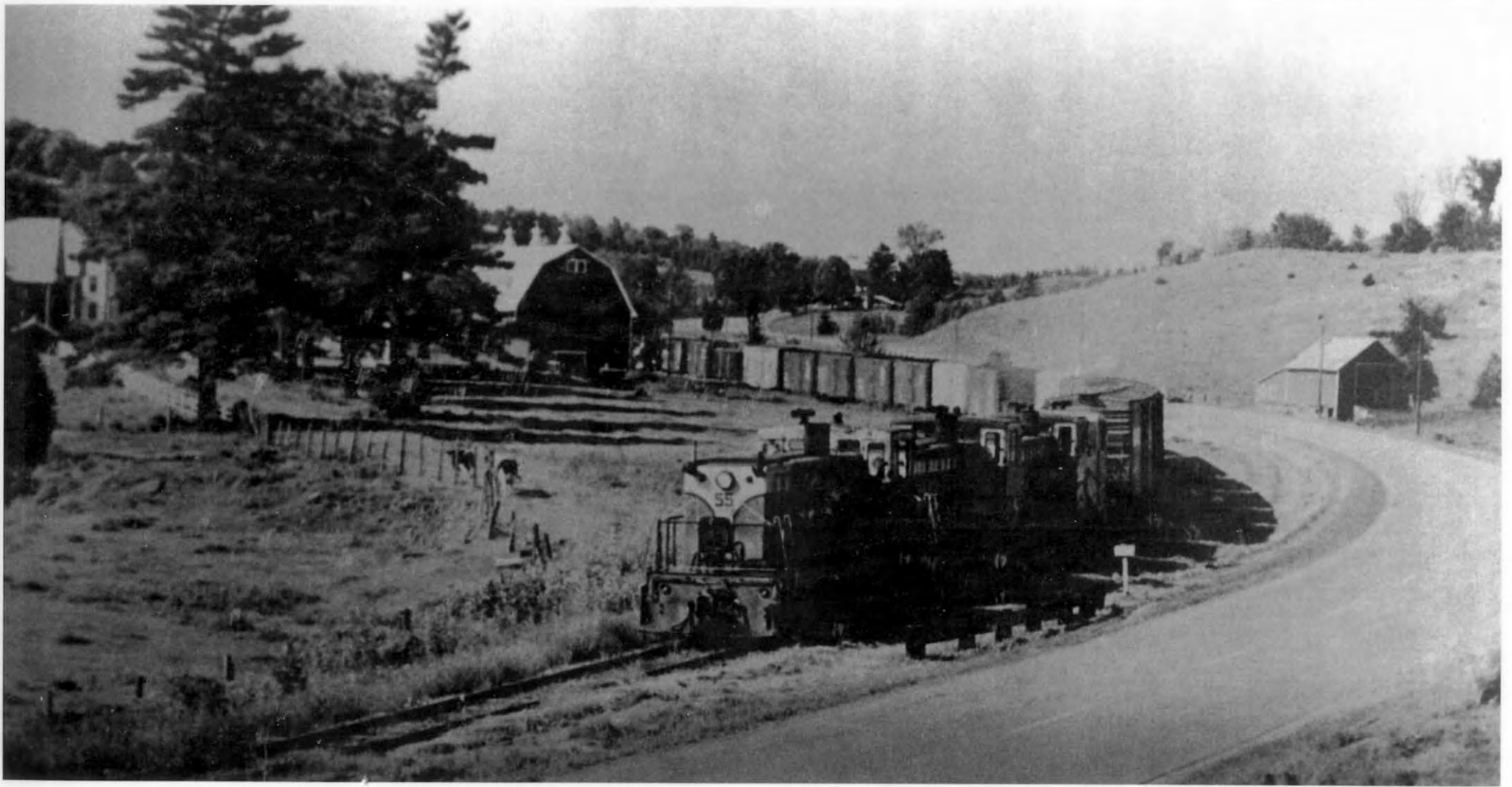




A railroad wreck in 190~~7~~⁷ between
Hardwick and Greensboro



TRAIN WRECK UNKNOWN CIRCA



**ROUTE 16 SOUTH OF THE BEND
BELIEVED TO BE THE MICHAUD FARM**

TEMPORARY CUSTODY RECEIPT

The Greensboro Historical Society gratefully acknowledges the receipt of:

2 Logo pens (01) Pontiac garage calendar top (07)
 12 Customer bill pad (02) Birds Eye match box with nuts + bolts (08)
 Battery tester (03) Blases parts rack (09)
 Welding mask (04) Dowsing stick (10)
 Hastings piston ring handbook (05) Creeper (11)
 Trico wiper blades metal thermomete (06)

Condition: _____

From: _____

Address: _____ Winter Address _____

Phone: () _____ () _____

To be examined as a Gift Loan _____ Purchase _____

Background data and source: _____

Emeric Tanguay garage 1946-2009
in S 2009 exhibit

Stored with Tanguay furniture for permanent exhibit

The donor releases the Greensboro Historical Society from all liability with respect to the loss and/or damage to the object.

If rejected or on loan: Scheduled date of return: _____

Owner: _____ Date: _____

GHS: Wilhelm Smith Date: 9/15/09

Temporary Custody Number: 893

Accession Number: 2009.13.01

SHED/garage

TEMPORARY CUSTODY RECEIPT

The Greensboro Historical Society gratefully acknowledges the receipt of:

Railroad Hat, Railroad Car & Tracks, Lantern for conductor
Post card of Greensboro Bend

Condition: _____

From: DONNA ALLEN

Address: 922 Main St Winter Address _____
Greensboro Bend, VT 05842

Phone: () 533-9961 () _____

To be examined as a Gift _____ Loan _____ Purchase _____

Background data and source: _____

The donor releases the Greensboro Historical Society from all liability with respect to the loss and/or damage to the object.

If rejected or on loan: Scheduled date of return: _____

Owner: Donna Allen Date: 6/2/09

GHS: Catherine Wilkins Date: 6/2/09

Temporary Custody Number: _____

Accession Number: _____

TEMPORARY CUSTODY RECEIPT

The Greensboro Historical Society gratefully acknowledges the receipt of:

3 postcards, Picture of Warner Davis
Store, Calender

Condition: Calender (Fragile) Post cards - good
Picture - good

From: Richard & Josephine Van Leuven

Address: 1109 Main Street Winter Address
Greensboro Bend, Vt. 05842

Phone: (802) 533-9961

To be examined as a Gift _____ Loan Purchase _____

Background data and source:

The donor releases the Greensboro Historical Society from all liability with respect to the loss and/or damage to the object.

If rejected or on loan: Scheduled date of return:

Owner: Richard D. VanLeuven Date: 6/8/09

GHS: Donna Allen Date: 6/8/09

Temporary Custody Number: _____

Accession Number: _____

TEMPORARY CUSTODY RECEIPT

The Greensboro Historical Society gratefully acknowledges the receipt of:

^{with Tube} Teaching Certif. for E. Nimicki; postcard (cc) Order List, Order Pad Stationery, Lead works receipt. photo Pope Store (both) photos & Newspaper clips of Smiths & Hazel Gile Family Blue Plate (Pope) 3 1/4 frame pictures, Vt. legislator picture, 1/4 Orange Hotel & 2 Horse. Matching pitcher plate, cup & station

Condition: cup poor, 4 other DISHES Good

From: Graden & Dee Gile

Address: _____ Winter Address _____

Phone: () _____ () _____

To be examined as a Gift _____ Loan Purchase _____

Background data and source: _____

The donor releases the Greensboro Historical Society from all liability with respect to the loss and/or damage to the object.

If rejected or on loan: Scheduled date of return: _____

Owner: Graden Gile _____ Date: _____

GHS: _____ Date: _____

Temporary Custody Number: _____

Accession Number: _____

TEMPORARY CUSTODY RECEIPT

The Greensboro Historical Society gratefully acknowledges the receipt of:



Tanguay's Garage 6/27/09

Condition: pontiac sign welding mask
parts rack match box with pieces
downing stick hasting piston book
wall thermometer billing books
creep along garage pen

From: _____

Address: _____ Winter Address: _____

Phone: () _____ () _____

To be examined as a Gift _____ Loan _____ Purchase _____

Background data and source: _____

The donor releases the Greensboro Historical Society from all liability with respect to the loss and/or damage to the object.

If rejected or on loan: Scheduled date of return: W Smith

Owner: Anne Hanson Date: 6/28/09

GHS: _____ Date: _____

Temporary Custody Number: _____

Accession Number: _____

TEMPORARY CUSTODY RECEIPT

returned

The Greensboro Historical Society gratefully acknowledges the receipt of:

*Painting of Christmas trees
being delivered via railroad S.B.*

12 X 20 framed painting

Condition: *Excellent*

From: *Laurie Petto / Helen Shear*

Address: _____ Winter Address _____

Phone: () _____ () _____

To be examined as a Gift _____ Loan Purchase _____

Background data and source: _____

*Painted by Kent Day Coe
1976*

*~~L. Shear~~ Stephen Shear won
it in a raffle.*

The donor releases the Greensboro Historical Society from all liability with respect to the loss and/or damage to the object.

If rejected or on loan: Scheduled date of return: *Returned to Laurie Petto 10/3/09*
by Martha Neme

Owner: *Laurie Petto* Date: *7/10/09*

GHS: *Excel Harvey* Date: *7/10/09*

Temporary Custody Number: _____

Accession Number: _____

TEMPORARY CUSTODY RECEIPT

The Greensboro Historical Society gratefully acknowledges the receipt of:

2 framed photos of Greensboro Bend
R/R station, 1 large frame 1 small
frame

Condition: excellent - both

From: MARK H. SNYDER

Address: 100 Main St. Winter Address ?
G Bend

Phone: () 802 533 9839 ()

To be examined as a Gift Loan Purchase

Background data and source:

large reprint photo circa early 1910's
small photo circa early 60's?

*returned
EK*

The donor releases the Greensboro Historical Society from all liability with respect to the loss and/or damage to the object.

If rejected or on loan: Scheduled date of return: Exhibit Closing

Owner: Mark Snyder Date: _____

GHS: C. Purkerson Date: _____

Temporary Custody Number: _____

Accession Number: _____

TEMPORARY CUSTODY RECEIPT

The Greensboro Historical Society gratefully acknowledges the receipt of:

2 Student Books - Lakeview -
History for 2009 project.

Condition: Newly created

From: Caroline Casavant
~~Monica Morrissey~~ - Teacher LUES

Address: _____ Winter Address _____

Phone: () _____ () _____

To be examined as a Gift Loan _____ Purchase _____

Background data and source:
Grade 3 - Project Book
Greensboro Behnd

returned
09/09

The donor releases the Greensboro Historical Society from all liability with respect to the loss and/or damage to the object.

If rejected or on loan: Scheduled date of return: _____

Owner: Lakeview Caroline B Casavant Date: 6-16-09

GHS: _____ Date: _____

Temporary Custody Number: _____

Accession Number: _____

TEMPORARY CUSTODY RECEIPT

The Greensboro Historical Society gratefully acknowledges the receipt of:

2 Mustache Cups

Condition: Good

From: Gordon Wilkinson

Address: Craftsburg Winter Address

Phone: () 586-2201 ()

To be examined as a Gift _____ Loan Purchase _____

Background data and source:

2 cups from Mustache
Cup collection relating to
Barbers / Barbershops
Probably early 1900s

Returned
9/15
Good

The donor releases the Greensboro Historical Society from all liability with respect to the loss and/or damage to the object.

If rejected or on loan: Scheduled date of return: Done

Owner: Gordon Wilkinson Date:

GHS: Gp Wilkinson Date:

Temporary Custody Number: _____

Accession Number: _____

TEMPORARY CUSTODY RECEIPT

The Greensboro Historical Society gratefully acknowledges the receipt of:

White beaded comb case - comb ✓
 Dark green beaded purse - purple, orange, red flowers ✓
 Black beaded purse - dark red + gold design ✓
 White beaded purse ✓
 Cotton beaded purse on metal frame ✓

Condition: _____

From: Anne Cassidy

Address: _____ Winter Address _____

Phone: () 333 2168 () _____

To be examined as a Gift _____ Loan _____ Purchase _____

Background data and source: _____

NI/A

Returned
9-8-09
E. Harney

The donor releases the Greensboro Historical Society from all liability with respect to the loss and/or damage to the object.

If rejected or on loan: Scheduled date of return: _____

Owner: Anne Cassidy Date: 6/30/09

GHS: Erceel Harney Date: 6/30/09

Temporary Custody Number: _____

Accession Number: _____

TEMPORARY CUSTODY RECEIPT

The Greensboro Historical Society gratefully acknowledges the receipt of:

- ✓ Barber pole - made by Oneal Demas Sr.
- ✓ framed price list - Oneal's last list '46
- ✓ Oneal H Demas Sr. Picture

Condition: lg crack in pole - otherwise good condition
Price list good -

From: Elaine Demas Fortune

Address: 681 VT 15W Winter Address Hyde Park, VT 05655

Phone: (802) 888-3422

To be examined as a Gift _____ Loan Purchase _____

Background data and source:

Dad had a barber shop in the Bend for several years - later on, owned the sawmill here in Greensboro & barbered part-time. He passed away at the age of 61 of AHS.

Returned 7-8-09
E Harvey

The donor releases the Greensboro Historical Society from all liability with respect to the loss and/or damage to the object.

If rejected or on loan: Scheduled date of return: _____

Owner: Elaine Demas Fortune Date: 6/26/09

GHS: Excel Harvey 586-7753 Date: 6/26/09

Temporary Custody Number: _____

Accession Number: _____

TEMPORARY CUSTODY RECEIPT

The Greensboro Historical Society gratefully acknowledges the receipt of:

Painting (Homestead)

Painting
- E. Harvey

Condition: Very good

From: Jeannette Brochu

Address: 104 W. Church Winter Address: Same
Hardwick VT 05843

Phone: () 472-5245

To be examined as a Gift _____ Loan Purchase _____

Background data and source:

Farm of Benjamin + Octavia Demars + Family.
Painting was done by a friend taken from a
black & white snapshot. The man in the picture
is the father of Octavia - Cyril Mercier.

The donor releases the Greensboro Historical Society from all liability with respect to the loss and/or damage to the object.

If rejected or on loan: Scheduled date of return: Sept 1

Owner: Jeannette Brochu Date: 6-26-09

GHS: Ercel Harvey 586-7753 Date: 6/26/09

Temporary Custody Number: _____

Accession Number: _____

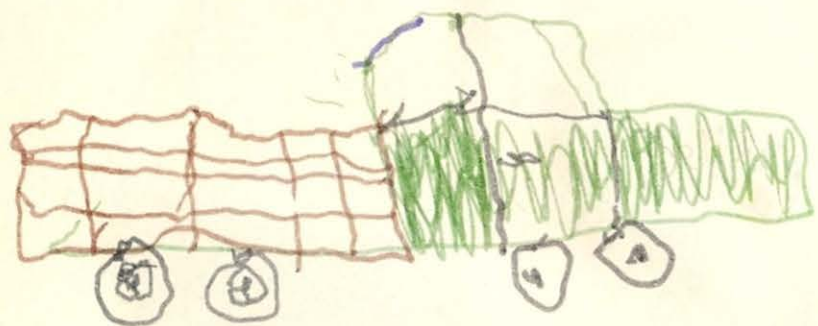
Lift this up
↓



To: The Greensboro
Historical Society

Thank you!





Dear, Historical
Society, Thank You
for getting us
The files and docume
nts, etc. It was
alot of help.

I think it was
cool to see and know
there was an ice
delivery truck long
ago!

Sincerely
Axel
Cruz

Greensboro Bend



Thank you!

Dear Greensboro Historical

Society, Thank you for

letting us visit. Thank you for
showing us pictures and
telling us what you know.

I want to come again this
summer.

Sincerely,

Phoenix



Greensboro

Historical
Society

5-27-09

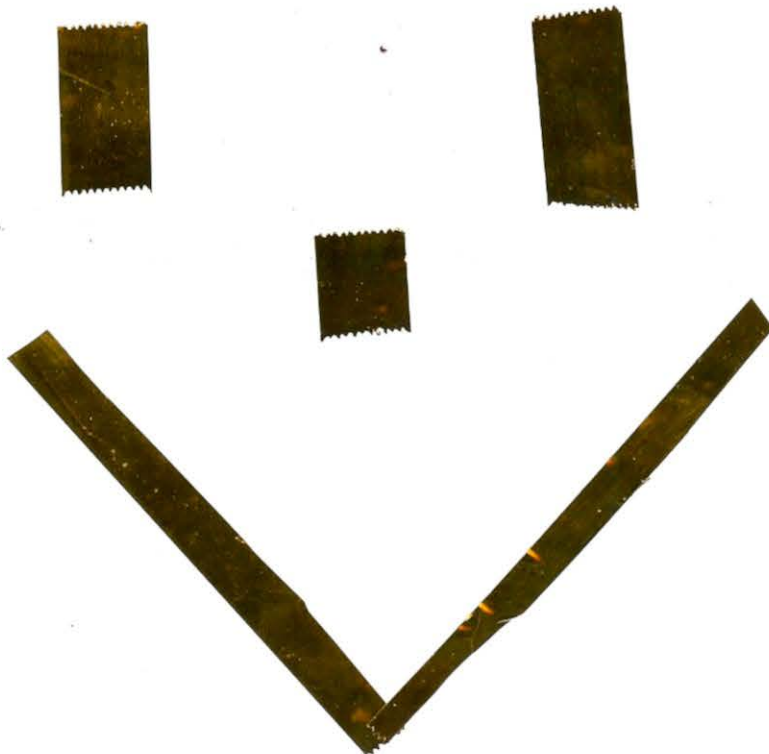
Dear Ursula, Debbie, Cathy,

Thank you for helping me look
up boats for my Venndiagram.

My favorite thing was the boat catalogue cart,
It showed me alot, and I learned a lot.

Thankyou

Heaven L. Smith



Thank You





Dear Greensboro Historical Society

Thank you for letting us use your files. My favorite part was looking through the pictures and seeing the people I know.

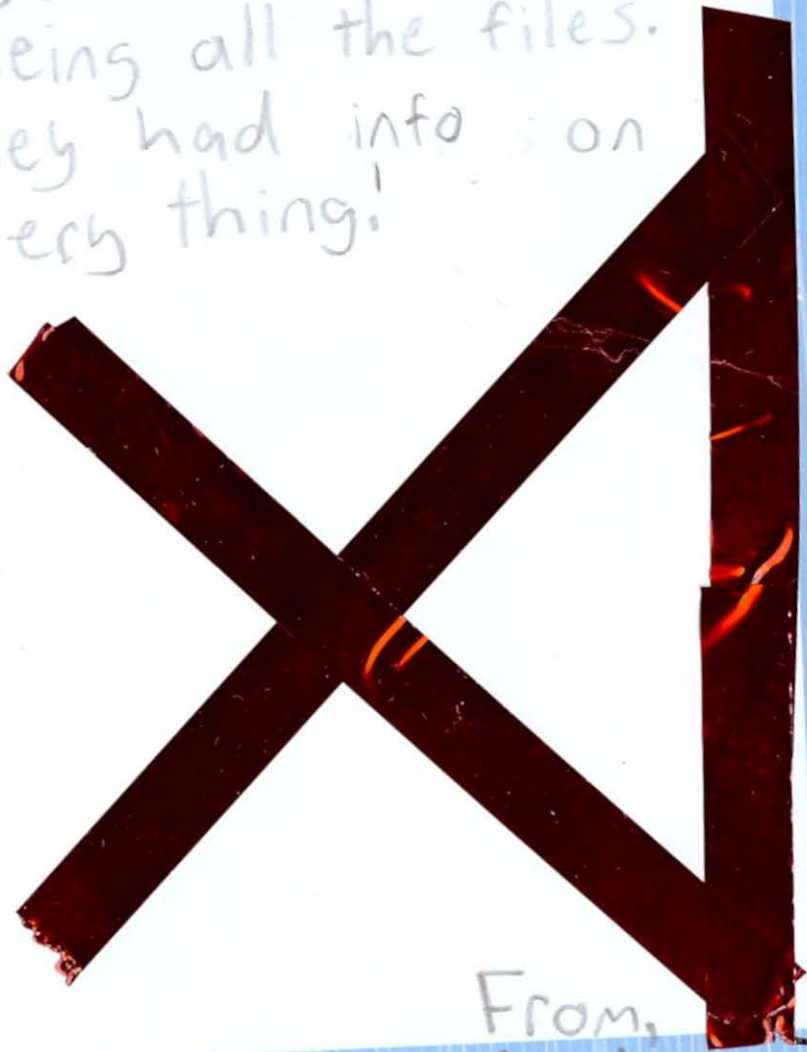
from Tyler

Thank you

Thank You
Ursula, Debbie
and Cathy



The best part about
going to the Greensboro
Historical Society was
seeing all the files.
They had info on
every thing!



From,
Joot



Dear Greensboro Historical Society,

Thank you for letting us visit. I really liked the old pictures you showed us. You told us alot about what you know that was very interesting.

From,

Gillian

Thank




You!



To: Greensboro
Historical Society

Dear Debbie, Cathy, and Ursula,

Thank you for taking time off your schedule to meet with us. It was cool seeing all the old documents. My favorite part was looking through the articles.

Sincerely, 
Eldon Beck



Thank you for letting
us come to Historical
Society. It was fun and
Thanks for the pictures.

Jacob



Dear, Greensboro Historical
Society, Thank you for letting us
visit and showing us pictures
of Greensboro Bend and things
there.

Sincerely,
Evelyn

T O Ursula, Debbie, + Cathy
@ the Historical Society

Thank You Debbie,
Cathy, and Ursula
for helping
me find all of
that information.
The information
really helped me
with my Yemm Diagram.

From Teila

HIS
TIDE



Dear Historical Society, Thank
you for letting us see some
old pictures of Greensboro
Bend.

from one of
your visitors,
Ben

To Ursula,
Debbie and
Cathy

Dear Ursula, Debbie
and Cathy.

I just wanted to
thank you for letting
me and my partner use
some of the files you had.

I was so impressed
when you knew
exactly where
to go. You're

professionals!

Thank you for
the help!

Lakeview student,

Audrey
or
Aly



Greensboro Historical Society,

Thank you for letting us
visit and telling us what you
know about Greensboro
Bend. We really learned
a lot.



Sincerely,

Lydia



Dear Greensboro Historical Society,

Thank you for letting
us visit. You guys are
the nicest people ever.

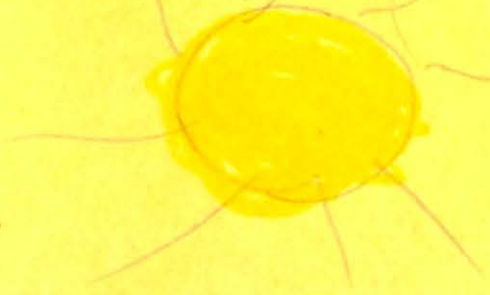
from,
Ma'LeSha



6-2-09

Dear Greendore Historical Society
Thank you for letting us visit and
showing us pictures.
Thanks for telling us what you know.

From
Ashley





Pear Greensboro Historical Society

I think that you are

the best place to look

at Greensboro's past.

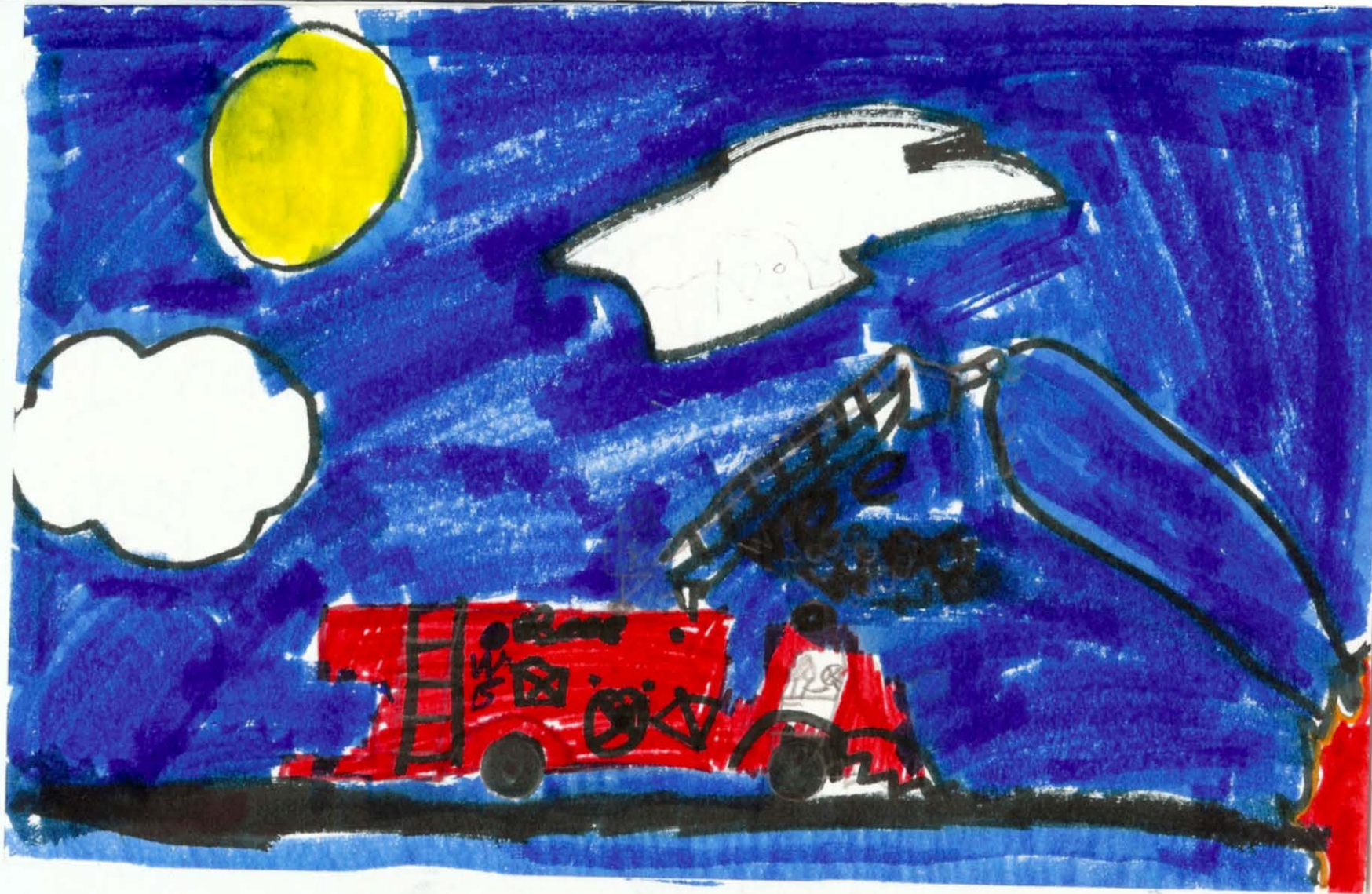
I want to go

back and see you again

Please write back

if you have something

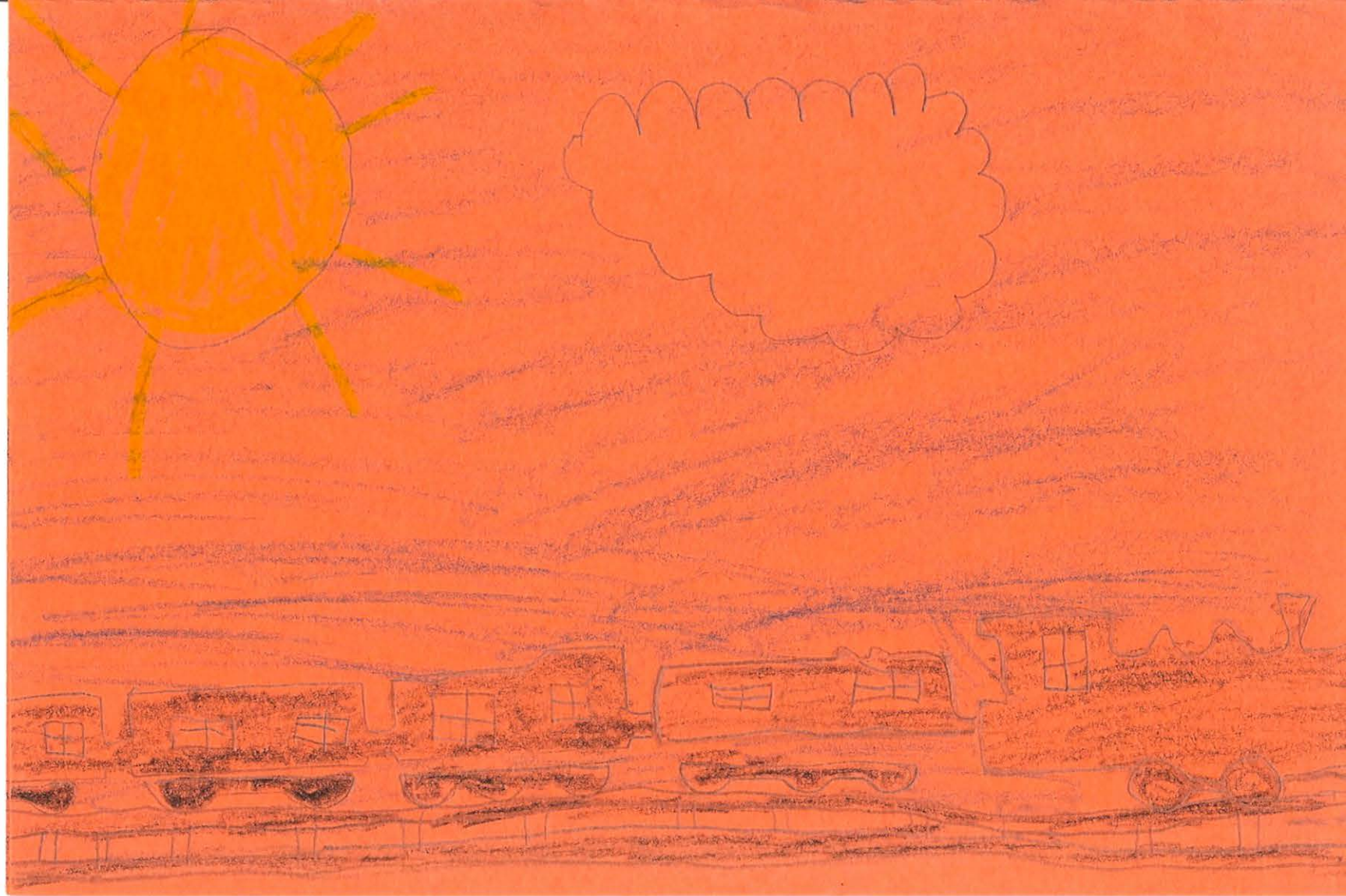
new. From E L

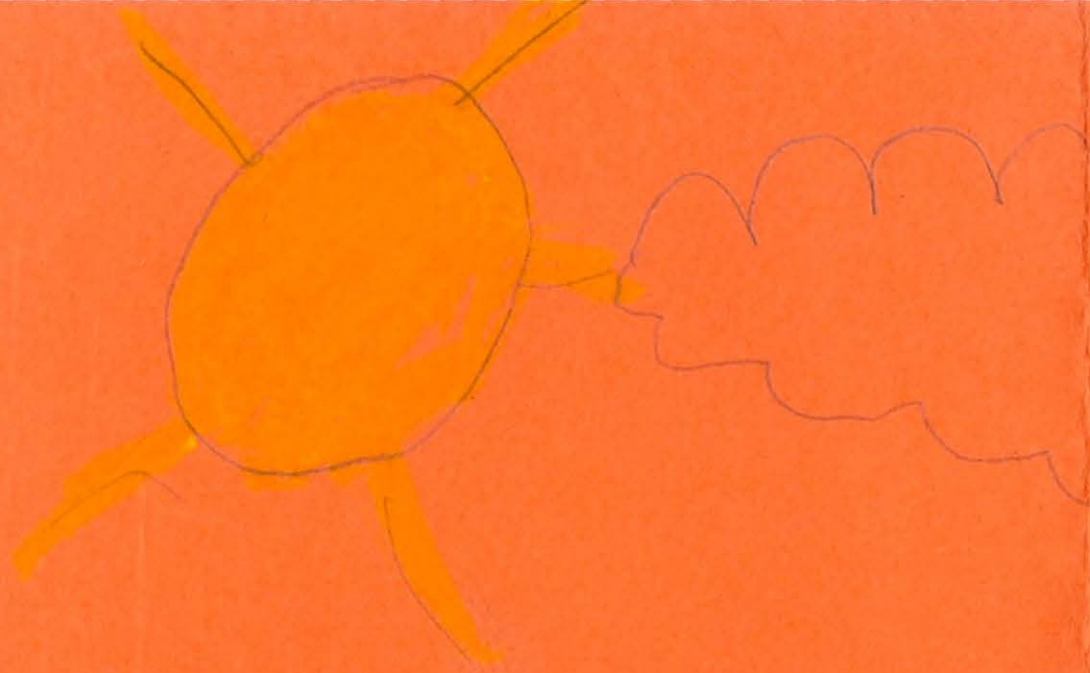


Dear Greensboro Historical Society,

Thank you for letting us visit.
I had a great time learning
more of Greensboro Bend History.
I hope I can come again.

Sincerely,
Maddie





Thank you for letting
us visit, showing us
pictures and telling us
what you know.

railroad station





Choo Choo
Choo
Choo

Dear Greenboro Historical Society,
Thank you for showing us the
pictures and telling us things.

Erianna



Dear Greensboro Historical Society,
Thanks for letting us visit,
showing us pictures and telling
us what you know. I enjoyed
it a lot!

Sincerely,
Isiah

From: Richard. Satin. Thompson

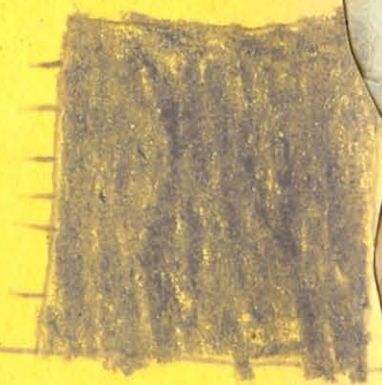
THANKS GREENS BOBO

HISTORICAL SOCIETY!

For Teaching me about the Subject I was learning about and

The Best thing there I thought was seeing
The moose and working the copier machine.

Thank you Ursula, Debbie, and Cathy.
We all had a lot of fun at the
Historical Society. My favorite part of the
field trip was learning that the myth of Cassie started much
like the myth of Champ.



from: Gabriel Clark

