

**United States Department of the Interior  
National Park Service**

For NPS use only

**National Register of Historic Places  
Inventory—Nomination Form**

received 10/19/92

date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

**1. Name**

historic Wells-Jackson Carriage House Complex

and/or common Same

**2. Location**

street & number 192 ~~and~~ 194 Jackson Court and 370 Maple Street N/A not for publication

city, town Burlington N/A vicinity of

state Vermont code 50 county Chittenden code 007

**3. Classification**

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
N/A	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input checked="" type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

**4. Owner of Property**

name Bryce Howells

street & number 370 Maple Street

city, town Burlington N/A vicinity of state Vermont

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Burlington City Clerk's Office

street & number City Hall

city, town Burlington state Vermont

**6. Representation in Existing Surveys**

Vermont Historic Sites  
title and Structures Survey has this property been determined eligible?  yes  no

date August 1977  federal  state  county  local

depository for survey records Vermont Division for Historic Preservation

city, town Montpelier state Vermont

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date <u>N/A</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

### Describe the present and original (if known) physical appearance

The Wells-Jackson Carriage House Complex, constructed in 1901, consists of a Colonial Revival style carriage house with related Queen Anne influenced coachman's quarters and tack house. The large brick carriage house is characterized by its asymmetrical massing, intersecting gables, irregular window placement, and classical detailing. The wood frame coachman's quarters and tack house, contemporaneous with the carriage house, are attached to the front corners of the structure's main mass.

The complex is situated in Burlington's "Hill Section." This area was formerly an upper class district of widely spaced nineteenth-century mansions and their accompanying barns and servants' quarters. During the twentieth century additional streets were laid out and the district was infilled with residences. This resulted in today's densely packed neighborhood of single family and some multi-family houses that surround the carriage house.

The plan of the carriage barn (see Figure 1) can generally be described as a square three-story main block with a two-story wing projecting from the rear south elevation (labeled 1 on Figure 1), and a major three-story wing attached to the west facade that extends to the south beyond the main mass of the building (labeled 2 on Figure 1). The former coachman's quarters and tack house are attached to the north facade (labeled 3 and 4 on Figure 1).

The roof of the carriage house is complex. The main block has a gable roof whose ridge runs perpendicular to Jackson Court. Wing 1 also has a gable roof, with a gambrel wall dormer near the rear (south end) of the wing. The roof of Wing 2 peaks in two gables which run perpendicular to the roof ridge of the main block. All portions of the roof are sheathed in asphalt.

Projections on the carriage house include: two octagonal domed ventilators and a chimney over the main block, three randomly located dormers on the east side of the main block, a second floor porch with squat turned posts on high pedestals and stock balusters on Wing 1, a chimney on wing 1, and a hipped dormer at the south end of wing 2.

The front north elevation is dominated by a large central arch-enframed bay containing a first floor entry and second floor hayloft door (see photograph 1). The first floor double doors have 24 lights above their lower paneled portions and are set under a centrally divided 16 pane transom. The entry is slightly recessed under a segmental arch. On the second floor, the hayloft access is modeled on a Palladian window motif and rests on a granite sill. It has a double-leaf glass paned door flanked by wide multi-paned sidelights which continue upward in a semi-circular arch that encases a fanlight with radiating muntins above the door. The entire composition is set in a two-story arched surround of brick quoining and corbeling. A granite keystone caps the arch.

Large arched multi-paned windows flank the central bay on the first floor, with smaller versions on the second floor above; all have granite sills.

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Fenestration on other elevations of the carriage house is irregular. Windows and doors vary in size and shape, but all have granite sills. Large double door openings set in segmental arches are located at grade on the rear of the main block of the carriage house and the west facade of wing 2. The centrally placed door on the rear of the main block is the same design, size and scale as the main block's front door (see photograph 5). The window above it, which corresponds to the hayloft door on the front facade, is, by contrast, scaled down and simplified with only a plain fanlight. The door on the west facade of Wing 2 enters the basement level of the carriage house which is above grade on this elevation. The wide opening has been infilled with a smaller central door flanked by sidelights, to serve as an apartment entrance.

Large double doors provide access to the second floor hayloft on the west and south elevations of Wing 2 (see photographs 4, 5). On the west facade the second floor doors are topped by a large fanlight. On the south facade the doors are located in a hipped dormer that protrudes from the south slope of the rear gable.

Small recessed arched stable windows mark the west elevation at the basement and first floor levels (see photograph 4). Small square drain openings are located under each of these openings. Large 6 over 18 and 8 over 24 windows, set in segmental arches, are located on the south and front west facade of the main block, on the north and south ends of Wing 2 and on Wing 1. Small arched windows of various sizes are located on the second floor rear and west elevations, and small square 1 over 1 windows mark the upper reaches of the second floor of the west facade (see photographs 4, 5). Dormers on the east elevation have 6 over 6 sash, and wing 1 has a combination of 2 over 2 and 6 over 6 sash.

The interior of the carriage house includes, in the main mass of the structure, a large room with a high ceiling which runs north-south the entire length of the building on the first floor. Floor to ceiling sliding glass doors, now gone, formerly were available to partition off the space which once served as a carriage storage, washing and cleaning area. The original plumbing, heating and electrical fixtures remain from the initial use of the room, as well as a patterned clinker brick floor (for less water absorption and better drainage), yellow brick walls and an elaborate curled birch panel ceiling. A wooden spiral stairway with turned balusters in the northwest corner of the room leads to the former second floor hayloft (see photograph 6). Adjacent to the large space, in the northeast corner of the carriage house are two small rooms once used as a place for the coachman to bathe and dress.

Flanking the carriage storage and washing area to the west on the first floor in wing 2 is the former stable. This room, with its small stable windows, also has clinker brick floors and drains to eliminate animal waste and water. Small rooms adjacent to the stable include former blanket and feed rooms. The second floor hayloft above the stable and the carriage area once held up to 1600 bushels of hay. It is a large open space where portions of a hay runner and chute system remain.

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In the basement in wing 2, beneath the stable, three wide standing stalls and a cow stable formerly served as a hospital and cow barn. One of the stalls remains, as well as the original Georgia pine paneling. Wing 1 was once the footman's apartment. It retains its original paneling, woodwork, built-in furniture and fireplace.

The exterior of the carriage house remains remarkably intact. Modest changes have occurred in the interior to accommodate apartments in the basement stable and the footman's quarters. The remainder of the building, which was most recently used as a wood shop and storage area, has not been significantly altered. Overall the building is in sound condition.

The former coachman's house, 192 Jackson Court (labeled 3 on Figure 1), is two and a half stories high. Its massive redstone foundation rises above grade on the residence's west and south sides. The structure has a gambrel roof with gambrel profiled dormers on the east and west facades and a single chimney. On the west facade, two one-window dormers flank a two-window dormer. On the east elevation is a large two-window dormer. Adjacent to this dormer is a gambrel-roofed projecting bay that encloses the interior stairway. The projection is decorated with a window with unique curvilinear transom that lights the interior stairwell (see photograph 2). Above the window, the shingled gambrel peak breaks forward from the plane of the wall to form a hood.

An enclosed recessed corner porch with turned posts marks the north-front entrance. A recessed porch over an at-grade basement entrance is located at the rear-south first floor entrance. A corbeled bay window decorates the front facade; its roof is sheathed in continuations of the shingle rows of the second story wall surface, creating an organic integration of the element with the main block of the building. Sash include: the mentioned stairwell window, 1 over 1 windows in the dormers and all other first and second floor openings, and 2 over 2 sash on the west basement level. On the attic level, in both the north and south peaks of the main gambrel, is a small recessed window flanked by diminutive columns and set under an implied arch (see photograph 2).

A distinctive feature of the house is its variety of sheathing materials. The first floor is sheathed in clapboard with the exception of the gambrel projection on the west side which has a shingle covering. A wide wood belt course separates the first and second floors on the north front facade, and decorative boards connect the front second floor windows (see photograph 2). The second floor is sheathed in shingles. In the main north and south gambrel, the shingles vary in shape, and in the front peak, surrounding the small attic level opening, the shingles undulate.

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The simpler former tack house, 194 Jackson Court (labeled 4 on Figure 1), is two stories high with a redstone foundation. It has a gable roof with a central cross gable on the north facade and a single chimney. The east facade has a second story gabled wall at the south end. All the gables are characterized by wide eaves.

The main entrance to the house is through a recessed canted corner porch located on the northwest corner of the structure. An enclosed side porch surrounds an additional east entrance. Windows are 6 over 6 on the first floor, and 2 over 2 on the second floor.

Decorative sheathing and woodwork on the former tack house is less elaborate than on the former coachman's quarters. Clapboards cover the first and second floors. Shingles decorate the peaks of all of the gables. They include square shingles as well as an initial single row of scalloped shingles just above the second story.

Wooden beltcourses above the first and second floors, on all the facades, suggest the building's interior structure, and an implied arch over the second floor west window (a feature also found on the former coachman's quarters) discreetly mimics a fanlight (see photograph 3).

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1901 Builder/Architect unknown

### Statement of Significance (in one paragraph)

Combining Colonial Revival and Queen Anne elements, the Wells Carriage House Complex is an excellent example of a turn of the century carriage house with related coachman's quarters and tack house. It represents the last era of carriage house development, for within a few years of its construction, its function became obsolete as the automobile rose in importance and widespread use. The latter circumstance contributed to its preservation and today the complex retains most of its original exterior and interior appearance, making it one of the finest examples of its type in the state.

The carriage house was built in 1901 by the family of Major General William Wells. Mrs. Wells, her daughter, and son-in-law, Dr. H. Nelson Jackson, lived in a nearby house at 158 South Willard Street. (Now under separate ownership, the former William Wells House is cut off from the carriage house by numerous later infill structures which have been built in the block between them). They supervised the construction of the building, a few years after the death of William Wells, a Civil War officer and prominent Burlington businessman who was part-owner of the Wells-Richardson Company, wholesale and retail druggists. (See the nomination form for the Wells-Richardson Complex, entered on the National Register of Historic Places on March 5, 1979).

The building was equipped at its construction with the most up-to-date steam, heating, plumbing, and electric lighting systems. These modern conveniences, as well as its impressive size and form, and elaborate interior woodwork and paneling, reveal the intent of the Wellses who, despite the building's role as a carriage house, wanted only the finest and the best.

During the twentieth century the carriage house was owned by Dr. Jackson. Jackson was a colorful character who gained national fame by becoming the first person to drive an automobile across the United States. His car, a Winton, was kept in the carriage house until it was donated to the Smithsonian in the 1940's.

Unfortunately, within years of the carriage house's construction, its original scale and purpose were obsolete. Persons were few who could afford the upkeep of such an elaborate structure, or who would desire luxurious coachman's and footman's quarters and stables as garages and gas stations served the new transportation needs brought by the automobile. With this evolution, the tack house was converted into a residence, and the coachman's house and the footman's apartment in wing 1 were also converted to residential use. The carriage area and stable was used for storage by Jackson and the Burlington School Department. More recently the basement stable has been converted into an apartment, and other areas of the basement utilized as a wood shop. Future plans, now in progress, include the conversion of much of the building's space into apartments.

## 9. Major Bibliographical References

Blowe, David. Personal interview. February 8, 1982.

"Dancing in the Barn." The Burlington Free Press, December 31, 1901, p. 6.

(Continued)

## 10. Geographical Data

Acree of nominated property approximately .4 acres

Quadrangle name Burlington

Quadrangle scale 1:24000

### UTM References

A 

1	8	6	4	2	7	8	0	4	9	2	5	9	7	0
Zone		Easting				Northing								

B 

Zone		Easting				Northing								

C 

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D 

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### Verbal boundary description and justification

The nominated property is a roughly rectangular lot measuring approximately 170 feet by 100 feet. The boundaries are contiguous with the boundaries of the property of Bryce Howells, as recorded in the Burlington Land Records, Vol. 49, pp. 592-595;

### List all states and counties for properties overlapping state or county boundaries

state N/A code N/A county N/A code N/A

state N/A code N/A county N/A code N/A

## 11. Form Prepared By

name/title Gina Campoli

organization Architectural Conservation and Education Service, Historic Preservation Program

date March 1982

street & number Wheeler House, 442 Main Street

telephone (802) 656-3180

The University of Vermont

city or town Burlington

state Vermont

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

*William D. Pinner*

title Director/Deputy State Historic Preservation Officer

date 11-1-82

### For NPS use only

I hereby certify that this property is included in the National Register

*Alton Byers*  
Keeper of the National Register

date 12/10/82

Attest:

date

Chief of Registration

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Today the Wells-Jackson Carriage House Complex stands as an indicator of the Wells' position as a prominent family in the high society culture that flourished in Burlington's Hill neighborhood at the turn of the century. It is one of the few remaining vestiges of an abandoned type of transportation system, horse power, that prevailed in Burlington during the nineteenth and early twentieth centuries.

Many carriage houses, stables, and barns, that once served agricultural purposes appear on Vermont's landscape, but few urban types remain. Of those that do remain, few have exterior design and interior detail comparable to the Wells-Jackson Complex. A 1901 Burlington Free Press article described the carriage house as follows, "Of the building itself too much cannot be said. There is nothing like it in the state. There are larger ones, but none more handsomely and costly finished and furnished . . . It offers a home for the horses far better than falls the lot of most men." It is somewhat ironic that this fine structure is now being converted to sought after residential units.



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"H. N. Jackson Dies; Pioneer Autoist." The New York Times, January 16, 1955, p. 92.

Historic Sites and Structures Survey for 370 Maple Street, Burlington, Vermont. The Vermont Division for Historic Preservation, August 7, 1977.

Sheridan, Martin. "The First Car Across the U.S." Yankee Magazine, Vol. XVI, no. 2 (1952).

CRP 10-1001-0018  
F. 10-1001-0018

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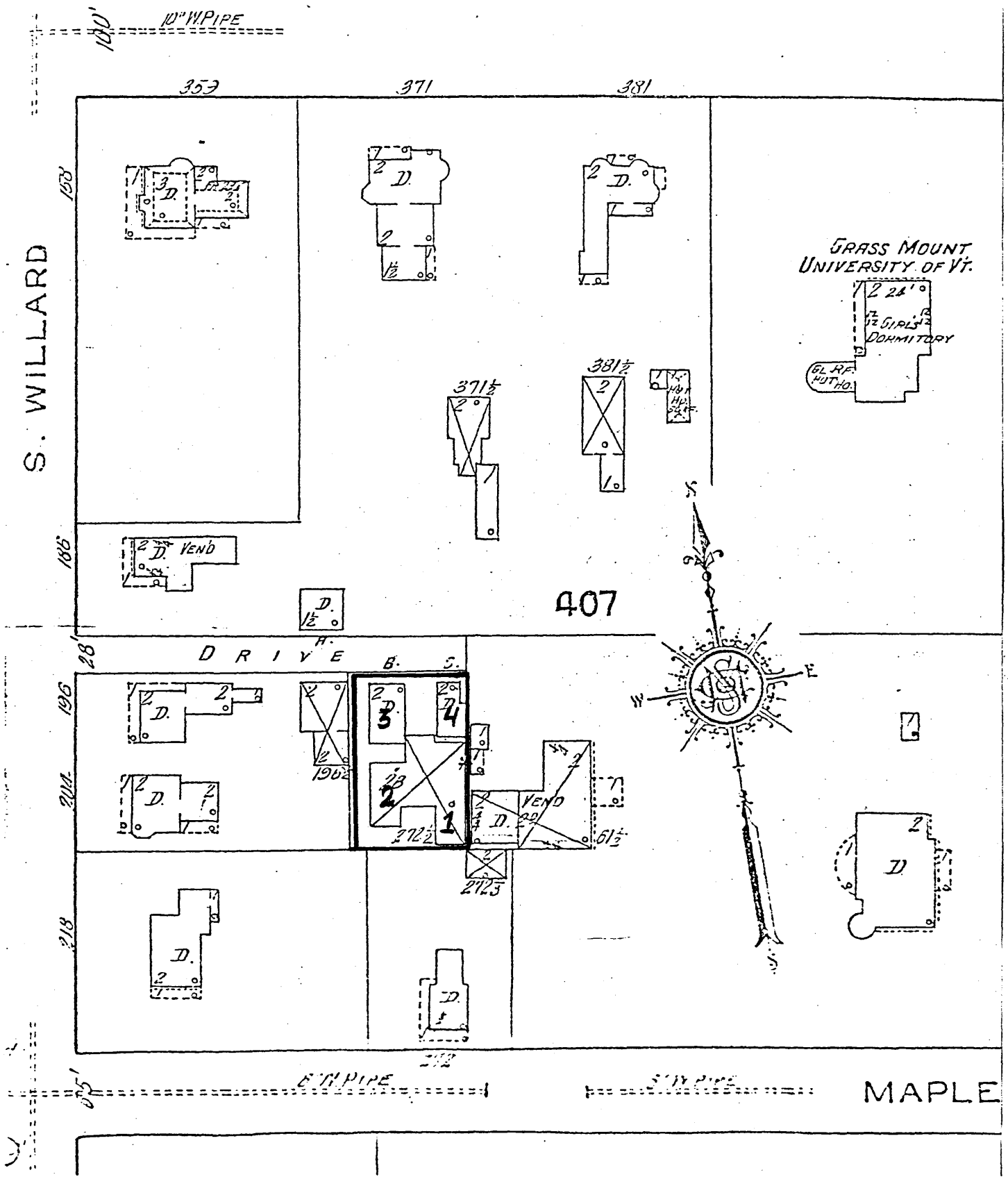
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Vol. 62, pp. 631-633 (maps); and Vol. 104, p. 621. The boundaries include all of the city lot now associated with the Complex, which is bordered by closely spaced non-related residential structures in different ownership.



The Wells-Jackson Carriage House Complex

figure 1.

From 1910 Sanborn Map