

84003898

United States Department of the Interior  
Heritage Conservation and Recreation Service

National Register of Historic Places  
Inventory—Nomination Form

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

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date entered

### 1. Name

historic Royal Typewriter Company Building

and/or common Royal Business Machines, Inc.

### 2. Location

street & number 150 New Park Avenue N/A not for publication

city, town Hartford N/A vicinity of congressional district First

state Connecticut code 09 county Hartford code 003

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

### 4. Owner of Property

name Bronson - Hutensky Company

street & number 707 Bloomfield Avenue

city, town Bloomfield N/A vicinity of state Connecticut

### 5. Location of Legal Description

courthouse, registry of deeds, etc. Municipal Building

street & number 550 Main Street

city, town Hartford state Connecticut

### 6. Representation in Existing Surveys

title State Register of Historic Places has this property been determined eligible?  yes  no

date 1983  federal  state  county  local

depository for survey records Connecticut Historical Commission, 59 So. Prospect St.

city, town Hartford state Connecticut

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Connecticut: An Inventory of Historic Engineering and Industrial Sites  
1981 State

Hartford Architecture Conservancy Survey: Stowe-Day Foundation, Hartford  
Local

## 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 _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

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

The Royal Typewriter Company Building in Hartford, Connecticut is an extensive factory complex composed of several large, multi-story brick blocks constructed between 1907 and 1947, which are set to either side of a long, central axis. The structure (Photograph 1), which appears as a series of tall, vertical elevations, rises out of the predominately two-story residential area of Parkville, a section of Hartford located slightly southwest of the capitol area. The Royal factory is bounded by a broad avenue to the front (west), and an elevated section of Interstate 84 to the east. The structure is of great interest both architecturally and historically, and remains the largest building displaying 19th-century mill construction in Hartford. The building gains its architectural interest primarily through the display of Victorian Eclectic forms, such as corner towers and battlements, and through the repetition of the building's original design in the construction of several subsequent additions as the building was expanded. The design of the plant is also unusual in its construction: instead of using steel and concrete, by 1914 standard in the design of industrial structures, the Royal building employs 19th-century mill-type construction throughout. At the same time, however, other features of the plant reflect progressive directions in industrial architecture. In ensuring the adequate circulation of light and air throughout the building, the spinal-form layout of the complex gives the plant a progressive aspect, and a transitional position in the evolution of 20th-century factory design.

The principal side of the complex consists of seven, nearly identical, five-and-one-half-story brick elevations, each of which is the 50-foot wide end of a long, 140-foot rectangular wing. While sharing the same design, these blocks were constructed at different times. Each of the end elevations is composed of three major bays flanked by narrow, slightly projecting corner bays which form the base for short, square corner towers (Photograph 1). The east, or rear elevation, matches the front.

The design of the exterior is an architectural revival based on generally 18th-century English Elizabethan modes, and features very large, multi-paned windows, crenellated battlements, and picturesque corner towers. The original block, which is the third wing from the northwest, serves as the headquarters of the complex and is identified by a high flight of concrete steps leading up to the entrance (Photograph 2). The entrance floor is set one story above the level of the street, and is visually separated from the raised basement by a concrete belt course. Another belt course occurs at the sill level of the top story window, establishing a three-tiered composition for the front and side elevations. The three central bays of the front elevations are composed of two, tall, rectangular windows flanking a wider, central window.

Instead of an entrance, the central bays of the corresponding stories of the other blocks have broad, triple-sash windows. Flanking this central bay are narrower bays containing windows of the same height. Flanking these are the corner bays, which project slightly from the plane

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of the front wall in having coursed brickwork. These corner bays, which ultimately give rise to the corner towers above, have very narrow windows which are set in line with those of the inner bays. All of the windows, except for those in the corner bays and in the 1928 wing, have segmental-arched lintels. In the three blocks beginning from the northwest corner of the complex, the spandrels of the entrance story are completely filled with concrete. In the spandrels of the next story, below the second belt course, the brick wall forms a round, blind arch above each window of the inner bays; these arches are filled with concrete. This design is used in the corresponding stories of the front walls of each of the blocks. The top story spandrels of all the blocks are treated with segmental-arch moldings, consisting of bricks set on end, and crossing entire front wall. Above the inner bays at the roofline of each end elevation is a brick parapet, stepped toward the center. Flanking this are the corner towers, which are inset with lancet-arched vent openings with blind openings set to either side to form a Serlian window design. Each tower is capped by a Roman tile, hipped roof with broad overhangs, the soffits of which carry a prominent modillion course.

The long, side elevations of the blocks contain rows of five-by-ten-foot windows placed eight feet on-center. All of the windows of the side elevations (except those on the 1928 block) have segmental-arched lintels and are related vertically by the use of concrete spandrels on the second and fourth stories and by blind concrete arches on the third. Except for the 1928 block, the concrete belt courses of the front elevations are continued around the side elevations. All of the side elevations are capped by regular, crenellated battlements instead of a stepped parapet.

The plan of the complex (Figure A) was achieved over a 53-year period, and consists of a long, central axis or spine with perpendicular cross-wings. The H-form plan of the first section to be built, and which was maintained in the subsequent expansions of the building, provided for the ample spacing of the wings, and in conjunction with the numerous large windows, permitted the maximum flow of light and air into the interior.

The first section of the Royal plant, today the second and third wings from the northeast corner of the complex (Photograph 1), was constructed in the winter of 1907-08 by the B. H. Hibbard Company of Hartford at the cost of \$135,000. From the absence of an architect's name on early plans and drawings, it seems likely that either Royal or Hibbard called upon one of its own technicians to supply a design.

Three years later the Hibbard Company was again hired to add the first of several more additions, each places according to the apparently pre-determined "spinal" plan. A 1913 wing was built by the Glezier Construction Company, and other wings were built in 1917, 1920, 1926, 1936, and 1947 by Dennis O'Brien and Sons. The chronology of these additions is shown in Figure A.

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From 1907 to 1911 the plant consisted of a short central axis which was crossed by a two-story wing to the north and a three-and-one-half-story wing to the south. These are the first and second wings from the north end of the plant. (Photograph 3'). Like many other industries in Hartford during the first decade of the century, Royal's production and sales soared, posing the need for greater factory space. In 1911 the north end wing was added, a three-and-one-half story block containing an emergency hospital, dining room, and library on the upper floors as well as additional manufacturing space. When women entered the work force during World War I, separate dining and hospital quarters were provided. The next major additions were the fourth and fifth wings from the north, constructed in 1918. This expansion consisted of two blocks, one shorter in height and thereby allowing a greater flow of light and air into the existing adjacent wings, and the other a four-and-one-half story wing matching the earlier entrance wing. Thus, by 1918, the New Park Avenue facade appeared as a symmetrical elevation composed of five, alternating tall and short blocks. In 1921 and 1928 the last two front blocks were constructed, completing the seven block scheme visible today. An eighth, two-story wing was inserted between these last large blocks in 1947. In 1926, a break was made with the regular placement of the factory's wings with the addition of a large, multi-story wing placed parallel to the "spine" of the complex, in the south-east corner.

The Royal plant is built of heavy timber, mill construction, a system employed for fireproofing. Three-foot, solid brick piers placed eight feet on-center in the outer walls, and 12 X 12-inch intermediate posts on the interior form the supporting structure. The exterior piers are indented six inches at the first and third story levels to counteract any outward splay of the upper walls. The interior framing of the basement consists primarily of brick piers which support 12 X 16-inch fire-cut timber joists. The floors throughout the complex are solidly planked with two-by-fours set on edge. Some of the floors have been poured with concrete. As the largest machinery was used on the first and second levels only, the size of the piers, posts, and joists is reduced in the upper stories. In some areas of the basement, the floors are laid with wood bricks which are set into tar.

Except for inside the main building, much of the interior fabric remains unaltered. Brick walls, supporting posts, floor joists, and planking are completely exposed throughout the interior. (Photographs 4 & 5). The overall layout of the complex, which is a series of long, rectangular spaces extending off both sides of a long, central corridor, is clearly readable from most sections of the interior (Photograph 6). The long, rectangular interior spaces were designed to accommodate lines of machines driven by belt-and-pulley systems attached to an overhead, motorized shaft. On the upper stories, assembly lines were situated either parallel or perpendicular to the length of the wings to best take advantage of the daylight (Figures B and C). The simple plan also facilitated the movement of parts and typewriters throughout the various areas of the plant.

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Sections of a motorized, overhead roller-track conveyer system remain from the 1950s. This system, which replaced an earlier one, operated a number of small carts which would run parts from a centralized station for distribution to assembly areas. Another track, no longer existing, was operated on the upper floors for the transport of the typewriters between the assembly areas and finally to the packing and shipping departments.

A substantial part of the industry at the Royal plant was the high-precision production of typewriter parts, which involved the use of massive presses and vibrating machinery. Early stages of production included, for example, the drilling and reaming of crude steel rods for basic parts, such as pins, dowels, screws, and washers, using both automatic and hand screw machines. Another major operation was the blanking of the parts, using 85 and 100-ton presses, which would form typewriter bars, margin rods, and key levers. Other typewriter parts, such as the base, were machined using multiple drill presses. 1923 and 1925 company newsletters reported the production of "hundreds of thousands of parts (being) made every day"<sup>1</sup> and the need to use "one whole floor of one of our long buildings" solely for blanking machines<sup>2</sup>. These activities, which required the use of such massive machinery, were confined to the basement and the heavily reinforced first floor.

Before assembly, most parts had to be either plated or painted and baked in large electric or conveyer ovens, some of which remain in position in the basement of the 1907 east block. Lighter operations, such as assembly, adjustment, inspection, and repair of typewriters always took place on the upper floors of the plant.

Today most of the building is used for office and storage space. The northern end of the complex, including the original sections, houses offices, quarters for training, and light engineering operations. These interior areas have been lightly remodeled with the installation of partition walls, dropped ceilings, and linoleum or carpet floor covering. The rest of the plant is used largely for storage of imported office machines and parts for servicing and testing operations, and remains largely unaltered.

Alterations to the exterior are limited to the facade of the original block (Photograph 2). The entrance opening has been altered in the removal of the original doors, which were inset behind the opening, and their replacement with modern glass doors set nearly flush with the facade. Above these is a new sign-board attached to a section of new brick installed in the renovation to lower the height of the entrance opening. The end bay windows of the basement, first, and second stories of the block have been bricked in, as have a few of the basement openings on the side elevation.

END NOTES:

1. article, "The Royal Standard", May 1923, p. 5
2. article, "The Royal Standard", May 1925, p. 5

# 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 checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates** 1907      **Builder/Architect** unknown

**Statement of Significance (in one paragraph)**

The Royal Typewriter Building is significant as the only structure remaining from the 40-year period of Hartford's reign as one of the world's leading centers of typewriter manufacturing. The extensive factory plant is important as a monument to the history of the typewriter industry and in its contribution to the growth of the small parts industry of Hartford after the turn of the 20th-century. As part of the tremendous manufacturing boom in Hartford between 1904 and 1915, Royal also contributed to the development of Parkville, a southwestern neighborhood of Hartford. (Criterion A).

The building is important also for architectural reasons. In combining both conservative and progressive elements in its layout and design, the building illustrates certain elements of change in the transition from Victorian to early 20th-century modern architecture. The factory is also the largest example of 19th-century mill construction remaining in Hartford (Criterion C).

The area of Parkville had remained open farmland until the expansion of the nearby Frog Hollow industrial district during the 1880s. The siting of the New York, New Haven, and Hartford Railroad through this undeveloped perimeter of Hartford would attract the location of industries after the turn of the century in this area. Several factories, including Royal Typewriter, the Hart Manufacturing Company, makers of electric light switches the Hartford Industrial Development Company, the Gray Telephone Pay Station Company, and the Hartford Rubber Works were constructed during the prosperous period of industrial expansion in the city between 1905 and 1915. As reflected in the predominantly wood frame housing stock present today, Parkville was largely developed between 1890 and 1917, having been transformed from an area of open farmland into an industrial, working-class neighborhood with its own schools, churches, and commercial district. The Royal Typewriter Company's construction of its factory during the winter of 1907-1908 and its rapid physical expansion during the next two decades contributed substantially to the steady growth and sustenance of the Parkville area by continually supporting increasing numbers of workers, many of whom were Polish, Lithuanian, Italian, and Scandinavian immigrants who arrived during the First and Second World Wars. Within three years of its arrival in Hartford, the young Royal Typewriter Company would become a leading manufacturing concern of great local, national, and even international importance.

**ARCHITECTURE**

The most visible example of the unusual incorporation of both traditional and progressive elements in the design of the Royal factory building is

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the use of 19th-century picturesque architectural forms, such as the corner towers and the battlements, in conjunction with the otherwise utilitarian expression of the wall below. The result is an exterior that clearly sets forth aspects of the still-ongoing transition from Victorian Eclecticism to the functional esthetics of early 20th-century modern architecture. (Photograph 1). The latter aspect is illustrated in the building's exterior expression of its interior industrial operations. The scheme of a series of tall, repeating units, each composed of relatively narrow bays and numerous tall windows, reflects the vertical action of the overhead, shaft-driven pulley-and-belt machines which operated in long rows on the inside. The generous proportion of window-to-wall similarly suggests the well-lit, open quality of the building's interior space. Also progressive is the use of concrete, a specifically industrial material, in the belt-courses and spandrels of the major exterior elevations. The use of the concrete in the spandrels lightens the massiveness of the main blocks by visually reinforcing the vertical thrust of the elevations. Such wall treatments were used to emphasize the height of the building, and were being used in contemporaneous early skyscraper design.

Another progressive element is in the plan of the building. The scheme of a long, central "spine", crossed by generously spaced, alternately tall and short wings, reflects the increasing concern of industrialists, architects, and builders for the comfort and convenience of working conditions inside. Such a plan provided both comfortable and efficient working conditions by allowing maximum levels of light and air to enter the building. A particularly attractive feature of this layout is the skillful use of the property's limited area to afford the maximum amount of built area without sacrificing manufacturing efficiency or human comfort. The one-and-one-half-story intermediate wings flanking the main entrance block allowed the compact integration of additional factory space without blocking the passage of light or air into the interiors of the main blocks (Photograph 3).

Unlike the forward-looking aspect of the plan, the Royal building's structural system is unusually conservative. Heavy timber mill construction was used not only in the original blocks, but also in all the wings added subsequently through 1947. While probably employed for fireproofing, in both the factory's early and subsequent construction, the full mill system, employing timber columns as well as timber beams, was not ordinarily used after c. 1918. The continuation of the use of the mill system in the Royal building into the 1940s is extraordinary and makes it the largest mill-type structure remaining in Hartford.

The maintenance of the original structural system in the later additions to the building parallels the repetition of the building's original plan and exterior design in subsequent additions. This consistency of approach, also highly unusual, has ensured a unified end design and a singular, visual emblem for the Royal Company in Hartford throughout the century.

Architecturally, the building is almost perfectly intact. The uncompro-

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misèd scheme of five, identical, projecting blocks capped by the slightly fanciful battlements and corner towers present a highly visible and unique architectural statement which forcefully recalls the sense of this industrial neighborhood when it lead the world in the manufacture of early model typewriters.

**HISTORY**

The Royal Typewriter Company grew out of the key mechanical advancements made in the early typewriter by two New York City entrepreneurs, Edward B. Hess and Lewis C. Meyers. Working out of Hess's cramped machine shop in lower Manhattan, the two men developed a typewriter that operated with significantly greater ease and efficiency than its predecessors. This machine, which they named the Royal Grand, was distinguished by its light, fast touch, a feature which produced a sharper, clearer typed impression, and by a carriage which operated for the first time on ball-bearings, permitting a smooth, friction-free typing action. The Royal Grand's greatest achievement, however, was the fact that the typed line could be seen without the typist having to shift the carriage or the paper. This single feature would revolutionize typewriter design. With the support of \$220,000 from investor Thomas P. Ryan, Hess and Meyers organized a company and set up a small shop in Brooklyn for the production of typewriters to sell. This was in 1906, and the 150 workers employed were putting out 25 machines per week. Almost immediate success for the business enabled it to attract a staff well-experienced in typewriter manufacturing. One of the newcomers was Charles C. Cook, who had left the Remington Typewriter Company to join the more advanced Royal operation. A few years later, Cook's family would purchase controlling stock in the company, and Cook himself would become director of management at the Hartford plant.

After only two years of production, Hess and Meyer's operations had out-grown the Brooklyn factory. The decision was made to retain the New York plant for office headquarters and to seek space for manufacturing and assembly elsewhere. Hartford at the time was known for its existing large, technically skilled labor force and several industries which could cheaply supply machine tools and parts, and in 1904 Royal purchased a 6 acre lot beside the railroad (part of the present site) and began construction of the original section of the present factory. The company moved into its new quarters early in 1909, immediately opened a downtown retail store on Pearl Street, and set off on a period of swift, unprecedented growth.

The company had barely moved into its new quarters when competition from the Underwood Typewriter Company, also in Hartford, and soaring demand necessitated the expansion of the factory. In 1911 the entire north end of the plant was built to house increased production. This was followed by the construction of additional wings and wing sections in 1913, 1915, 1918 and 1921. Within only five years after its arrival in the city, Royal was considered one of Hartford's leading industries. The company's

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accomplishments of the time are documented in the following excerpt from a book published by the Hartford Post in 1912:

...the work force numbers 1,100 men and the annual payroll amounts to over \$750,000. The Royal Standard Typewriter is known the world over... The Royal Typewriter offers all the value of the standard, high-priced machines at approximately half the cost, and with many improvements not found in other machines. No factory is better equipped than the Royal. It has the latest appliances for safeguarding the life and health of employees, an emergency hospital, trained fire company, dining room, magnificent library, and Mutual Benefit Association. There is nothing of the prison atmosphere or appearance about the factory. It is second to none for light and ventilation.<sup>1</sup>

Royal's apparent concern for the comfort and welfare of its employees is reflected partly in the open layout of the plant, which in its generous admission of light and air, shows unusual and progressive planning in industrial building design for a pre-zoning era.

The depletion of the male work force during the First World War brought women into regular factory operations, and by 1926, 600 women were employed at the Hartford plant. A special "women's services division" provided separate hospital facilities and a dining room, and organized recreational and social activities.

In 1926 the company purchased the adjacent acre to the south and extended the factory once again with two large additions in the two following years. Throughout its development in the 1920s and 1930s, the company had been constantly improving and refining its various typewriter models, while introducing a line of typewriter ribbons and carbons. In a 1926 publicity stunt, sales in portable typewriters increased 20 times when a delivery system was devised whereby an airplane would drop its deliveries of portables by parachute to the various distributors around the country.

From 1938 to 1954 Royal established itself as the largest typewriter manufacturing concern in the world, leading the "Big Four" (Royal, Underwood, Remington, and Smith-Corona) in production and sales<sup>2</sup>. With the outbreak of World War II, typewriter production was halted and the Royal plant was converted to an ordnance factory. Royal again proved itself, this time becoming one of the largest manufacturers of air-cooled aircraft engine parts, Browning Automatic Rifles, and deflectors for air-cooled engines in the world<sup>3</sup>. With the help of other Connecticut industries, Royal also produced bomb nose fuses, bazookas, aircraft guns, rocket bombs, ball-bearings, and magneto parts for the war<sup>4</sup>.

With the resumption of regular typewriter manufacturing in 1945, Royal undertook the substantial modernization of its operations by individually

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motorizing each machine. Until then, whole machining departments were vulnerable to breakdowns if an overhead shaft failed to operate. This conversion also made working conditions safer by eliminating the exposed, high-speed belts.

A major part of manufacturing at the Royal plant was the production of special-purpose parts and machinery. One example is the "39 Spindle Machine", which "drilled, tapped, reamed all the holes in a typewriter frame in a single clamping of the piece"<sup>5</sup>.

The 1950s also marked a decade of continued expansion in both the physical plant and in the line of production. A new factory was built in West Hartford for the manufacture of "Roytype" carbon paper and ribbon. In 1950 Royal introduced its first electric typewriter. Four years later the company merged with the McBee Company, an office supply manufacturer in Athens, Ohio. The merge would significantly broaden Royal's financial base and lead the company into the production of office machines other than typewriters. In 1960 Royal-McBee began production of its own transfer-copier machine, resulting in the formation of a subsidiary company, Royal Copier Systems. In 1965 Royal-McBee was taken over by Litton Industries, which separated production responsibilities and launched the whole industry into a highly complex series of international corporate reorganizations extending to England, Germany, and Japan, and involving the purchase of controlling interest by the German Triumph-Adler Corporation. By 1972, the Hartford plant was no longer to sustain manufacturing operations, and all production was moved to England. Today the Parkville plant serves as a warehouse, and quarters for offices, training, machine-testing, and some servicing. Royal Business Machines, Inc., as the division is known today, produces a diverse line of office machines, such as calculators, word-processors, and small computers. This equipment is manufactured in Germany and Japan.

Owing to changing company needs and the rising cost of fuel, Royal Business Machines has sold the Parkville plant to the Bronson-Hutinsky Company of Bloomfield, Connecticut. The building is currently under lease from the latter and will change occupants in December of 1981. Royal will transfer its Hartford operations to newly-built quarters in Bloomfield.

Since the demolition of the Underwood Typewriter plant, the Royal factory is Hartford's largest remaining example of 19th-century mill-type construction. Today the highly visible structure stands as a powerful visual reminder of the vital role of the city in the small-parts and machine tool industry of the Northeast after the Civil War. The factory's presence gives historical meaning to the Parkville section of Hartford, and is the only remaining structure from the great typewriter industry of the early 20th-century in Hartford.

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END NOTES:

1. B.S. White, Hartford in 1912, p. 185
2. Royal Business Machines Inc., Royal 75, pamphlet
3. Ibid.
4. Ibid.
5. Matthew Roth, Connecticut: An Inventory of Engineering and Industrial Sites, p. 58

# 9. Major Bibliographical References

SEE CONTINUATION SHEET

# 10. Geographical Data

Acreeage of nominated property 7.5

Quadrangle name Hartford North

Quadrangle scale 1:24 000

UMT References

A 

1	8	6	90	4	30	4	6	2	4	5	1	5	0
Zone		Easting				Northing							

B 

Zone		Easting				Northing							

C 

Zone		Easting				Northing							

D 

Zone		Easting				Northing							

E 

Zone		Easting				Northing							

F 

Zone		Easting				Northing							

G 

Zone		Easting				Northing							

H 

Zone		Easting				Northing							

### Verbal boundary description and justification

The nominated property consists of 7.5 acres bounded 1111 feet on the west by New Park Ave., 363 feet north by Francis Court, 1056 feet east by Conrail, 398 feet on the south. See supplementary map.

List all states and counties for properties overlapping state or county boundaries N/A

state code county code

state code county code

# 11. Form Prepared By

name/title Alison Gilchrist, Consultant - edited by John Herzan, National Register Coordinator

organization Connecticut Historical Commission date July 1981

street & number Box 201 telephone 203 354-6092

city or town Bridgewater state CT

# 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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

title Connecticut Historical Commission date December 27, 1983

For HCRS use only	<u>Internationally Eligible</u>	<u>DOE/OWNER OBJECTION</u>
I hereby certify that this property is <u>located</u> in the National Register		
<u>Tomer An Dwyer</u>	date <u>2/13/89</u>	
Keeper of the National Register		
<u>Andrew Ryan</u>	date <u>2/22/89</u>	
Chief of Registration	<u>New owner - DOE/owner objection withdrawn</u>	

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Page 2

- Bliven, Bruce. The Wonderful Writing Machine. New York: Random House, 1954.  
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June 18, 1981.

United States Department of the Interior  
Heritage Conservation and Recreation Service

National Register of Historic Places  
Inventory—Nomination Form

For HCRS use only

received

date entered

Hartford, CT

Continuation sheet Royal Typewriter Bldg. Item number

Page

CONRAIL

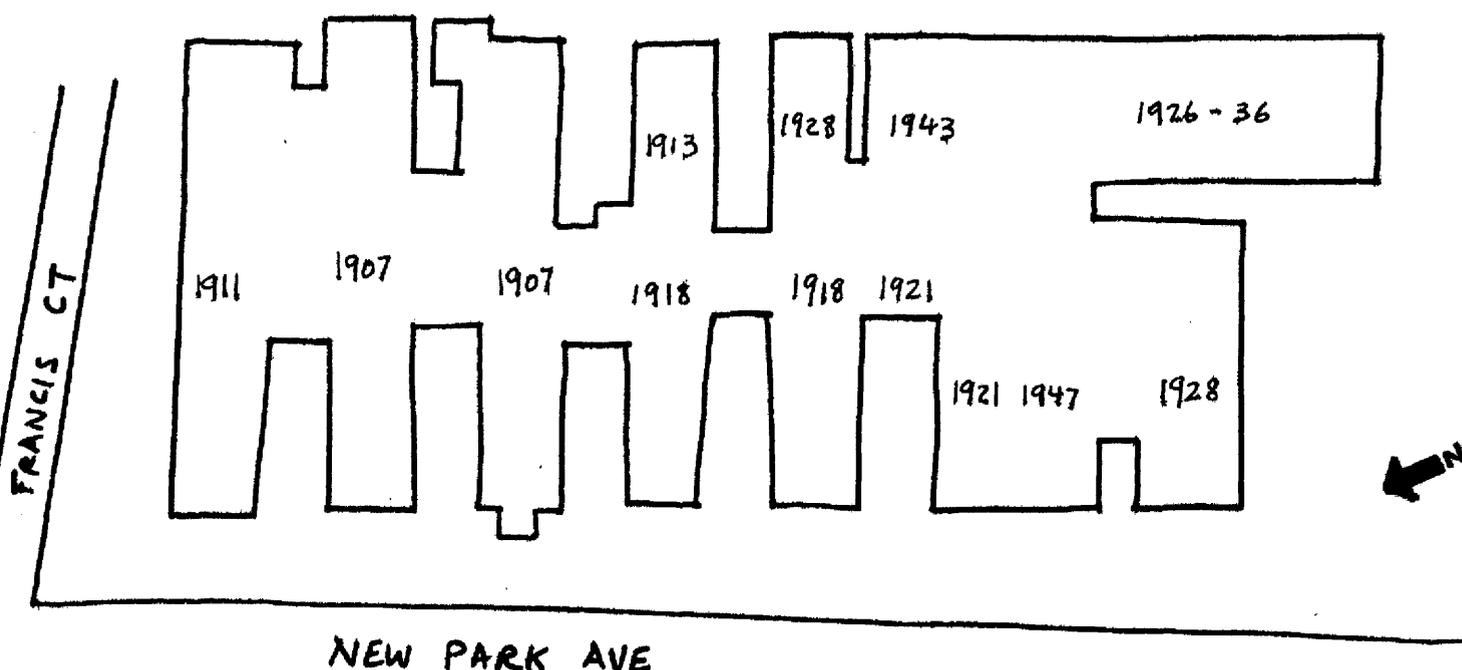


FIGURE A - PLAN WITH  
DATES OF ADDITIONS

ROYAL TYPEWRITER COMPANY BUILDING  
150 NEW PARK AVE  
HARTFORD CT

FIGURE B - ASSEMBLY DEPARTMENT  
ROYAL TYPEWRITER CO. BUILDING  
150 NEW PARK AVE, HARTFORD CT

from The Royal Standard, Oct. 1925

THE ROYAL STANDARD

FACTORY SUPPLEMENT

# g the Written Word "Letter Perfect"

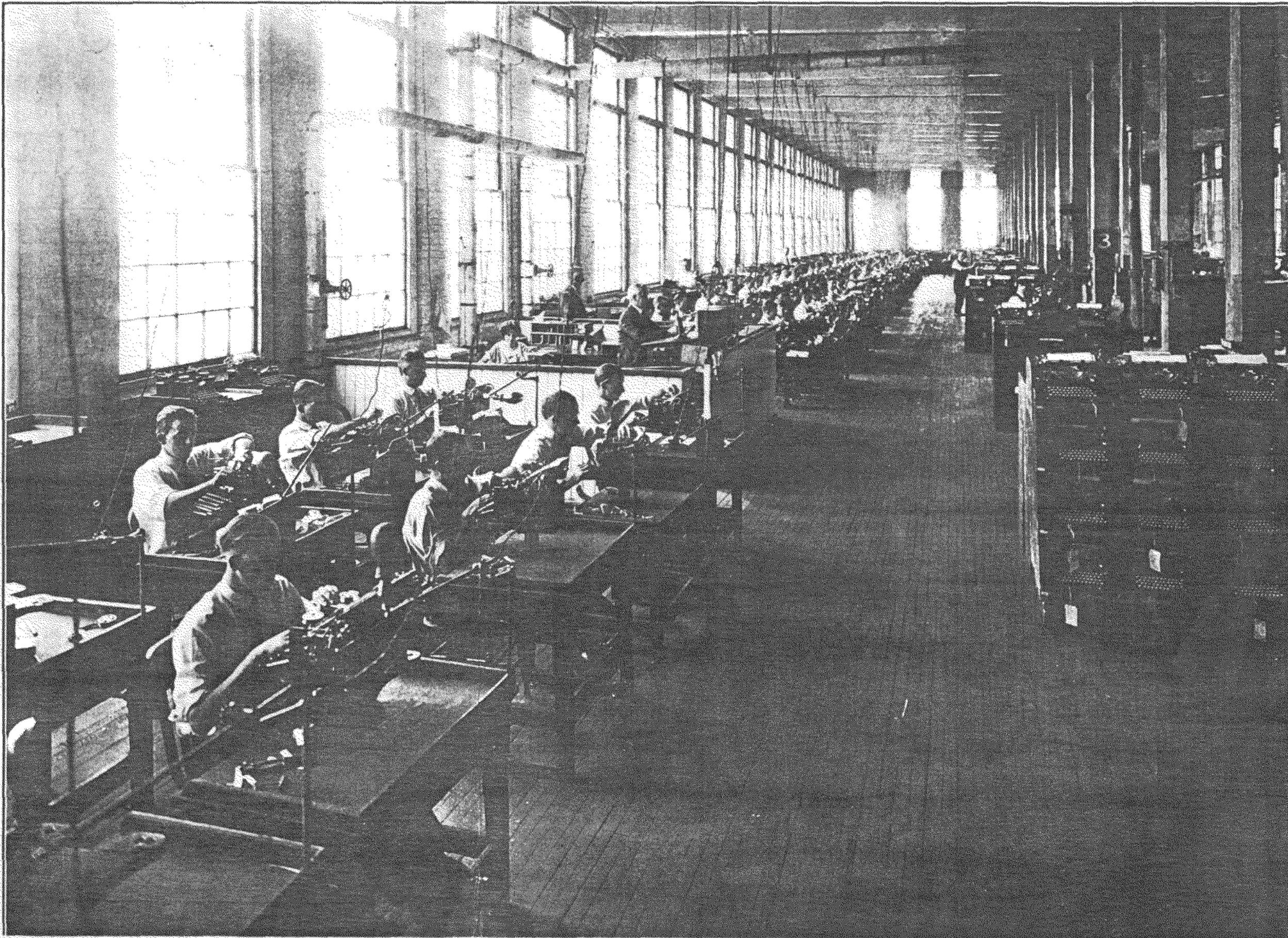


FIGURE C - ADJUSTMENT  
ROYAL TYPEWRITER CO. BUILDING  
150 NEW PARK AVE., HARTFORD CT

from The Royal Standard  
July 1925

THE ROYAL STANDARD

FACTORY SUPPLEMENT

3

# AGE FITTING AND ADJUSTMENT



*Assembling and Fitting Royal Typewriters in the Plant.*



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Royal Typewriter Company Building

MULTIPLE  
NAME:

STATE & COUNTY: CONNECTICUT, Hartford

DATE RECEIVED: 1/25/89                      DATE OF PENDING LIST: 2/07/89  
DATE OF 16TH DAY: 2/23/89                      DATE OF 45TH DAY: 3/11/89  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 84003898

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N    DATA PROBLEM: N    LANDSCAPE: N    LESS THAN 50 YEARS: N  
OTHER: N    PDIL: N    PERIOD: N    PROGRAM UNAPPROVED: N  
REQUEST: N    SAMPLE: N    SLR DRAFT: N    NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    2/23/89 DATE    Entered in the  
National Register

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA \_\_\_\_\_  
REVIEWER \_\_\_\_\_  
DISCIPLINE \_\_\_\_\_  
DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



STATE OF CONNECTICUT  
STATE BOARD OF EDUCATION  
CONNECTICUT HISTORICAL COMMISSION

Janaury 10, 1989

Ms. Carol Shull  
Chief of Registration  
National Register of  
Historic Places  
1100 L Street  
Room 6111  
Washington, D.C. 20013-7127

JAN 25 1989  
NATIONAL  
REGISTER

Dear Ms. Shull:

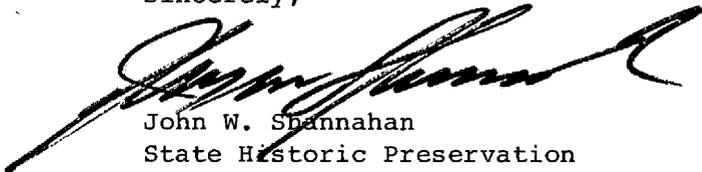
SUBJECT: The Royal Typewriter Company Building  
Hartford, Connecticut  
Hartford County

The subject property was determined eligible for listing on the National Register of Historic Places, due to owner objection, on February 13, 1984.

The current property owner is requesting that the subject property be listed on the National Register of Historic Places at this time. Enclosed you will find an notarized request to this effect.

Thank you for your attention to this matter.

Sincerely,



John W. Shannahan  
State Historic Preservation  
Officer

JWS:JH:1a  
Enclosure