



This picture was taken facing Dyers Crossing. The rail trail gate can be seen on the right. The western part of Hoyt Road is to the left, and the Franklin end of Hoyt Road is to the right, after the crossing. The Keniston/Hoyt home-
stead is the first house. Photo: Rita Norander

Hoyt Road was Once the Main Road to Franklin

Route 11 now bypasses the Hogback

Rita Norander
Andover Historical Society

My previous article talked about the Center Road, which reached from the western side of the Pemigawasset River to Loon Lake (Highland Lake) in East Andover. My next two articles will be about a small section of the Center Road, known today as Hoyt Road. This road begins at Route 11 and goes to the top of Hogback Hill (also known as Healy's Hill or Great Hill), where it now dead-ends. Part I will tell about the western end of this road, the road's name, and the people who lived there in earlier times.

Before today's Route 11 was built, most of today's Hoyt Road was the main road. This all changed in 1929, however, when the new road around Hogback was built and was moved more to the south. Its new path passed through land belonging to Halcyon Hills Farm and the Hersey Farm. As a result of this change, Hoyt Road became a quiet side road – except for the noisy trains passing by, that is!

Let's begin at the Route 11 or Andover end of Hoyt Road. This is a strange little section of road in that it comes to a dead end after serving its one house. However, this wasn't always the case. Not that long ago, the road continued east as it crossed over Sucker Brook and on towards Franklin. According to Ralph Chaffee's *History of Andover*, this bridge was one of the first iron bridges to be built in town. But at some point, the decision was made to stop maintaining this bridge, since there is another one crossing the brook a little farther downstream. The second bridge could be used by everyone in the area just as easily as not, and it would

save the town the cost of maintaining two bridges.

The Morey family probably lived in this first house the longest of anyone. Edwin Morey, who was the town Road Agent for a number of years, was living here as far back as the 1890s. His daughter, Nellie Morey Emery, resided there until her death in the early 1950s. I vaguely remember Nellie, as she was a Keniston relative. My sister, Helen, recently told me that the spring by the Dyers Crossing School often dried up. When this happened, the teacher would send a couple of the bigger boys to the Morey's house to bring back water for the school to use.

The area near the Morey farm and up towards the Hersey farm was referred to as Morey Hill. Since this was such a long and steep hill, it was another troublesome spot for the town's early automobiles. In the spring, cars became stuck in the mud, and in the winter, they became stuck in the drifting snow.

My grandfather and his oxen, as well as other neighbors and their horses, were often called upon to help stranded travelers to the top of the hill. Rumor has it that water may have been added to certain low spots in the road when business became a little slow!

Continuing our eastern journey on Hoyt Road and over the now-closed bridge, we soon come to the former railroad crossing (today's rail trail). On the right is a short road leading to and crossing Route 11 to today's Dyer's Crossing Road. Hoyt Road goes slightly to the left after the railroad crossing. The original names of these two roads is rather sketchy. I seem to recall that today's Hoyt Road used to be called – or was a part of – Dyers Crossing Road. I have talked with many people about
See Hoyt Road on page 14



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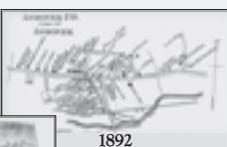
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