

## KELLEY AND HAWES STABLE

By Ellen Knight<sup>1</sup>



*The old stable (left) on Shore Road during construction of the overpass in the 1950s*

For over a century, the old Kelley and Hawes stable stood between Shore Road and Winchester Place, a reminder of days when transportation meant horses and all kinds of horse-drawn carriages. During the first part of our century, the names of Kelley and Hawes were not simply well known in town, they were actually a landmark. Displayed on a sign atop their stable, in the days before the railroad overpass, the names were visible through much of the downtown district.

The stable was a remnant of a once busy express/livery/undertaking business, one of Winchester's leading commercial enterprises. Neglected for many years, the building became a poor shell of its former self and its history was finally closed out when it was replaced by an apartment building.

Neither Kelley nor Hawes was a pioneer in business in Winchester. It was Edmund Sanderson who started the express business here about 1838, running an express route between Boston and Winchester as a sideline to his grocery and hardware store. In 1858 Sanderson sold his express business to Alanson Winn, who ran the business along with a livery stable with his son Dennis under the name A. Winn & Son. They operated out of a wooden building on Park Street.

In 1878, at age 16, Daniel Kelley walked from Woburn to Winchester to get a job with the Winns. By 1889 he had progressed from being a hostler to becoming a partner. By the end of the century, Kelley had taken over the business.



*The Hawes stable next to the Waldmyer Tannery prior to the removal of both in the 1890s.*

Meanwhile, Daniel W. Hawes, who had left a sea-faring background for the grocery business, came to Winchester in 1874 to work for the J. C. Stanton grocery store in the Brown and Stanton Block. Three years later he and his brother Reuben, as Hawes Brothers, went into the general expressing and livery business. Their first office and stable were on Walnut Street (now Waterfield Road), on the site of the current parking lot opposite the post office.

When Kelley became a partner with Winn,

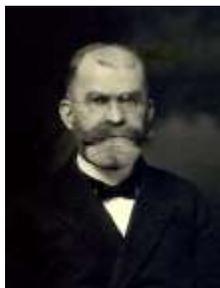
their principal business was a hack, boarding, and livery stable. Then Kelley studied embalming and added undertaking to the business. A few years later, Hawes Bros. also added undertaking (to a large degree a moving and transporting business) to their express company and livery. While not the only express, livery, or undertaking businesses in Winchester, Winn and Kelley and the Hawes Bros. were apparently the longest lived, especially after their consolidation.

When Reuben Hawes left the Winchester business in 1900, Kelley joined forces with Daniel Hawes. They used both the Park Street building and the new stable that the Hawes brothers had built in 1897 on Railroad Avenue (now Shore Road) because their old stable was being torn down to make room for Manchester Field.

Kelley was president of the new business while Hawes was treasurer. The two men remained partners until Hawes's death in 1934. Kelley died in 1940.



## ANOTHER ERA



*Daniel Kelley*

Details of the express and livery businesses run by Kelley, Winn, and Hawes conjure up images of a different era, before motorcars, when one walked, rode, or used horse-drawn vehicles.

There were an assortment of vehicles. An 1896 ad mentions "two very nice canopy-top carryalls, one spider phaeton ball-bearing axles and rubber tires, one ladies' phaeton, and one open four-passenger wagon." A 1901 Kelley and Hawes letterhead mentions "barges, brakes, park wagons, and wagonettes."

Some townspeople owned their own horses and carriages and had their own stables. Some boarded horses at a livery stable, like the Winns'. Five doctors, for example, boarded horses at the Winns' stable, and Kelley reportedly said in later years that of the babies born in town in those days he most often drove one of the doctors to the houses.

Many people had no transportation of their own. In 1873, the *Middlesex Journal* reported: "Our well-known and popular expressman, Dennis B. Winn, ever alive to the wants of the town, has had built for him at Woburn a light wagon very prettily ornamented, bearing on its side the name 'Queen of Winchester,' and calculated to carry picnic parties or any large number of people. It was something that was very much needed, and we hope that Winn's efforts in this direction will be fully appreciate and meet with suitable encouragement."

When Kelley worked for the Winns, they ran a two-horse bus from Winchester to Woburn. In addition, they rented out individual wagons and carriages. What with providing transportation and taking care of the horses and equipment, the young Kelley was kept busy. He lived at the stable and worked 24 hours a day, being always on call.

The services of the Hawes brothers and other express companies were also in demand, providing the equivalent of the modern trucking business. The Haweses ran an express service between Winchester and Boston, made deliveries for local merchants, and moved furniture and pianos.

“There were a lot of horses, and the stable had two levels,” Bertha Kelley Blanchard (1897-1987) recalled. “It went up two levels. There were a lot of horses, because people rented them. Some people had their own, but a lot, most people didn’t and had to rent them if they wanted to take a ride. And then he had the hacks which went to meet the trains, and they went by horses. And at that time there was the Calumet Club, which is now the Professional Building on Dix St., was a very popular place of entertainment, and he provided hacks to take the people to the entertainment at the Calumet Club and any other place, the Town Hall or wherever there was an entertainment. They didn’t have their own cars - and the churches has entertainments – and so they’d call the livery stable, and he would supply a horse and hack to take them, and he would take them home when the affair was over.

“Then also there were large things called park wagons, and I’ve forgotten the name of the other one, but they held several people. They were very high up from the road, and six horses would drag those. They used to go on outings. People would hire those to go on outings. I know our family used to use them, too, and when they had the fireworks on Manchester Fields, we used to go on one of those and sit down there and watch the fireworks from the park wagon.

“Also on Elmwood Avenue there was another stable which was called the carriage house, and that held just carriages and the hay, bales of hay, for the horses. I remember seeing them lifting those bales of hay up into the loft there, and on the first floor were these different types of carriages which they stored there, and no horses in that building. But he did have a trucking business also, and they went back and forth to Boston.”<sup>2</sup>

Eventually, businesses had to motorize. Kelley and Hawes ran a taxi service and built a garage near their stable on Winchester Place about 1914. (Sold in 1920 as a garage, it was later used as a youth center and bowling alley and parking garage for the Purity Supreme.)



The undertaking part of the business also prospered and changed over time. Kelley and Hawes reportedly had the first horse-drawn ambulance and also the first motor one. In 1928 they modernized their entire undertaking business and moved it to the corner of Vine and Elmwood streets. (Sold in 1937, it was a funeral home for many years but was torn down in the 1990s for enlargement of the Co-operative Bank.)

Prominent men in town, Kelley and Hawes were very visible at their work. One story told about

Kelley was that the way to tell what business he was at was by his gloves. If they were white, he was renting vehicles for a wedding. If black, he was conducting a funeral.

After the passing of Hawes and of Kelley, the express business was sold and moved out of the Shore Road building but continued under the Kelley and Hawes name.

Like the company, the stable, too, passed from the town. For many years, it was not well maintained. It was reportedly falling down and the new owners had to use netting to keep pieces of it from crashing into the adjacent parking lot. Although renovation was reportedly considered, the Albani Management Corp. demolished it in 2001 to make way for new housing, supported by the Planning Board, Winchester Historical Commission, and Design Review Committee.



*Kelley & Hawes ambulance*

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<sup>1</sup> This article © 2018 is a revision of an earlier article by the author, Ellen Knight, published in the *Daily Times Chronicle* on Nov. 9, 1999. This revision supersedes all previous articles.

<sup>2</sup> Interview of Bertha Kelley Blanchard by Clarence Borggaard, April 2, 1975.