

867



# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

### 1. Name of Property

Historic name:      Mansuy and Smith Automobile Showroom Building

Other names/site number:      Otto Epstein Plumbing Warehouse

Name of related multiple property listing:

     N/A

(Enter "N/A" if property is not part of a multiple property listing)

### 2. Location

Street & number:      38-42 Elm Street

City or town:      Hartford State:      CT County:      Hartford

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this  nomination      request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets      does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

     national      statewide  local

Applicable National Register Criteria:

A      B      C      D

<p style="font-size: 1.2em; margin: 0;"><u>    </u> Mary B. Denne, Deputy SHPO <span style="float: right;">10/28/16</span></p>	
Signature of certifying official/Title:	Date
<u>    </u> CT SHPO	
State or Federal agency/bureau or Tribal Government	
In my opinion, the property <u>    </u> meets <u>    </u> does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

Mansuy and Smith Automobile Showroom  
Building  
Name of Property

Hartford County  
Connecticut  
County and State

**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

  
Signature of the Keeper

12/20/16  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

**Category of Property**

(Check only one box.)

- Building(s)
- District
- Site
- Structure
- Object

Mansuy and Smith Automobile Showroom  
Building  
Name of Property

Hartford County  
Connecticut  
County and State

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>          </u>	<u>          </u>	sites
<u>          </u>	<u>          </u>	structures
<u>          </u>	<u>          </u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register N/A

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

COMMERCE/TRADE: *specialty store*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

WORK IN PROGRESS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Mansuy and Smith Automobile Showroom  
Building  
Name of Property

Hartford County  
Connecticut  
County and State

---

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

OTHER: Two-part Commercial block

---

---

---

---

---

---

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: stone, brick, asphalt shingle\_\_\_\_\_

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

---

### Summary Paragraph

The Mansuy and Smith Automobile Showroom Building is a two-story, 4,600 square foot, three-bay-wide, brick building of load bearing masonry construction with a square plan. It is a Two-Part Commercial Block building with a Queen Anne-style hipped roof and a parapet gable centered on the façade. It was built c.1885 and modified into a storage and showroom building for the Mansuy and Smith Carriage Company c.1900. The building faces south on Elm Street and forms the center of a row of three attached, but unrelated brick buildings in downtown Hartford, Connecticut (Figures 1 and 2). It is surrounded by commercial buildings and there is a surface parking lot to the south across Elm Street. The north or rear elevation of the building faces Whitehead Highway. The interior of the building is open, undivided space with exposed brick walls. The exterior and much of the interior of the building is mostly unchanged since it was used as an automobile showroom by the Mansuy and Smith Carriage Company in the early twentieth century.

Mansuy and Smith Automobile Showroom  
Building  
Name of Property

Hartford County  
Connecticut  
County and State

---

## Narrative Description

### Exterior

The Mansuy and Smith Automobile Showroom Building is a nearly square, two story brick building that is flush with the sidewalk on the east side of Elm Street. It shares its east and west walls with adjoining buildings (Photo 1). It has brick walls with flat brownstone lintels and sills, Asphalt-clad hipped roof with gable dormer shielded by stepped parapet on the façade. Its rubble stone foundation is only exposed on north (rear) elevation (Photo 7). There are three evenly spaced, wide openings on the first story of the brick façade. The façade (south elevation) has three symmetrical bays with a parapet above the central bay. It has a brownstone belt course at cornice line and a belt course below second the story windows. The west opening is a boarded up window, the center opening has a door surmounted by a transom window on its south side and a boarded up window on its north side. The south opening has a narrow square column on its north side and it is filled by a garage door surmounted by a horizontal wooden panel with two rectangular windows (Photo 2). All three openings have cast iron lintels with three equally spaced iron rosettes. There are square rusticated brownstone blocks supporting the lintels at each end. A row of sixteen equally spaced cast iron rosettes runs across the façade just above the lintels. There are three equally spaced pairs of windows with cast stone sills and lintels on the second story (Photo 3). Two separate repairs with different types of brick are visible above the windows at the cornice line of the north and south bays. The cornice of these bays is topped by copper flashing (Photos 4 and 5). Brickwork below the cornice that does not match the rest of the façade and a wooden strip below it, indicate that there were once cornices on these bays. The center bay has a belt course of rusticated brownstone at the base of the parapet gable. Each of the four steps of the gable and its center has rusticated brownstone caps. A boarded up Palladian window is at the bottom center of the gable (Photo 6).

The side elevations of the building are not exposed because of the structurally attached abutting buildings. The site slopes down to the north and the north or rear elevation of the building is three stories tall. This elevation is of plain brick laid in common bond. There are pairs of windows with segmental arched tops and rusticated stone sills on the east and west sides of the first and second stories. There are three similar windows on the lower story and the rubble stone foundation is visible at the base of this elevation. The wall is in poor condition with sections of brick missing at the cornice, along the vertical center of the building and above some of the windows. There is a mostly illegible white ghost sign in the center of the lower story, which includes the words "Carriage Repository" (Photo 7).

### Interior

The building has an open floor plan with exposed brick walls. It has wood floors and ceilings consist of exposed plank. The first story has exposed steel I-beams which run parallel to the façade and act as floor joists for the second story. There is a stairway to the second floor on the northeast corner of the first floor and a stairway to the basement at the center of the north wall (Photos 8-11). The steel beams were added to the original structure. Differences in brickwork on supporting pilasters indicate this change (Photo 12).

The second story interior has an eight-foot-long opening cut in the floor between the steel joists near the southwest corner of the building. There is an open platform between the roof trusses with an open staircase above this opening. The queen post roof trusses and the structure of the roof are also exposed on this story (Photos 13-15). The west wall of the second story reveals four window openings of the building on the west side, which were eliminated when an adjoining building was constructed on this elevation c.1917.

Mansuy and Smith Automobile Showroom  
Building

---

Hartford County  
Connecticut

---

Name of Property

County and State

(Figure 9, Photo 16). The mechanism for an early automotive lift sits atop a frame in the northeast corner of the room (Photo 17).

The site slopes downward toward the north, so the basement is above grade on its north elevation. It has a concrete floor and an exposed rubble stone foundation, as well as exposed floor joists and brick support columns. A brick wall with a stone foundation extends about one third of the way into the space from the center on the north wall. Several round steel support columns are used throughout the basement (Photos 18-19).

Mansuy and Smith Automobile Showroom  
Building  
Name of Property

Hartford County  
Connecticut  
County and State

## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Mansuy and Smith Automobile Showroom  
Building  
Name of Property

Hartford County  
Connecticut  
County and State

**Areas of Significance**

(Enter categories from instructions.)

COMMERCE  
TRANSPORTATION

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1900-1913  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1909: First sale of an automobile from the building  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)  
N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Unknown  
\_\_\_\_\_  
\_\_\_\_\_



Mansuy and Smith Automobile Showroom  
Building  
Name of Property

Hartford County  
Connecticut  
County and State

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Mansuy and Smith Automobile Showroom Building meets Criterion A at the local level in the areas of Commerce and Transportation because it was used in the early twentieth century by a carriage manufacturer as a carriage showroom and later as an automobile showroom. As an early automobile showroom, it is a rare surviving example of the period of transition to the new means of transportation that would soon eliminate the use of horse drawn carriages. The Mansuy Carriage Company (later Mansuy and Smith) had been in business at 17 Elm Street (demolished) since shortly after the Civil War. There was a thriving carriage business in Hartford at the beginning on the twentieth century and the company was one of twenty-two businesses listed under “Carriages and Wagons” in the 1900 Hartford city directory.<sup>1</sup> By 1906, the company saw that automobiles were becoming popular and they began to paint and repair them at the carriage factory. By 1909 they had converted their “Carriage Repository” at 38-42 Elm Street (known as 18-20 Elm Street until after 1921) across the street from the carriage factory into an automobile showroom. They were sales agents for the Rambler automobile from 1909 to 1910, but in 1911 they dropped Rambler and began to sell Abbott-Detroit and Firestone-Columbus automobiles from this showroom. It is the last remaining building in Hartford that was used to sell both carriages and automobiles. This building is a reminder of the early era of motoring in Connecticut and of the transitional period between horse-powered vehicles and vehicles with horsepower.

---

**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

**Criterion A: Commerce and Transportation**

The Mansuy Carriage Manufacturing Company

Louis L. Mansuy began making carriages in a small shop on Hicks Street in Hartford<sup>2</sup> in 1841.<sup>3</sup> Mansuy built his carriages entirely by hand and he developed a reputation for high quality and fine workmanship. His business grew and he built a large factory on Elm Street shortly after the Civil War (Figure 3). Louis L. Mansuy died in 1868 and the business was inherited by his son, Justin Mansuy,<sup>4</sup> who made it one of the most successful in

---

<sup>1</sup> *Geer's Hartford City Directory* (Hartford: The Hartford Printing Company, 1900) 704k.

<sup>2</sup> “Manufacturing Interests: The Mansuy Carriage Manufacturing Company,” *The Hartford Courant* (Hartford, CT), February 25, 1881.

<sup>3</sup> “Mansuy & Smith”, display advertisement, *Geer's Hartford City Directory* (Hartford: The Hartford Printing Company, 1903) 685.

<sup>4</sup> “Manufacturing Interests,” *The Hartford Courant* (Hartford, CT), February 25, 1881.

Mansuy and Smith Automobile Showroom  
Building

Hartford County  
Connecticut

Name of Property

County and State

Connecticut.<sup>5</sup> They manufactured many types of carriages and were awarded a gold medal at the 1879 Connecticut State Fair.<sup>6</sup> The factory employed as many as 50 men in 1881 and, in addition to its manufacturing business, repaired about 2,500 carriages per year at that time.<sup>7</sup> By 1894, the company had added pneumatic tires to some of its carriages and the pace of production continued to increase.<sup>8</sup> The name of the company was changed to Mansuy and Smith in 1897, when L. G. Mansuy and Thomas H. Smith bought the Mansuy Carriage Manufacturing Company.<sup>9</sup> The company first appeared in the Hartford city directory as Mansuy and Smith in 1899.<sup>10</sup>

Mansuy and the Automobile

The Mansuy Carriage Manufacturing Company's first documented contact with the automobile industry was in 1896, when they built the body for the Pope Model 1 electric car, which was manufactured in Hartford. This vehicle looked very much like the horse drawn phaeton-style carriages of the era, but it was called "...the most beautiful thing of its kind that had been produced up to that time..."<sup>11</sup> Mansuy was probably chosen to produce this early vehicle because Louis Mansuy, grandson of the first Mansuy carriage maker, was employed by Pope.<sup>12</sup> The renamed Mansuy and Smith company began to work on automobiles in its paint shops in the carriage factory at 17 Elm Street (demolished) as early as early as 1902, when they announced in the Hartford Courant, "We are painting automobiles in the latest way. Now is the time to have the work done. Mansuy and Smith, Elm Street, Hartford."<sup>13</sup> They also advertised these services in the city directory (Figure 4).

The company participated in the Second Annual Hartford Automobile Show at Foot Guard Hall in 1909 to promote their automotive painting business. Their booth was next to that displaying the Rambler car.<sup>14</sup> As a result of the show, the company, became the first Hartford dealers for the Rambler.<sup>15</sup> The 1909 Rambler Model 44 was the first car sold with a spare wheel and tire (Figure 2). It was the third best-selling car in the United States in 1905 and 1906 and it remained in the top ten for the entire decade. Thomas Jeffery & Company produced 1,696 Model 44s in 1909.<sup>16</sup>

The building at 18-20 Elm Street (now 38-42 Elm Street) first appears on a Sanborn insurance map in 1900, identified as the "Mansuy & Smith Carriage Repository" (Figure 10).

Manufacturers sold their cars directly to the buyer in the early years of the automobile in the United States. The practice worked well at first, since there were few manufacturers and the market was limited to the wealthy. The market grew rapidly from only four registered automobiles in the United States in 1895 to more than 4,000 in 1900. Manufacturers had to find a new way to get their cars to the public and local entrepreneurs were quick to fill this need. William Metzger opened the first independent automobile dealership in Detroit in 1896 and others soon followed.<sup>17</sup> Most early dealerships were housed in small unattractive buildings, but some dealers began to improve the look of their stores in order to attract customers.<sup>18</sup> The Mansuy and Smith Automobile Showroom Building is an example of the trend to sell cars in a more attractive automobile sales environment. Automobile ownership rose

<sup>5</sup> "Old Mansuy Carriage Factory will be razed for Garage Building", *The Hartford Courant* (Hartford, CT), January 14, 1927.

<sup>6</sup> "The State Fair: Fourth Day of the Exhibition," *The Hartford Courant* (Hartford, CT), October 31, 1879.

<sup>7</sup> "Manufacturing Interests," *The Hartford Courant* (Hartford, CT), February 25, 1881.

<sup>8</sup> "Those Pneumatic Tires: An Hour in a Large and Interesting Establishment," *The Hartford Courant* (Hartford, CT), June 29, 1894.

<sup>9</sup> "Mansuy Carriage Company Sold," *The Hartford Courant* (Hartford, CT), December 9, 1897.

<sup>10</sup> *Geer's Hartford City Directory* (Hartford: The Hartford Printing Company, 1899) 251.

<sup>11</sup> David Corrigan, "The Horseless Era Arrives," (*Hog River Journal*, Spring, 2005).

<sup>12</sup> "Death of Mrs. Julia A. Mansuy," *The Hartford Courant* (Hartford, CT), May 11, 1897.

<sup>13</sup> "Announcements," *Geer's Hartford City Directory* (Hartford: The Hartford Printing Company, 1903, February 14, 1902.

<sup>14</sup> "Advance Trip to the Automobile Show," *The Hartford Courant* (Hartford, CT), February 20, 1909.

<sup>15</sup> "Rambler Cars are Proving Popular," *The Hartford Courant* (Hartford, CT), May 25, 1909.

<sup>16</sup> Daniel Vaughn, "1909 Rambler Model 44," *conceptcarz*, <http://www.conceptcarz.com/vehicle/z16166/Rambler-Model-44.aspx>

Accessed November 14, 2013

<sup>17</sup> Robert Genat, *The American Car Dealership* (St. Paul: Motorbooks International, 2004) 17.

<sup>18</sup> *Ibid.*, 8.

Mansuy and Smith Automobile Showroom  
Building

Hartford County  
Connecticut

Name of Property

County and State

quickly after 1910 as cars became more affordable. The drop in price was mostly due to increased production brought about by the introduction of the assembly line. In 1910, Americans owned 500,000 autos, but by 1920, they were driving eight million vehicles.<sup>19</sup>

The building that would become the Mansuy and Smith Automobile Showroom appears on the 1885 Sanborn Map Company map of Hartford as a smaller building, divided longitudinally in the center, with a two-story section facing Elm Street and a one story section near the Park River to the north (Figure 8). On the 1900 Sanborn map it is shown as a larger one-story building identified as the Mansuy and Smith Carriage Repository. It is likely that most of this earlier building was demolished, since only part of a dividing wall remains in the basement and the rest of the building is undivided space.<sup>20</sup> On the 1900 Sanborn map the building appears in its current form and it is identified as the "Mansuy and Smith Carriage Repository" (Figure 9). Repository buildings were used to both store and display carriages. The large windows in this building indicate that it was intended to be a showroom, so it is likely that the Ramblers were displayed there. This act would have made Mansuy and Smith among the first carriage makers in Hartford to sell automobiles alongside horse-drawn vehicles. The building to the west of the showroom building is shown as a two-story dwelling on the 1900 map, but by 1917 that lot is occupied by a building that shares a wall with 18-20 Elm Street, which accounts for the bricked-in windows on the west wall of the second story of the showroom building (Figure 10).<sup>21</sup> The second story, the current facade treatment and the parapet gable could have been added to the new building about 1909 or 1910 when the company decided to sell automobiles at this location. The changes could also have been made as late as 1912, based on a February 1912 Hartford Courant article, which states, "For the coming year Firestone-Columbus owners' wants can be handled in a most satisfactory manner, as local headquarters in Elm Street are being remodeled and a complete and up-to-date service department installed."<sup>22</sup> This article could also be referring to the installation of the lift used to provide access to the underside of a vehicle. The brownstone base, wide showroom windows and distinctive gable all follow the trend of creating an attractive dealership building.

Connecticut started to require owners to register their vehicles in 1903.<sup>23</sup> By 1910, automobile registrations in Connecticut had reached 14,000.<sup>24</sup> There were 11 automobile manufacturers registered in the state and 325 dealers.<sup>25</sup> Mansuy and Smith chose to expand their automotive business in 1910 by dropping the Rambler, taking on two new makes at their "Carriage Repository". The Hartford Courant proclaimed at the time, "If anyone thinks that Louis J. Mansuy, the proprietor of the Mansuy and Smith establishment, is old fashioned in his business methods he is mistaken."<sup>26</sup> Mansuy partnered with A. Norton in the sale of Abbott-Detroit cars from the showroom. Mansuy's former partner, Thomas Hammond Smith (he left the partnership in 1909, but his name remained) and Peter N. Leone sold Firestone-Columbus cars from the same building.<sup>27</sup> These two automobile manufacturers were a good balance, since Abbott-Detroit was known for luxury vehicles similar to Cadillac's and Firestone-Columbus focused more on innovation and performance.

The Abbott-Detroit Company was formed in 1909. It was known as an 'assembled' car, meaning it was built using stock components that were assembled on proprietary chassis with proprietary bodies. They used Continental four and six-cylinder engines, which were considered to be the most durable and reliable automobile engines at the time. Like most manufacturers of the era, the company entered its cars in a variety of speed and endurance competitions with an emphasis on durability. The most adventurous endurance run was a 100,000 mile journey made by Dr. Charles G. Percival, who drove an Abbott-Detroit touring car around the borders of the United States and from coast to coast three times. Dr. Percival made a stop in Hartford during this trip on November 28-29,

<sup>19</sup> Mark S. Foster, *From Streetcar to Superhighway: American City Planners and Urban Transportation; 1900-1940*, (Philadelphia: Temple University Press, 1981) 58.

<sup>20</sup> *Hartford, Connecticut* (New York: Sanborn Map & Publishing Company, 1885) sheet 19.

<sup>21</sup> *Hartford, Connecticut Insurance Maps 1917*, (New York: Sanborn-Perris Map Company, 1900) sheet 4a.

<sup>22</sup> "Points of Firestone-Columbus," *The Hartford Courant* (Hartford, CT), February 17, 1912.

<sup>23</sup> James J. Flink, *The Automobile Age*, (Cambridge, Massachusetts: The MIT Press, 1988) 166.

<sup>24</sup> "Connecticut Registrations High," *The Automobile*, v. 38, February 13, 1913.

<sup>25</sup> "The Automobile in Connecticut," *Automobile Topics*, v. 21, No. 14, January 1910.

<sup>26</sup> "Auto Activity on Elm Street." *The Hartford Courant* (Hartford, CT), March 16, 1911.

<sup>27</sup> *Ibid.*

Mansuy and Smith Automobile Showroom  
Building

Hartford County  
Connecticut

Name of Property

County and State

1910.<sup>28</sup> They sold for approximately \$2,000.<sup>29</sup> The company moved to Cleveland in 1916 and it went out of business in 1918.<sup>30</sup>

The Firestone-Columbus cars were made by the Columbus Buggy Company of Columbus, Ohio and named for Clinton Firestone (1848-1914), one of the owners of the company.<sup>31</sup> They were the creations of automotive innovator Lee Frayer (1874-1938). He designed the world's first six-cylinder car in 1905 with a Freyer-designed air-cooled engine. He went on to invent several automotive components, including the dropped center frame to lower the car's center of gravity; semi and full floating rear axle; rear axle stabilizers, a shock absorber mounted on the rear axle tube; dual powered electric/kerosene side and tail lamps and high quality Prestolite, acetylene powered head lamps. Some of these innovations are still in use today.<sup>32</sup> Frayer met the 15-year old Eddie Rickenbacker (1890-1973)<sup>33</sup> in 1905 and took him on as an apprentice and riding mechanic in races. At that time all race cars had a crew of two, a driver and a "riding mechanic", who, since there were no rear view mirrors, often functioned as the eyes of the driver for spotting traffic to the sides and rear of the car. Driver and mechanic would sometimes switch positions in long races. The pair competed in several races with varying degrees of success. In 1909, Freyer and Rickenbacker joined the Columbus Buggy Works Company where Freyer continued to design cars and engines while racing them with Rickenbacker. One of their last major races together was the inaugural Indianapolis 500 in 1911. They raced with a car and engine of Freyer's design called the Redwing Special with a massive 432 cubic inch displacement four cylinder engine.<sup>34</sup> Both men drove in the race and they finished thirteenth out of a starting field of forty, with only twenty-six finishing.<sup>35</sup> Firestone-Columbus offered three models for 1911, but their performance focus showed in the name of their featured car, The Mechanical Greyhound (Figure 3).<sup>36</sup> They expanded their Hartford dealership in 1912 and added a service department,<sup>37</sup> but the company went out of business in 1913.<sup>38</sup>

Unfortunately, this attempt to embrace the automobile was not enough to save the Mansuy and Smith Carriage Company. Louis J. Mansuy declared bankruptcy in March of 1913 with \$14,058.08 in unsecured debt and only \$2200.00 in assets. His largest creditor was Dr. O. C. Smith who was owed \$9,895.<sup>39</sup> Dr. Smith sold the showroom building to Otto Epstein on March 1, 1916.<sup>40</sup> Epstein operated a plumbing fixture business there for many years.

The demise of Mansuy and Smith may have been influenced by the vastly increased competition in the automobile business in Hartford in 1913. In 1909, when the company first began selling Rambler automobiles, there were sixteen listings under the heading "Automobile Station" in the Hartford city directory.<sup>41</sup> These businesses could have been dealers selling new or used cars, but they also could have been repair and gasoline stations. By

<sup>28</sup> "Bull Dog Auto Arrives," *The Hartford Courant* (Hartford, CT), November 29, 1910.

<sup>29</sup> "1912 Abbot-Detroit Model 44," *conceptcarz*, <http://www.conceptcarz.com/vehicle/z14257/Abbot-Detroit-Model-44.aspx> Accessed November 14, 2013.

<sup>30</sup> "1917 Abbott-Detroit 6-44 Car for Sale," Hyman, LTD. Classic Cars, <http://www.hymanltd.com/search/details.asp?stockno=4678&recordCount=0#> accessed November 14, 2013.

<sup>31</sup> "The Firestone-Columbus Automobile & The Columbus Buggy Co.," *American Automobiles* <http://www.american-automobiles.com/Firestone-Columbus.html> accessed November 14, 2013.

<sup>32</sup> Scott Notebloom, "Lee Frayer," *Vanderbilt Cup Races*, [http://www.vanderbiltcupraces.com/drivers/bio/lee\\_frayer](http://www.vanderbiltcupraces.com/drivers/bio/lee_frayer) accessed November 14, 2013.

<sup>33</sup> Edward Vernon Rickenbacker went on to become the United States' first fighter ace with 26 kills in World War I, a medal of Honor winner and chairman of Eastern Airlines, along with many other accomplishments. His New York Times obituary can be found at <http://www.nytimes.com/learning/general/onthisday/bday/1008.html> accessed November 12, 2013.

<sup>34</sup> Scott Notebloom, "Lee Frayer"

<sup>35</sup> "Race Results for the 1911 Indianapolis 500," *Indianapolis 500*, <http://www.indianapolismotorspeedway.com/indy500/history/stats/results/?year=1911> accessed November 14, 2013.

<sup>39</sup> "Louis J. Mansuy Bankrupt," *The Hartford Courant* (Hartford, CT), March 31, 1913.

<sup>39</sup> "Louis J. Mansuy Bankrupt," *The Hartford Courant* (Hartford, CT), March 31, 1913.

<sup>39</sup> "Louis J. Mansuy Bankrupt," *The Hartford Courant* (Hartford, CT), March 31, 1913.

<sup>39</sup> "Louis J. Mansuy Bankrupt," *The Hartford Courant* (Hartford, CT), March 31, 1913.

<sup>40</sup> City of Hartford Land Records, Volume 420, page 316.

<sup>41</sup> *Geer's Hartford City Directory* (Hartford: The Hartford Printing Company, 1909) 981-982.

Mansuy and Smith Automobile Showroom  
Building

---

Hartford County  
Connecticut

---

Name of Property

County and State

1913, there were thirty-nine listings under the heading, "Automobile dealers and garages." Six of these businesses listed the names of the cars they sold: Kissel, Overland, Packard, REO, Stoddard-Dayton and Buick, indicating that they were dealers.<sup>42</sup> One trade publication reported that there were thirty automobile dealers in Hartford in 1913 and that they sold 1,917 cars.<sup>43</sup>

The carriage business in Hartford seems to have changed very little between 1909 and 1913. There were fourteen businesses listed under, "Carriages and Wagons" in the city directory in 1909. Mansuy and Smith along with B. L. McGuirk, were also listed as Carriage Manufacturers.<sup>44</sup> When Mansuy and Smith went out of business in 1913, there were still fourteen businesses listed under that heading.<sup>45</sup>

After Mansuy and Smith went out of business, the carriage factory building at 17-21 Elm Street was occupied by G. H. Weeks & Son, who advertised themselves as the "Elm Street Auto and Carriage Works (Successors to Mansuy & Smith)" in 1914.<sup>46</sup> Ironically, it would be the automobile that finally destroyed the factory building. It was demolished for a proposed parking garage in 1927, but the garage was never built. A surface parking lot occupies the site in 2016.<sup>48</sup>

---

<sup>42</sup> Ibid.

<sup>43</sup> "Business at Hartford and Indianapolis," *The Automobile*, February 26, 1914, 521.

<sup>44</sup> *Geer's Hartford City Directory*, 1909, 989.

<sup>45</sup> *Geer's Hartford City Directory* (Hartford: The Hartford Printing Company, 1913) 991.

<sup>46</sup> "Elm Street Auto and Carriage Works," display advertisement, *The Hartford Courant* (Hartford, CT), June 28, 1914.

<sup>48</sup> "Old Mansuy Factory," *The Hartford Courant* (Hartford, CT), January 24, 1927

Mansuy and Smith Automobile Showroom  
Building  
Name of Property

Hartford County  
Connecticut  
County and State

---

## 9. Major Bibliographical References

### Bibliography (Cite the books, articles, and other sources used in preparing this form.)

“1912 Abbot-Detroit Model 44.” *conceptcarz*, <http://www.conceptcarz.com/vehicle/z14257/Abbot-Detroit-Model-44.aspx>

“Business at Hartford and Indianapolis,” *The Automobile*, February 26, 1914.

“Connecticut Registrations High.” *The Automobile*. February 13, 1913.

Corrigan, David. “The Horseless Era Arrives.” *Hog River Journal*. Spring, 2005.

Flink, James J. *The Automobile Age*. Cambridge, Massachusetts: The MIT Press, 1988.

Foster, Mark S. *From Streetcar to Superhighway: American City Planners and Urban Transportation; 1900-1940*. Philadelphia: Temple University Press, 1981.

“Firestone-Columbus Models for 1911.” *Automobile Topics*. November 12, 1910.

*Geer’s Hartford City Directory*. Hartford: The Hartford Printing Company, 1900, 1903, 1909, 1913.

Genat, Robert. *The American Car Dealership*. St. Paul: Motorbooks International, 2004.

*Hartford, Connecticut*. New York: Sanborn Map & Publishing Company, 1885.

*Hartford, Connecticut Insurance Maps 1900, Volume 2*. New York: Sanborn-Perris Map Company, 1900.

Hyman, LTD. Classic Cars. “1917 Abbott-Detroit 6-44 Car for Sale.”  
<http://www.hymanltd.com/search/details.asp?stockno=4678&recordCount=0#>

Indianapolis Motor Speedway. “Race Results for the 1911 Indianapolis 500.” *Indianapolis 500*,  
<http://www.indianapolismotorspeedway.com/indy500/history/stats/results/?year=1911>

Notebloom, Scott. “Lee Frayer.” *Vanderbilt Cup Races*. [http://www.vanderbiltcupraces.com/drivers/bio/lee\\_fraye](http://www.vanderbiltcupraces.com/drivers/bio/lee_fraye)  
accessed November 14, 2013.

Obituary of Edward Vernon Rickenbacker. *New York Times*. July 24, 1973.  
<http://www.nytimes.com/learning/general/onthisday/bday/1008.html>

“The Automobile in Connecticut.” *Automobile Topics*. January 1910.

“The Firestone-Columbus Automobile & The Columbus Buggy Company.” *American Automobiles*.  
<http://www.american-automobiles.com/Firestone-Columbus.html>

Touring Ohio. “Columbus Buggy Company.” <http://www.touring-ohio.com/central/columbus/columbus-buggy.html>

Vaughn, Daniel. “1909 Rambler Model 44.” *Conceptcarz*. <http://www.conceptcarz.com/vehicle/z16166/Rambler-Model-44.aspx>

Mansuy and Smith Automobile Showroom  
Building  
Name of Property

Hartford County  
Connecticut  
County and State

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

---

**10. Geographical Data**

**Acreage of Property** 0.061

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates (decimal degrees)**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

- |              |            |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Mansuy and Smith Automobile Showroom  
Building  
Name of Property

Hartford County  
Connecticut  
County and State

**Or**  
**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |              |                 |                  |
|--------------|-----------------|------------------|
| 1. Zone: 18T | Easting:4625992 | Northing: 693244 |
| 2. Zone:     | Easting:        | Northing:        |
| 3. Zone:     | Easting:        | Northing:        |
| 4. Zone:     | Easting :       | Northing:        |

**Verbal Boundary Description** (Describe the boundaries of the property.)

The boundaries of the property are those of Parcel 247-452-208 as recorded by the Hartford, CT Tax Assessor.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary encompasses the extant resources associated with the Mansuy and Smith Automobile Showroom.

---

**11. Form Prepared By**

name/title: Tod Bryant  
organization: Heritage Resources  
street & number: 23 Morgan Avenue  
city or town: Norwalk state: CT zip code: 06851  
e-mail tod@heritageresourcesct.com



Mansuy and Smith Automobile Showroom  
Building

Name of Property

telephone: 203-852-9788

date: February 25, 2014

Hartford County  
Connecticut

County and State

---

### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Mansuy and Smith Automobile Showroom  
Building  
Name of Property

Hartford County  
Connecticut  
County and State

### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Mansuy and Smith Automobile Showroom Building

City or Vicinity: Hartford

County: Hartford

State: Connecticut

Photographer: Tod Bryant

Date Photographed: October 30, 2013

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 19. Mansuy and Smith Automobile Showroom Building, View northwest showing building in the center of a row of three buildings.

Photo 2 of 19. Mansuy and Smith Automobile Showroom Building, view north showing facade.

Photo 3 of 19. Mansuy and Smith Automobile Showroom Building, view north showing Iron lintels, rusticated brownstone blocks, Iron rosettes and second story windows.

Photo 4 of 19. Mansuy and Smith Automobile Showroom Building, view north showing repairs to west bay cornice.

Photo 5 of 19. Mansuy and Smith Automobile Showroom Building, view north showing repairs to east bay cornice.

Photo 6 of 19. Mansuy and Smith Automobile Showroom Building, view north showing parapet gable.

Photo 7 of 19. Mansuy and Smith Automobile Showroom Building, view southwest showing north elevation.

Photo 8 of 19. Mansuy and Smith Automobile Showroom Building, first story, view northeast showing open interior and steel beams.

Photo 9 of 19. Mansuy and Smith Automobile Showroom Building, first story, view north showing open interior and stairs to second story.

Mansuy and Smith Automobile Showroom  
Building

Hartford County  
Connecticut

Name of Property

County and State

Photo 10 of 19. Mansuy and Smith Automobile Showroom Building, first story, view northwest showing open interior and steel beams.

Photo 11 of 19. Mansuy and Smith Automobile Showroom Building, first story, view south showing open interior, front windows and doors.

Photo 12 of 19. Mansuy and Smith Automobile Showroom Building, first story, view west showing steel columns and brickwork on pilaster.

Photo 13 of 19. Mansuy and Smith Automobile Showroom Building, second story, view southwest showing exposed brick walls, wood floor and platform.

Photo 14 of 19. Mansuy and Smith Automobile Showroom Building, second story, view southwest showing roof truss and roof structure.

Photo 15 of 19. Mansuy and Smith Automobile Showroom Building, second story, view northwest showing roof trusses, roof structure and walls.

Photo 16 of 19. Mansuy and Smith Automobile Showroom Building, second story, view southwest showing bricked-in window openings.

Photo 17 of 19. Mansuy and Smith Automobile Showroom Building, second story, view northeast showing lift mechanism.

Photo 18 of 19. Mansuy and Smith Automobile Showroom Building, basement, view southeast showing stone foundation, floor joists, brick columns, round steel columns and part of partial wall.

Photo 19 of 19. Mansuy and Smith Automobile Showroom Building, basement, view northwest showing stone foundation and partial wall.

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Mansuy and Smith Automobile Showroom  
Building

Hartford County  
Connecticut

Name of Property

County and State



Figure 1. Map showing location of Mansuy and Smith Automobile Showroom Building at 38-42 Elm Street.

Mansuy and Smith Automobile Showroom  
Building

Hartford County  
Connecticut

Name of Property

County and State



Figure 2. Aerial photograph showing site of Mansuy and Smith Automobile Showroom Building at 38-42 Elm Street.

Mansuy and Smith Automobile Showroom  
Building

Name of Property

Hartford County  
Connecticut

County and State



Figure 3. Mansuy and Smith Carriage Company, c.1890. View west, showing façade and carriages. (Carl Stoekel, Hartford History Center, Hartford Public Library)

Mansuy and Smith Automobile Showroom  
Building  
Name of Property

Hartford County  
Connecticut  
County and State

GEER'S HARTFORD CITY DIRECTORY.

845

# MANSUY & SMITH,

**LOUIS J. MANSUY, Proprietor.**

ESTABLISHED 1841.

MANUFACTURERS AND DEALERS IN

HIGHEST GRADE  
**CARRIAGES, WAGONS  
and SLEIGHS.**

We **BUILD, REPAIR and PAINT**  
all kinds of Vehicles in the best possible  
manner at reasonable prices.

**Also PAINT and REPAIR AUTOMOBILES.**



Agents for most all the leading Carriage Manufacturers, and our factory and showrooms always  
contain a large assortment of all styles.

**17, 19, 21, 18 and 20 ELM STREET,**  
**Hartford, Conn.** Telephone Charter 3870.

---

Figure 4. Mansuy & Smith advertisement in 1912 Hartford city directory.  
(Connecticut Historical Society)

Mansuy and Smith Automobile Showroom  
Building

Hartford County  
Connecticut  
County and State

Name of Property

ALD: SUNDAY MORNING, SEPTEMBER 19, 1909.

PART III



The New Model, 55—45 h. p., \$2650.

The Car  
with the Spare Wheel

# 1910 Rambler Announcement

## A Better Car for Less Money

New Model 53, 34 h. p., 5-Passenger Rambler, \$1950, f. o. b. Los Angeles—Look at Specifications:

- Motor, 4-cylinder, 4½x4½.
- Ignition, Magneto, regular equipment.
- Transmission, selective type.
- Brakes, two external and internal direct on drums bolted to rear wheels.
- Frame, heavy pressed steel, 5 in. section.
- Wheel base, 108 inches.
- Tires, 30x3½, with Universal quick detachable rims.
- Springs, front, semi-elliptic; rear, elliptic with involute ends.
- Colors, dark Brewster green with cream wheels.
- Equipment—oil side lamps and tail lamp. Gas headlight, horn, full set of tools and jack.

No such value has ever before been offered. This Model 53 is a full-fledged touring car, with a powerful touring car engine. It is not a touring car body with a little runabout engine as so many low priced cars are. Price \$1950 f. o. b. Los Angeles. This 5-passenger car is changed very little from the '09 model, except that it is \$600 cheaper in price. It retains the matchless Rambler features—offset crank shaft, straight line drive and the spare wheel. The body is slightly changed and the tonneau is detachable.

MODEL 55 is the new 7-passenger Rambler. It has 45 h. p. engine, 123-inch wheel base. Wheels 36x4½, and sells for \$2650, including magneto, F. O. B. Los Angeles. It has a larger and more graceful body, wider tonneau than '09 models and is hung lower. This car is \$150 less in price and shows many improvements over '09 model.

MODEL 54 is a 45 h. p. 5-passenger Rambler; 117-inch wheel base. Wheels 36x4 and has electric side lamps and tail lamps. Also specially designed head lights—all Ramblers have regular equipment of 5 lamps, tools, jack, etc. This new model 54 will sell for \$2400 F. O. B. Los Angeles.

Seven-passenger Rambler is now here. The 5-passenger, \$1950 Touring cars, Model 53, are now arriving and may be seen at our warerooms. We are taking orders for October delivery in both five and seven-passenger cars. Get your orders in now as only a limited number of deliveries can be promised before Christmas.

We have just received a Rambler, polished chassis. It will pay you to call and see it, as it is opened up in such a manner that you can see how a high-grade automobile is constructed. This chassis will remain in Los Angeles for a short time only.

ALL 1910 CAR EQUIPMENT INCLUDES HIGH-GRADE MAGNETO.

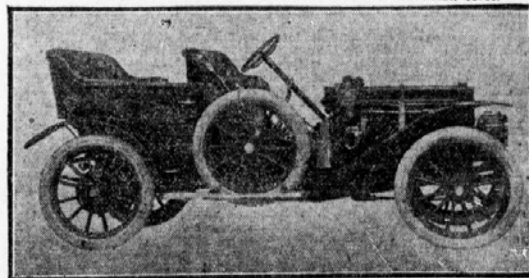
THE NEW MODEL, 53—34 H. P., 5-PASSENGER, \$1950.

### W. K. COWAN

Southern California Agent.

1140-42 S. Hope St.

Agents wanted in unoccupied territory.



supply  
element  
ty in  
o fas-  
sive-  
of the  
boost-  
to be  
r may  
n the  
Motor  
ity is  
gram  
indeed  
west  
f the  
Each  
beral

DIAMOND TIRE MANAGER

Figure 5. 1910 Rambler automobile advertisement. (Old Homes of Los Angeles)



Mansuy and Smith Automobile Showroom  
 Building  
 Name of Property

Hartford County  
 Connecticut  
 County and State



## All-Year-Around Service

**T**O GET full value from your motor car, you should select one which is suitable for all-the-year-round service.

Abbott-Detroit automobiles are. In the first place, they are driven by powerful Continental motors which have sufficient reserve power to meet all emergencies.

Each unit conveying the power from the flywheel to the wheels is an equally efficient mechanical device. Practically no power is lost.

### THE CLUTCH

The clutch which is of dry, multiple disc type is composed of 17 steel discs, each alternate one faced with a combination of copper wire mesh and asbestos which will not burn.

When this clutch is operated, there is a total absence of all gripping, jarring and jumping, the motor taking hold gradually but firmly.

Owing to the large amount of friction surface, this clutch is most efficient and may be slipped without harm or excessive wear.

Those who have driven cars through heavy mud and winter snows, know how valuable is this ability.

Another thing, in the cone clutch, the revolving part attached to the transmission is so large and heavy that the inertia of such a mass of metal tends to keep the clutch in motion and renders it almost impossible to shift the gears readily; without producing that clashing and rasping noise so disagreeable to the occupant of the car and others nearby.

In the multiple disc clutch, however, this inertia is reduced to a minimum and the gears may be shifted while the speed of the car is being reduced or accelerated, without the attendant disagreeable and deteriorating effects. It wears very little and seldom requires adjustment.

Transmission and Clutch Unit with Inspection Covers off.



Abbott-Detroit advertising for 1913 is being printed in serial form. This is the sixth of the series. The seventh will appear in Saturday Evening Post January 18, 1913, Collier's Weekly January 11, Life January 9, Literary Digest January 1. Copies of precious advertisements sent on request.

### THE TRANSMISSION

The transmission, which is of the three-speed forward and reserve sliding gear type, is situated just behind the clutch and its case is bolted direct to the engine crank case, so that the whole power plant forms one unit.

The main shaft and countershaft gears, the faces of which are 1 inch in width,  $\frac{3}{8}$  of an inch wider than those usually used in other cars of this class, are made of  $3\frac{1}{2}$  per cent, nickel steel, very accurately machined, ground and mounted upon Timken roller bearings.

The transmission and clutch case is oil and dust-proof and the gears and shafts run in a specially prepared lubricating compound.

If desired, the interior of the transmission case may be easily inspected, by the removal of the top cover plate.

The Abbott-Detroit transmission is one of the most compact and efficient change speed gears that has ever been placed in a motor car.

It has been built for severe service and for that reason will be found to be particularly adapted for hard winter use, when, on account of the changing character of the road it is necessary to shift gears often.

### OTHER DETAILS

Some other things should be mentioned

as important for your consideration when buying a car which you expect to drive the year round.

There should be ample road clearance, an absence of projecting parts below the frame, a protected steering gear, wide flaring fenders, snugly fitted to removed from Bezel Gear the body so that no water or slush can get through, provision for entirely enclosing all moving parts including brakes, well-finished and upholstered bodies, close fitting wind shields and tops equipped with Jiffy Curtains, well fitted doors of clean cut design, free from places in which mud and slush can collect.

Abbott-Detroit cars are admirably suited to give all-the-year-round service.

Remember—Electric Self-Starters  
 Electric Lighting  
 Standard Equipment  
 on all Models.

"The demand of the day is that an organization shall be judged by its product and not by what is claimed for itself."

This is our slogan. Apply it when inspecting the 1913 Abbott-Detroit Cars.

Models and Prices

34-40 Fore-Door Roadster, 116-inch wheel base.....	\$1700
4-40 5-Passenger, Fore-Door Touring Car, 116-inch wheel base.....	\$1700
44-50 5-Passenger, Fore-Door Demi-Tonneau, 121-inch wheel base.....	\$1975
44-50 7-Passenger, Fore-Door Touring Car, 121-inch wheel base.....	\$2000
44-50 Battleship Roadster, 121-inch wheel base.....	\$2150
44-50 7-Passenger, Fore-Door Limousine, 121-inch wheel base.....	\$3050

Advanced Catalog on request

# Abbott-Detroit

ABBOTT MOTOR CO.

Built for Permanence and Guaranteed for Life

608 Waterloo Street  
 Detroit, Mich.

In writing to advertisers please mention THE HORSELESS AGE.

Figure 6. Abbott-Detroit 1912 advertisement. (The Horseless Age)

Mansuy and Smith Automobile Showroom  
Building  
Name of Property

Hartford County  
Connecticut  
County and State

**Firestone  
COLUMBUS**

1911  1911

Model 74-C Mechanical Greyhound

**The Graceful Torpedo Roadster mounted on 106  
inch wheelbase and driven by 26 H. P. motor**

**LEFT HAND STEER      32 x 3½ WHEELS      SHOCK ABSORBERS**

*Some Greyhound Performances*

<b>COLUMBUS, O.</b> —July 29 and 30. Won five firsts and two seconds in seven events.	<b>ANDERSON, S. C.</b> —August 5. Won hill-climbing contest; also one mile "free-for-all;" time, 52 seconds.
<b>ATLANTA, GA.</b> —July 30. Won two events in three, losing third by one-fifth second.	<b>ATLANTIC, IA.</b> —June 29. Won 15-mile race on half-mile track. Time, 19 minutes, 36 seconds.

We want to negotiate with responsible dealers who require the best and give the best representation in return. Write for Circular C.

**THE COLUMBUS BUGGY COMPANY,      Columbus, Ohio**



Model 86-C Five-Passenger Intermediate

Figure 7. Firestone-Columbus 1911 advertisement. (American Automobiles)

Mansuy and Smith Automobile Showroom  
Building  
Name of Property

Hartford County  
Connecticut  
County and State

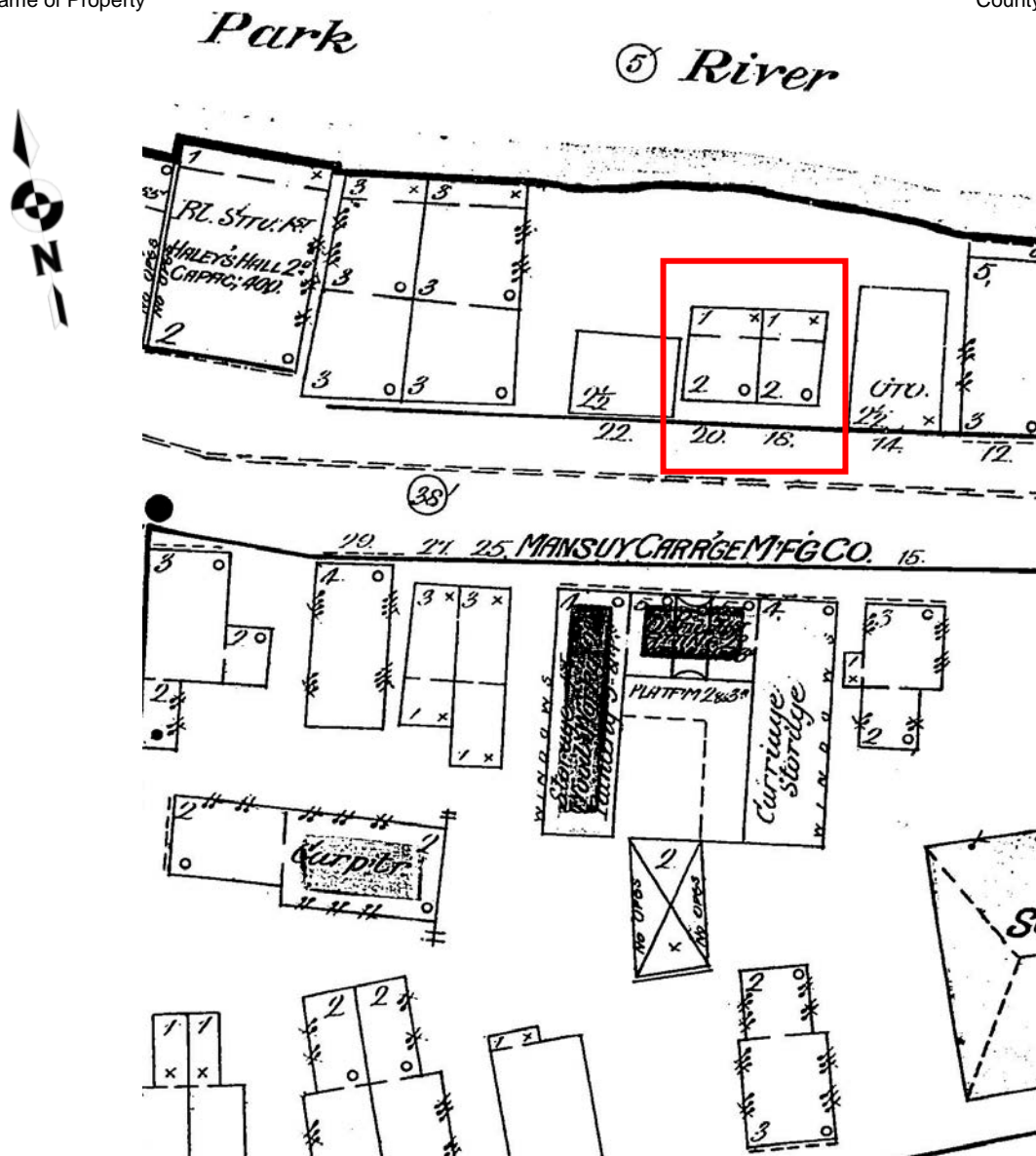


Figure 8. Detail of 1885 Sanborn insurance map of Hartford showing early building at 18-20 Elm Street

Mansuy and Smith Automobile Showroom  
Building  
Name of Property

Hartford County  
Connecticut  
County and State

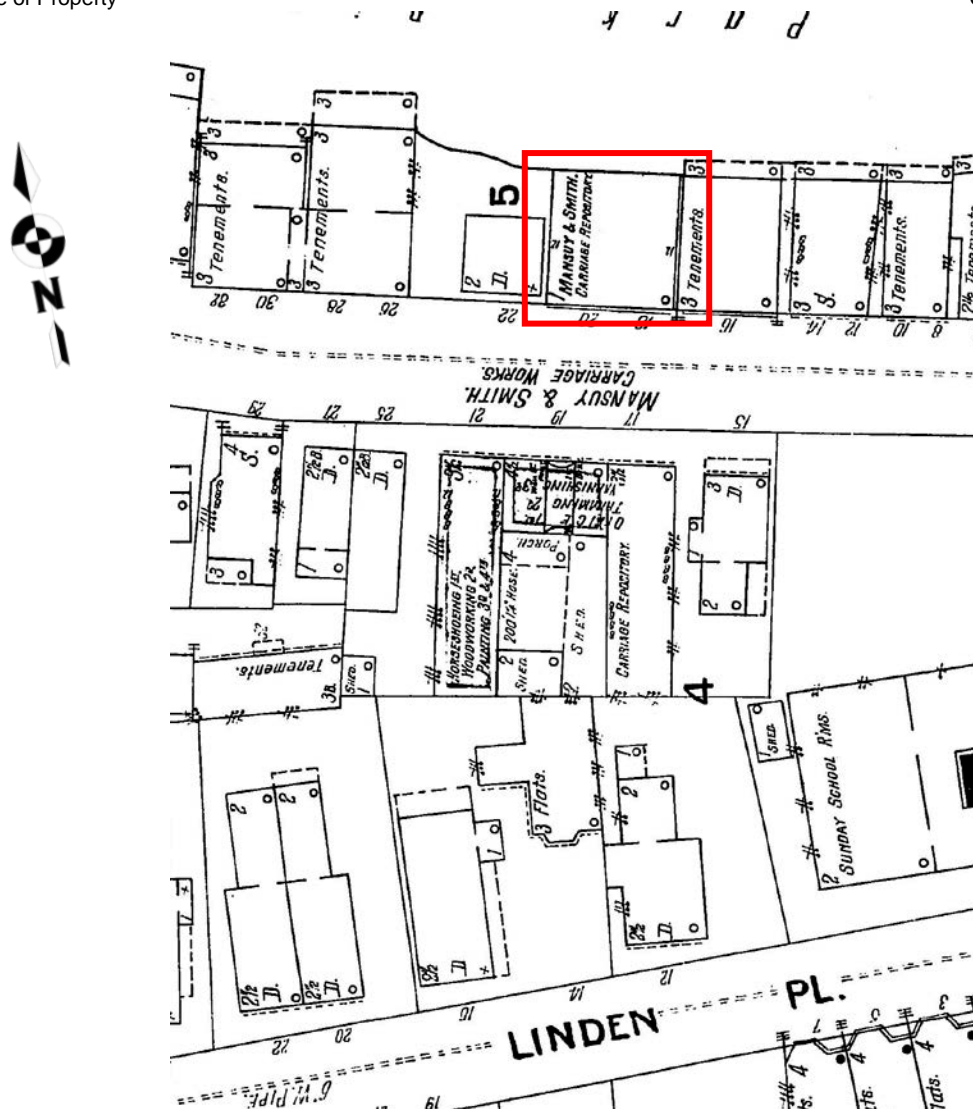


Figure 9. Detail of 1900 Sanborn insurance map showing Mansuy and Smith Carriage Works at 17-21 Elm Street and Mansuy and Smith Carriage Repository at 18-20 Elm Street.

Mansuy and Smith Automobile Showroom  
Building

Hartford County  
Connecticut  
County and State

Name of Property

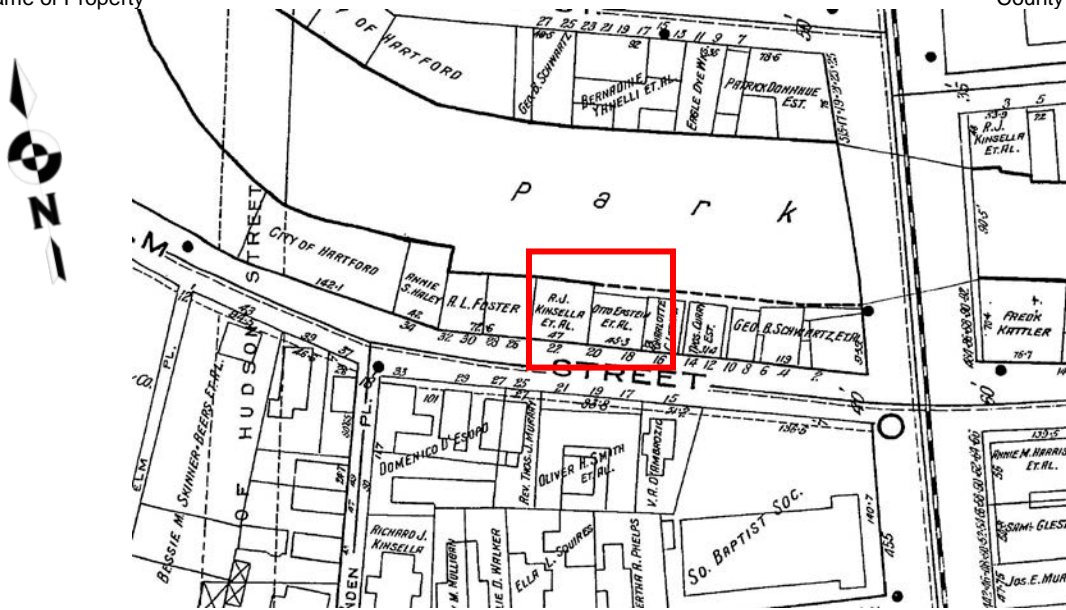


Figure 10. Detail of 1917 Sanborn insurance map showing building adjoining 18-20 Elm Street on its west elevation.

Mansuy and Smith Automobile Showroom  
Building  
Name of Property

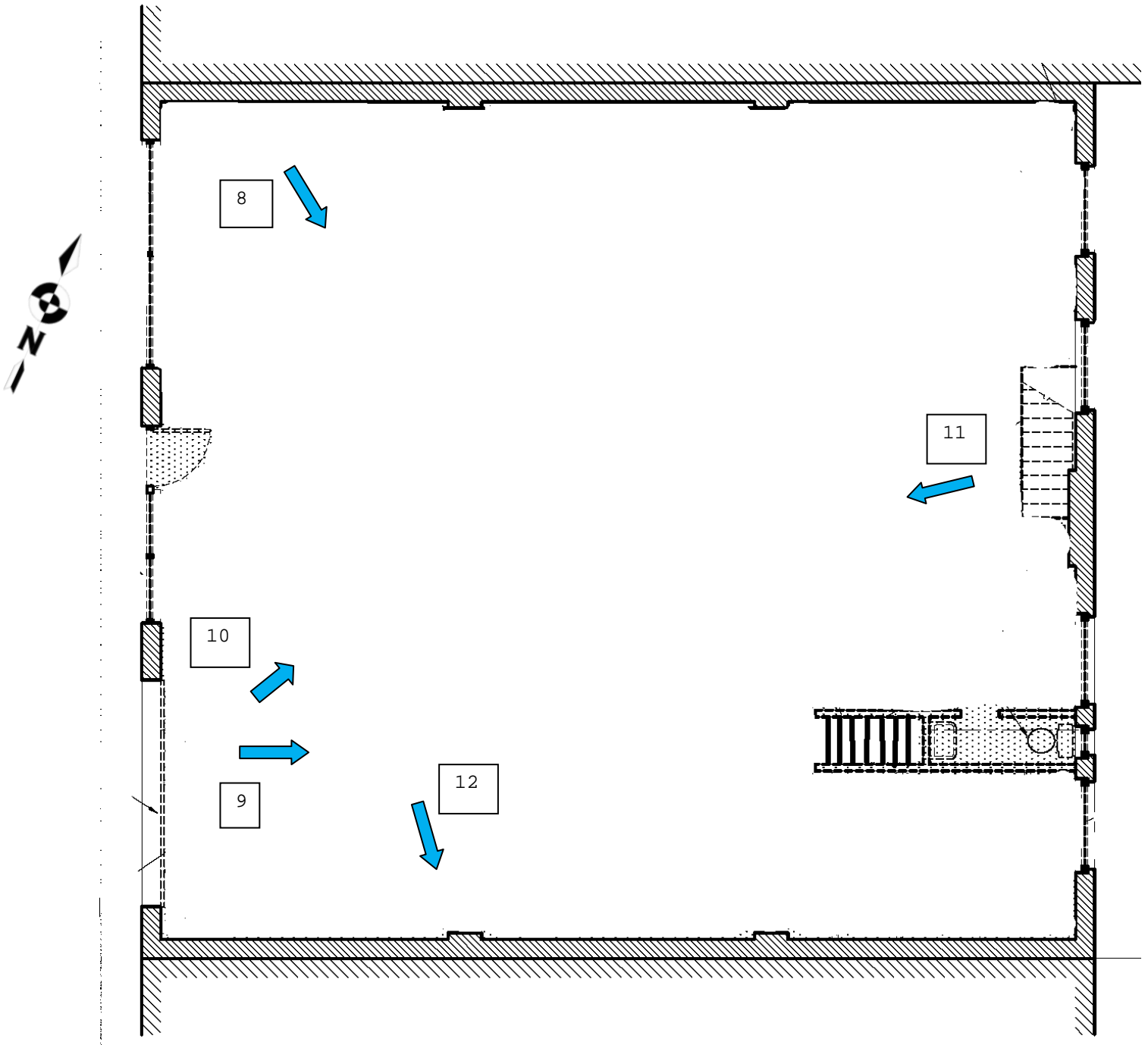
Hartford County  
Connecticut  
County and State



### Exterior Photo Key

Mansuy and Smith Automobile Showroom  
Building  
Name of Property

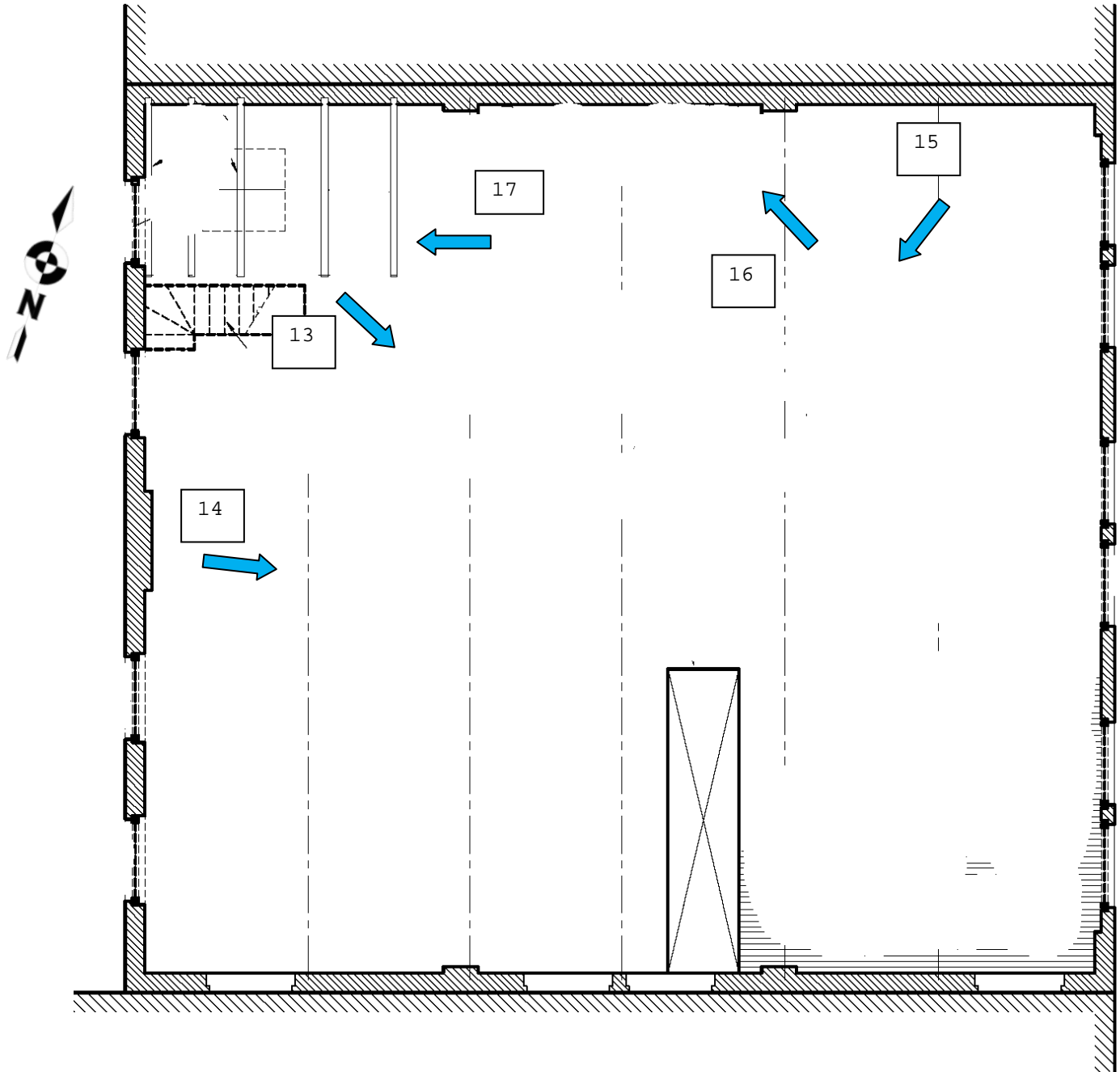
Hartford County  
Connecticut  
County and State



First Floor Photo Key

Mansuy and Smith Automobile Showroom  
Building  
Name of Property

Hartford County  
Connecticut  
County and State

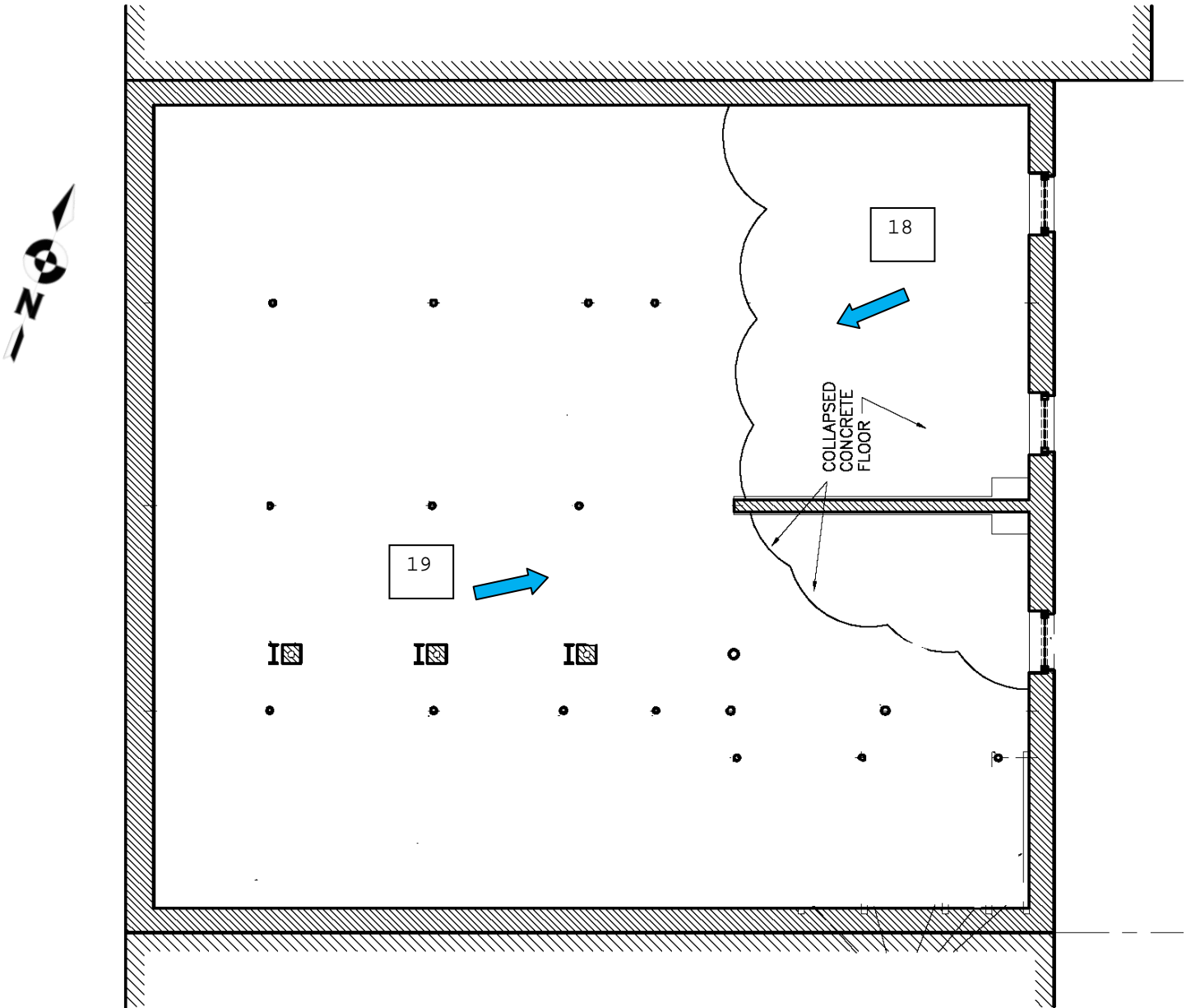


Second Floor Photo Key

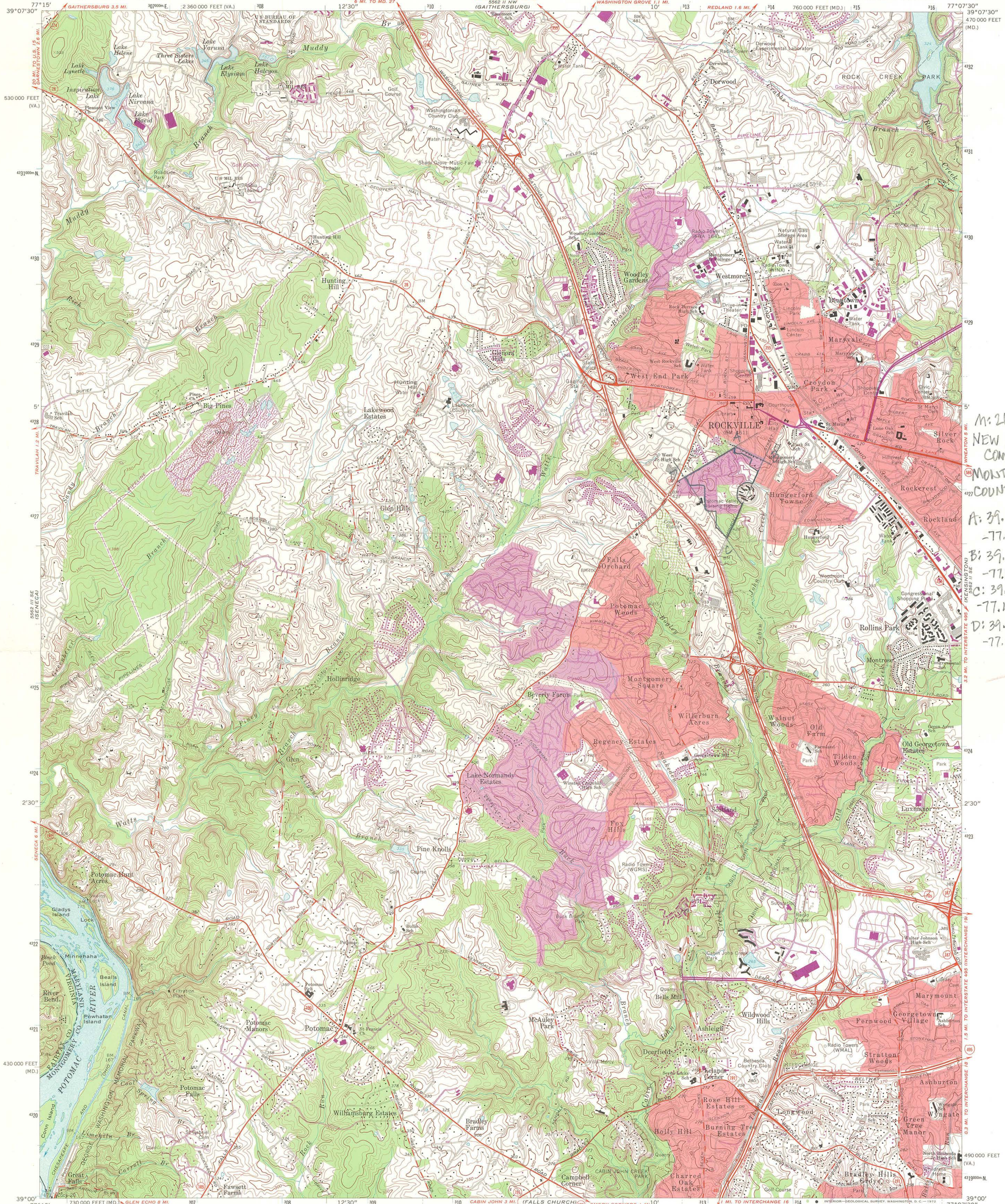


Mansuy and Smith Automobile Showroom  
Building  
Name of Property

Hartford County  
Connecticut  
County and State

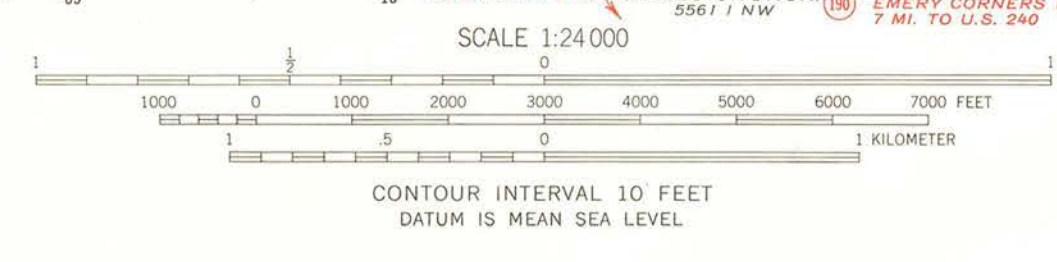
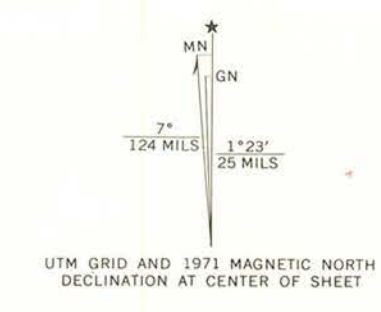


Basement Photo Key

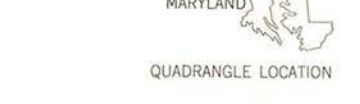
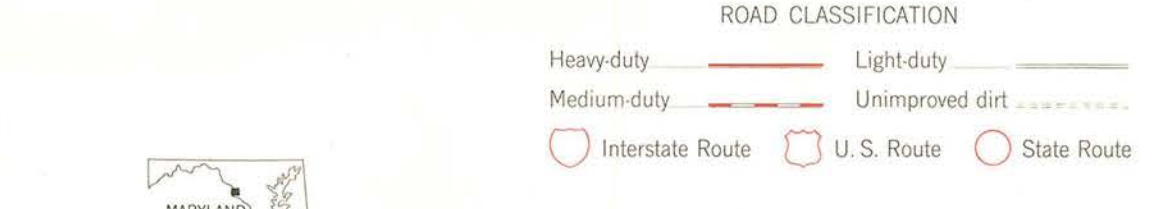


M: 26-40  
NEW MARK  
COMMONS  
MONTGOMERY  
COUNTY, MD  
A: 39.079259,  
-77.155189  
B: 39.077915,  
-77.151732  
C: 39.069908,  
-77.156455  
D: 39.076016,  
-77.162261

Mapped, edited, and published by the Geological Survey  
Control by USGS, USC&GS, NCPS, and WSSD  
Topography by photogrammetric methods from aerial  
photographs taken 1955. Field checked 1956. Revised 1965  
Polyconic projection. 1927 North American datum  
10,000-foot grids based on Maryland coordinate system,  
and Virginia coordinate system, north zone  
1,000-meter Universal Transverse Mercator grid ticks,  
zone 18, shown in blue  
Fine red dashed lines indicate selected fence and field lines where  
generally visible on aerial photographs. This information is uncheckd  
Red tint indicates areas in which only landmark buildings are shown  
Area covered by dashed light-blue pattern  
is subject to controlled inundation

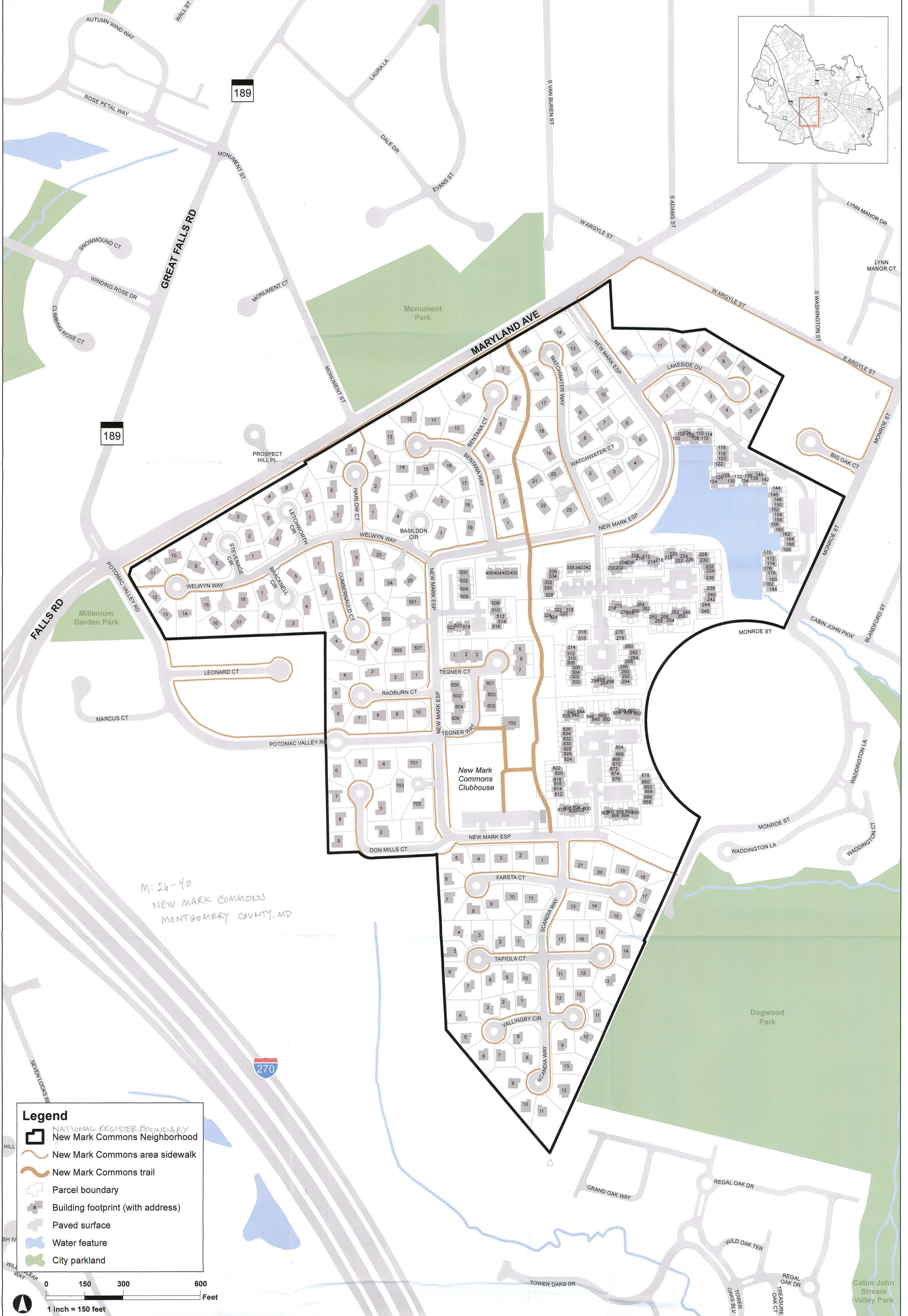


THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON, D.C. 20242  
AND VIRGINIA DIVISION OF MINERAL RESOURCES, CHARLOTTESVILLE, VIRGINIA 22903  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROCKVILLE, MD.—VA.  
SW/4 ROCKVILLE 15' QUADRANGLE  
N3900—W7705.75  
1965  
PHOTOREVISED 1971  
AMS 5562 II SW—SERIES V833

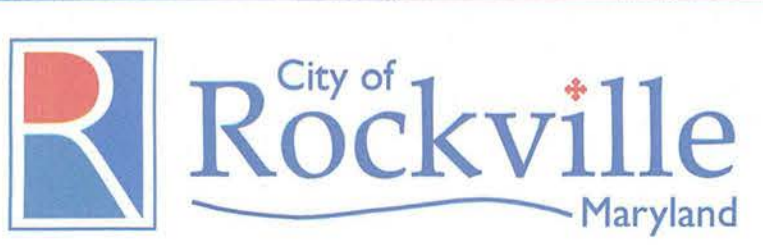
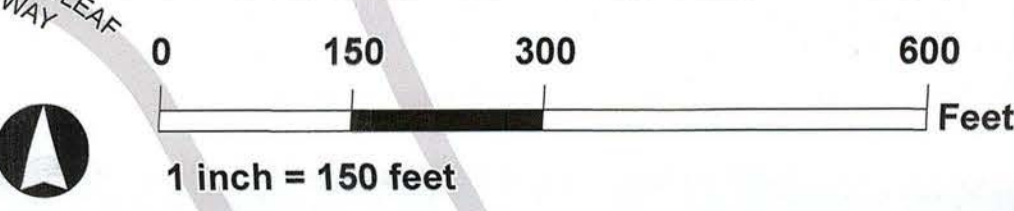
Revisions shown in purple compiled from aerial photographs  
taken 1971. This information not field checked  
Purple tint indicates extension of urban areas



M: 26-40  
NEW MARK COMMONS  
MONTGOMERY COUNTY, MD

**Legend**

- NATIONAL REGISTER BOUNDARY
- New Mark Commons area sidewalk
- New Mark Commons trail
- Parcel boundary
- Building footprint (with address)
- Paved surface
- Water feature
- City parkland



Department of Community Planning & Development Services  
111 Maryland Avenue • Rockville, Maryland 20850-2364  
Phone 240.314.8200 • Fax 240.314.8210 • www.rockvillemd.gov/cpds

# New Mark Commons

**DISCLAIMER:**  
This drawing is intended to be used for reference and illustrative purposes only. This drawing is not a legally recorded plan, survey, or engineering schematic and it is not intended to be used as such. This drawing is a compilation of records, information and data developed and maintained in various City offices. Map layers were created from different sources at different scales, and the actual or relative geographic position of any feature is only as accurate as the source information.  
DATE: April 14, 2015    AUTHOR: CDL



MEMPHIS, USA

MILBURN

MILBURN



NO PARKING  
IN FRONT  
OF THIS  
BUSINESS

NO PARKING  
IN FRONT  
OF THIS  
BUSINESS

WRITING INSTRUMENTS



COPIING SERVICES

SCHOOL UNIFORMS  
COLOR PRINTING

ALMIGHTY, USA  
A Division of Express Business Services









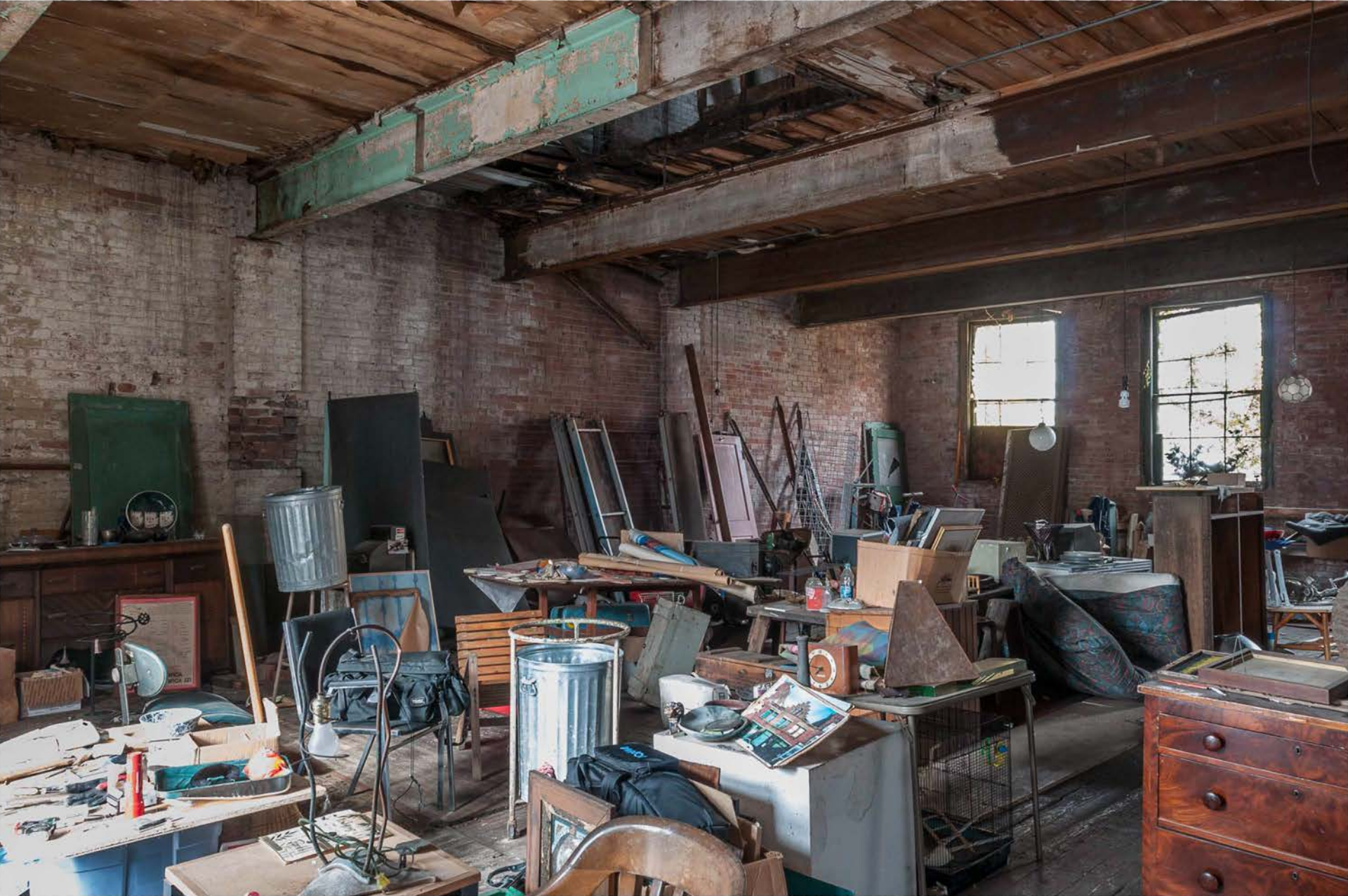






OWNERS RISK

























UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 11/4/2016      Date of Pending List:      Date of 16th Day:      Date of 45th Day: 12/20/2016      Date of Weekly List: 12/22/2016

Reference number:

Nominator:

Reason For Review:

- |                                       |  |   |
|---------------------------------------|--|---|
| <input type="checkbox"/> Appeal       | <input checked="" type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue    |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape       | <input type="checkbox"/> Photo              |
| <input type="checkbox"/> Waiver       | <input type="checkbox"/> National        | <input type="checkbox"/> Map/Boundary       |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period             |
| <input type="checkbox"/> Other        | <input type="checkbox"/> TCP             | <input type="checkbox"/> Less than 50 years |
|                                       | <input type="checkbox"/> CLG             |   |

Accept       Return       Reject      12/20/2016 Date

Abstract/Summary  
Comments:

Recommendation/  
Criteria

Reviewer Roger Reed      Discipline Historian

Telephone (202)354-2278      Date \_\_\_\_\_

DOCUMENTATION:    see attached comments : No    see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

Certified Local Government Program  
Historic District Commission Form  
For Nominations to the National Register of Historic Places

District/Property Name Mansuy and Smith Automobile Showroom


Address (For individual nomination) 38-42 Elm Street  
\_\_\_\_\_  
\_\_\_\_\_

As Historic District Commission Representative City of Hartford  
(Name of Municipality)

I hereby:

- Approve
- Do not Approve

of the submission by the State Historic Preservation officer of the National Register of Historic Places Registration Form for the district/property noted above to the National Park Service for review and listing of the resource on the National Register of Historic Places.

  
\_\_\_\_\_  
Name /Signature Michael D. O'Connell  
9/25/2016  
Date

\_\_\_\_\_  
Title Chair - Historic Preservation Commission





Department of Economic and  
Community Development

State Historic Preservation Office

October 28, 2016

Mr. Roger Reed  
National Park Service  
National Register of Historic Places  
1201 Eye Street, NW  
Washington, D.C. 20005



Subject: Mansuy and Smith Automobile Showroom Building, Hartford County, Connecticut,  
National Register Nomination

Dear Mr. Reed:

The following National Register nomination materials are submitted for your review:

- Printed cover sheet
- 1 CLG response form
- CD of National Register text. The enclosed disk contains the true and correct copy of the nomination for the Mansuy and Smith Automobile Showroom Building to the National Register of Historic Places.
- 1 CD of Digital Photographs

This National Register nomination was approved by the Connecticut State Historic Preservation Review Board on September 14, 2016. The local Historic District Commission returned a positive CLG response, which is enclosed for your records. The mayor did not respond. No letters of support or objection were received for this nomination, but the owner of the property attended the State Review Board meeting and spoke in favor of the nomination.

A Part 3 Certification was approved by the National Park Service for this property on September 21, 2016. The Part 1 was previously approved on August 14, 2014 and the Part 2 was approved on December 16, 2014.

If you have any questions, or if this office can be of assistance, please call Jenny Scofield at 860-256-2766.

Sincerely,

Jenny Scofield,  
National Register and State Register Coordinator

Enclosures

State Historic Preservation Office

One Constitution Plaza | Hartford, CT 06103 | P: 860.256.2800 | Cultureandtourism.org

*An Affirmative Action/Equal Opportunity Employer An Equal Opportunity Lender*



Department of Economic and  
Community Development

State Historic Preservation Office

December 14, 2016

Mr. Roger Reed  
National Park Service  
National Register of Historic Places  
1201 Eye Street, NW  
Washington, D.C. 20005

Subject: Mansuy and Smith Automobile Showroom Building, Hartford County, Connecticut, Revised  
Photo CD for National Register Nomination

Dear Mr. Reed:

The following National Register nomination materials are submitted for your review:

- 1 CD of Digital Photographs

If you have any questions, or if this office can be of assistance, please call me at 860-256-2766 or email to [jenny.scofield@ct.gov](mailto:jenny.scofield@ct.gov).

Sincerely,

Jenny Scofield,  
National Register and State Register Coordinator

Enclosure

State Historic Preservation Office

One Constitution Plaza | Hartford, CT 06103 | P: 860.256.2800 | [Cultureandtourism.org](http://Cultureandtourism.org)

*An Affirmative Action/Equal Opportunity Employer An Equal Opportunity Lender*



Reed, Roger &lt;roger\_reed@nps.gov&gt;

---

**Revised nomination for Mansuy and Smith**

2 messages

---

**Scofield, Jenny** <Jenny.Scofield@ct.gov>  
To: "Reed, Roger" <roger\_reed@nps.gov>  
Cc: "tod@heritageresourcesct.com" <tod@heritageresourcesct.com>

Fri, Dec 16, 2016 at 1:04 PM

Hi Roger,

Please find the revised NR PDF for Mansuy & Smith attached.

Let me know if you need anything else.

Thanks,

Jenny

Jenny Scofield, AICP, State and National Register Coordinator  
State Historic Preservation Office  
Department of Economic and Community Development (DECD)  
One Constitution Plaza, Second Floor  
Hartford, CT 06103


phone: 860.256.2766  
fax: 860.256.2763  
email: jenny.scofield@ct.gov  
website: www.cultureandtourism.org

Follow us on Twitter 

Like us on Facebook 

**Connecticut**  
*still revolutionary*

---

 **CT\_Hartford County\_Mansuy and Smith Automobile Showroom.pdf**  
2906K

---

**Reed, Roger** <roger\_reed@nps.gov>  
To: "Scofield, Jenny" <Jenny.Scofield@ct.gov>  
Cc: "tod@heritageresourcesct.com" <tod@heritageresourcesct.com>

Mon, Dec 19, 2016 at 8:26 AM

Thank you Jenny.

Roger G. Reed, Historian  
National Register and National Historic Landmarks Programs  
1201 Eye Street NW  
Washington, D.C. 20008  
202-354-2278

[Quoted text hidden]