

A. HISTORIC NAME Auto Hotel Building B. COUNTY Vanderburgh C. NUMBER 62-196-00189
 D. ADDRESS 111-115 SE Third Street E. TWP/CITY Pigeon F. QUAD NAME Evansville South
 RATING Outstanding Significant/Notable Contributing/Reference Non-Contributing UTM REFERENCES 18 4498310 42024010

STATE OF INDIANA DEPARTMENT OF NATURAL RESOURCES INDIANA HISTORIC SITES AND STRUCTURES INVENTORY REVISED 1981

MOUNT CONTACT PRINTS HERE

1. COMMON NAME <u>Citizen's Realty</u>	4. PROPERTY'S MAILING ADDRESS <u>Citizen's Realty & Insurance Co.</u> <u>111 SE Third Street</u> <u>Evansville, Indiana 47708</u>	5. LOCATION NOTES <u>Original Plan lot 138 & 139</u>
2. OWNERSHIP <u>Public</u> <input checked="" type="checkbox"/> Private		
3. VISIBLE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		

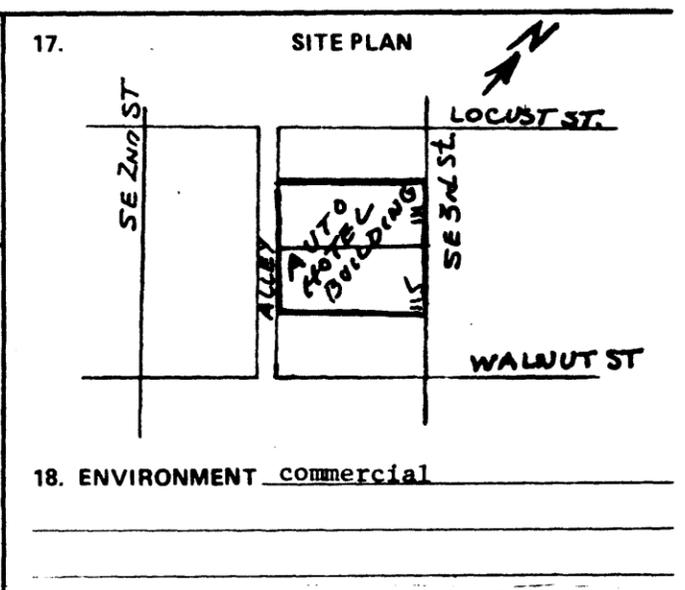
6. USE	PRESENT	PAST	PRESENT	PAST	7. ENDANGERED	8. CATEGORY	9a. LOCAL LEGAL PROTECTIONS
Residence	<input type="checkbox"/>	<input type="checkbox"/>	Military	<input type="checkbox"/>	<input type="checkbox"/> Vacant	<input type="checkbox"/> District	<input type="checkbox"/> Historic District
Govt./Pol.	<input type="checkbox"/>	<input type="checkbox"/>	Entertainment	<input type="checkbox"/>	<input type="checkbox"/> Neglected	<input checked="" type="checkbox"/> Building(s)	<input type="checkbox"/> Landmark
Commerce	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Scientific	<input type="checkbox"/>	<input type="checkbox"/> Encroachment	<input type="checkbox"/> Structure	<input type="checkbox"/> Deed Restriction
Industrial	<input type="checkbox"/>	<input type="checkbox"/>	Religious	<input type="checkbox"/>	<input type="checkbox"/> Other	<input type="checkbox"/> Site	<input type="checkbox"/> Other
Agriculture	<input type="checkbox"/>	<input type="checkbox"/>	Park-	<input type="checkbox"/>		<input type="checkbox"/> Object	
Transportation	<input type="checkbox"/>	<input type="checkbox"/>	Museum	<input type="checkbox"/>			
Organization	<input type="checkbox"/>	<input type="checkbox"/>	Educational	<input type="checkbox"/>			
Other	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	9b. SURVEYS		
					SR <input type="checkbox"/> NR <input type="checkbox"/> NHL <input type="checkbox"/> HABS <input type="checkbox"/> HAER <input type="checkbox"/>		

10. CONDITION	11. BUILDING INTEGRITY	11a. Specify Alterations
<input type="checkbox"/> Excellent	<input type="checkbox"/> Unaltered	Removals _____
<input checked="" type="checkbox"/> Good	<input checked="" type="checkbox"/> Altered	Structural _____
<input type="checkbox"/> Fair	<input type="checkbox"/> Moved	Replacement <u>windows</u>
<input type="checkbox"/> Deteriorated	Date _____	Additions _____
<input type="checkbox"/> Ruins		

12. DATE 1929 13. STYLE Georgian Rev. 14. ARCHITECT/BUILDER H E Boyle & Co.
 15. DESCRIPTION See below.

Inscriptions none Facade Material brick

16. OUTBUILDINGS none



19. AREAS OF SIGNIFICANCE: Specify the significance for each area checked

<input type="checkbox"/> Aboriginal	15:	ATTACH NEGATIVE ENVELOPE HERE
<input type="checkbox"/> Arts		
<input checked="" type="checkbox"/> Architecture	The Auto Hotel Building is a massive, four story brick and reinforced concrete structure measuring roughly 150 feet square. Although	
<input checked="" type="checkbox"/> Commerce	alterations to the fabric have occurred in recent years, the original 1929	
<input type="checkbox"/> Communications	plan remains substantially preserved. The primary elevation (facing Third Street)	
<input type="checkbox"/> Community Planning	above the ground floor is distinguished by three stories of regularly spaced, vertically	
<input type="checkbox"/> Education	aligned windows (27 to a row) separated from each other by slender three-story brick	
<input type="checkbox"/> Engineering	piers. Window openings now contain a single, tinted glass pane whereas originally	
<input type="checkbox"/> Environs/Neighborhoods	multi-paned lights were secured in double-hung sashes. Sills are of limestone,	
<input type="checkbox"/> Exploration/Settlement	and the lintels of the fourth-story windows are accented by a keystone. Stone	
<input type="checkbox"/> Humanities	coping trims the parapet. The former central three-bay-wide vehicle opening at	
<input type="checkbox"/> Indian	the ground level has been converted to a recessed pedestrian entrance opening into	
<input type="checkbox"/> Landscape Architecture	newly created office space. Flanking display areas, still divided by stone-capped	
<input type="checkbox"/> Military	brick pers, are now enclosed by wood panels. Office space was enlarged during a	
<input type="checkbox"/> Politics/Government	recent remodeling (ca. 1979), but part of the interior is still devoted to inside	
<input type="checkbox"/> Religion	parking. The fourth story recreational operation was discontinued many years	
<input type="checkbox"/> Science/Technology	ago and the area converted to offices. The approximate acreage of the Auto building's	
<input type="checkbox"/> Social/Ethnicity	site is .5 acre.	
<input checked="" type="checkbox"/> Transportation		
<input type="checkbox"/> Vernacular/Construction		
<input type="checkbox"/> Other		

20. INFORMATION SOURCES Deed records; City Directories; Evansville Courier, 11 January 1930.

FEB 23 1984

**STATE OF INDIANA
DEPARTMENT OF NATURAL RESOURCES
INDIANA HISTORIC SITES AND STRUCTURES INVENTORY**

Additional Architectural Information

A. NAME Auto Hotel Building **C. NUMBER** 82-196-00189
B. ADDRESS 111-115 SE Third Street
D. UTM References 1,6 4,4,9,8,3,0 4,2,0,2,4,0,0

E. 19:

The construction of the Auto Hotel Building in 1930 was a significant event in the history of the city, not only illustrating the elevation of the motor car's status in Evansville's commercial and urbanistic hierarchy but also the auto industry's place in modern America's obsession with professionalism. Although not as significant for its design qualities, the building does also represent the rare known commercial/industrial work of local architect Harry E. Boyle and the influence of outside corporations on the production of local buildings, a novel phenomenon which is essentially the norm fifty years later.

Downtown Evansville was practically rebuilt in the period between the turn of the century and the Great Depression. New buildings were built where none had been before or larger ones replaced older, smaller buildings. The causes for the city's boom in Downtown architecture were varied and interconnected. There was the leadership of an aggressive coterie of local businessmen and boosters; the city's population had nearly reached the 100,000 mark in 1930 (almost doubling the 1900 mark); the city's economy was infused with capital from furniture making, coal mining, and wholesale commerce; and Evansville had the good fortune from 1913 to 1922 of having the mayor's office occupied by a Progressive politician and consummate doer, Benjamin Bosse. On the eve of the construction of the Auto Hotel, Downtown Evansville was more dense and urban than it had probably ever been (or would be in the future).

It was clear that the demands of such an architectural and urban environment were different than had been in the past. The City Plan Commission's consultant beginning in the mid-1920s made the case for greater attention to the needs of parking, circulation, and urban amenities brought on by the private car. Downtown land economics were also at work, creating a higher premium for land than surface parking (a phenomenon not at work today, judging from the abundance of parking lots in the Downtown MRA). The streets would be better used for circulation, the City Plan Commission learned, than for parking. "The property values in this district have been built up," observed city planning engineer Harland Bartholomew for the Plan Commission in 1925, "and business opportunities are

(continued)

F. INFORMATION SOURCES _____

G. PREPARED BY Douglas L Stern **H. DATE** 15 December 1982

19: Auto Hotel Building (continued)

valued, with regard to this flow. In order to preserve the vitality and the usefulness of this district it is absolutely necessary that nothing be permitted to hinder that circulation upon which it depends."

The construction of the Auto Hotel building was an answer to this manifest need for better Downtown circulation through the removal of cars from the streets. "Men of vision have again demonstrated their faith in the future of Evansville as a community of progressive promise," intoned the newspaper advertisement announcing the opening of the \$250,000 structure on 11 January 1930 and, the newspaper continued, "in the prestige of the motor car as the most popular means of transportation." Within a few steps from the garage, noted its developers, were hotels, offices, shops, and theatres (the local Board of Directors for the Auto Hotel included the operator of the nearby McCurdy Hotel, a large and popular Downtown facility for conventions, meeting and the like). The local utility congratulated the developers on their enterprise and admitted that the Auto Hotel "no doubt will further relieve parking congestion."

This was not any simple garage, however, for the value of Downtown land demanded intensive uses. On the second floor were seven suites of modern-equipped offices, "particulary designed for the professional man or woman." On the fourth floor was a recreation center billed as the city's largest, boasting a bowling alley with twelve lanes ("designed after the latest mode" and furnished with "semi-automatic pinsetters") and with twelve or more billiard tables. The Auto Hotel operators were careful to attend to every want, offering light maintenance and service for cars (on a contract basis, if desired), parcel pick-up, and other conveniences. In short, not any other Evansville building before it offered the extent and variety of uses present in the Auto Hotel.

The organization of the Auto Hotel complex and its management suggested more profound trends than just the satisfaction of intense land use or the whims of the well-to-do. The American middle class admired organization and began, particulary in the second half of the 19th century, to judge institutions on the extent of their professionalization. The steps taken by the planners and operators of the Auto Hotel to evoke the public's appreciation for professionalism were obvious. The company under contract for managing the complex was referred to as "operating engineers," part of a national system of similar Auto Hotels (twenty others, in fact, from Atlantic City to Minneapolis and Buffalo to Nashville). Known as d'Humy Management, Inc., the operators of the Evansville Auto Hotel were based in New York City and took their name from Fernand E. Humy, an engineer responsible for the development of an auto incline ramp for parking garages. ("Wide entrances and exits and short ramps with easy grades make it convenient for you to go quickly and safely from floor to floor. d'Humy Motoramps make this possible.") The Evansville Auto Hotel was developed by the d'Humy Ramp Building Corporation, it would be operated by its subsidiary, d'Humy Management, Inc., and the general auditor for the Auto Hotel, J. E. Jordan of New York, would install the "d'Humy method of accounting"--supreme organization under the auspices of professionals all meant to appeal to middle class Evansville's craving for professionalism.

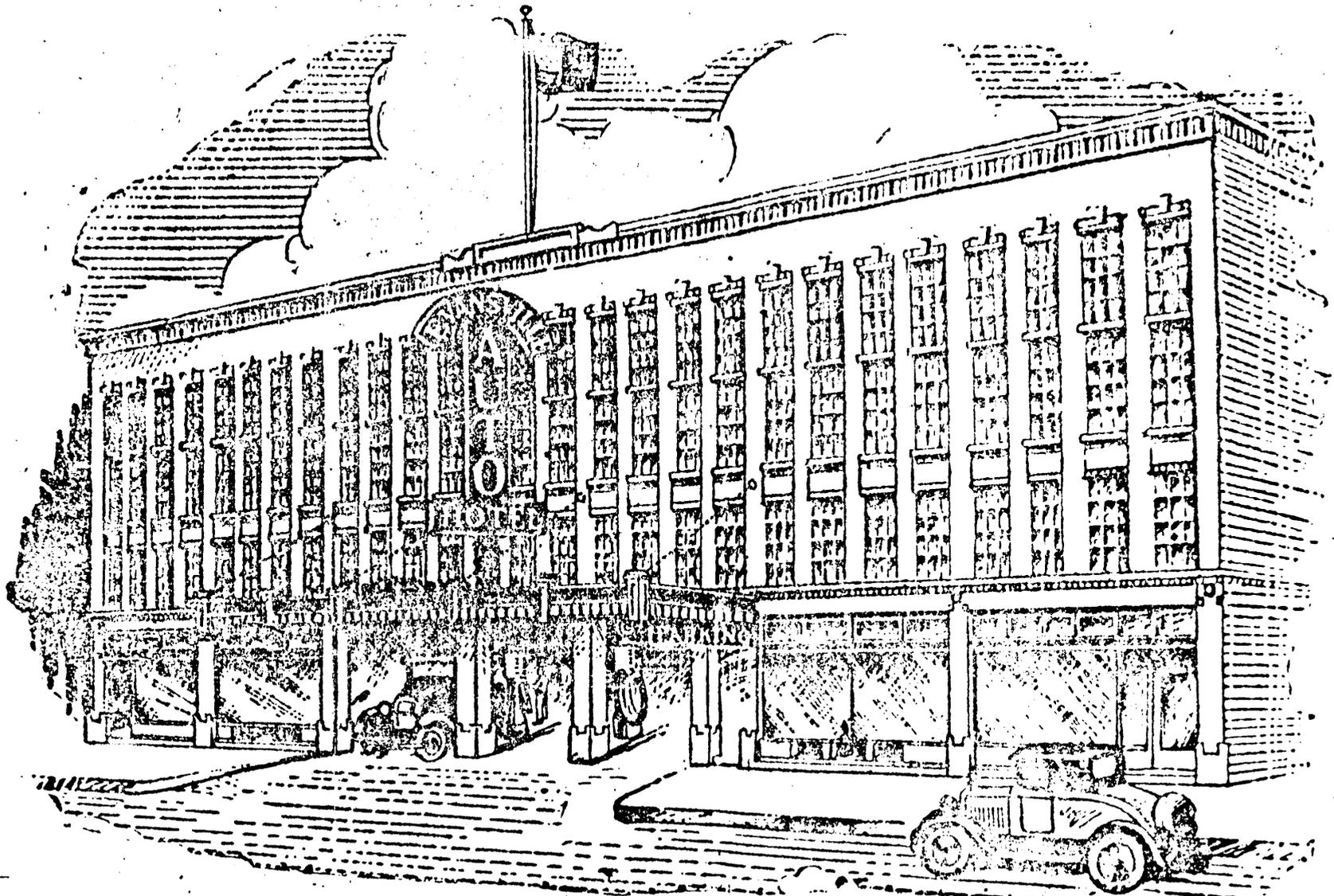
Other trappings of professionalism at the Auto Hotel were more subtle. The d'Humy organizations knew their businesses, but anything outside of their specialties required outside experts. The recreation area, therefore, would be operated by

Additional Architectural Information

19: Auto Hotel Building (continued)

the "Jensen brothers of Terre Haute, well known in bowling circles." The local manager of the Evasville Auto Hotel for the d'Humy conglomerate, H. V. Dumbleton, was recruited because of his background as an "auto hotel management engineer responsible for designing and management of automotive service buildings on the Pacific Coast." The conspicuous uniformed attendants, present at every turn to take care of every need, were there not only to reassure patrons that they were secure and pampered but also that they were in command of an Auto Hotel army, an army sanctioned by the d'Humy uniform.

If the Auto Hotel were a product of America's overarching culture of professionalism, its design was likely a combination of standards imposed by the d'Humy system, the talents of a local architect, and the taste of the Evansville community. Georgian Revival in style, the four story structure employed a rough texture face brick, popular locally at the time, "of variegated tan color tones with trim of limestone." Multilight steel casements (now replaced) made each of the nine levels "extremely lightsome." The 95,000 square foot structure was designed by Harry E. Boyle, a successful architect known best today for his institutional work for schools and the like, not so much for quasi-industrial buildings such as the Auto Hotel. Judging from the d'Humy system's penchant for scientific controls and consistency, it would not be surprising if it were known that they exercised a major role in the design, if not in its outward appearance and finish, then at least in its program and schematic design.



FEB 23 1934

THE AUTO HOTEL