

United States Department of the Interior  
National Park Service

# 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. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

historic name Mansuy and Smith Automobile Showroom Building

other names/site number Otto Epstein Plumbing warehouse

## 2. Location

street & number 38-42 Elm Street ☐ not for publication

city or town Hartford ☐ vicinity

state Connecticut code CT county Hartford code 003 zip code 06103

## 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

Signature of certifying official/Title \_\_\_\_\_ Date \_\_\_\_\_

State or Federal agency/bureau or Tribal Government \_\_\_\_\_

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

Signature of commenting official \_\_\_\_\_ Date \_\_\_\_\_

Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government \_\_\_\_\_

## 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 \_\_\_\_\_ Date of Action \_\_\_\_\_

Mansuy and Smith Automobile  
Showroom Building  
Name of Property

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## 5. Classification

### Ownership of Property

(Check as many boxes as apply.)

- |                                     |                  |
|-------------------------------------|------------------|
| <input checked="" type="checkbox"/> | private          |
| <input type="checkbox"/>            | public - Local   |
| <input type="checkbox"/>            | public - State   |
| <input type="checkbox"/>            | public - Federal |

### Category of Property

(Check only **one** box.)

- |                                     |             |
|-------------------------------------|-------------|
| <input checked="" type="checkbox"/> | building(s) |
| <input type="checkbox"/>            | district    |
| <input type="checkbox"/>            | site        |
| <input type="checkbox"/>            | structure   |
| <input type="checkbox"/>            | object      |

### Number of Resources within Property

(Do not include previously listed resources in the count.)

| Contributing | Noncontributing |
|--------------|-----------------|
| 1            | buildings       |
|              | sites           |
|              | structures      |
|              | objects         |
| 1            | <b>Total</b>    |

### Name of related multiple property listing

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

N?A

### Number of contributing resources previously listed in the National Register

0

## 6. Function or Use

### Historic Functions

(Enter categories from instructions.)

COMMERCE/TRADE: *specialty store*

### Current Functions

(Enter categories from instructions.)

WORK IN PROGRESS

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN

Other: *Queen Anne*

Other: *commercial building*

### Materials

(Enter categories from instructions.)

foundation: *stone*

walls: *brick*

roof: *asphalt*

other:

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### Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

#### Summary Paragraph

The Mansuy and Smith Automobile Showroom Building is a two story, 4600 square foot, three bay brick building with a square plan. It is a Two-Part Commercial Block building in the Queen Anne Style. It faces west on Elm Street in the center of a connected row of three similar buildings in downtown Hartford, Connecticut (Photo 1). It is of load bearing masonry construction with a hipped roof and a parapet gable centered on the façade. It is surrounded by commercial buildings and there is a surface parking lot to the west across Elm Street. The east 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 in the early twentieth century.

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### Narrative Description

#### Exterior

The Mansuy and Smith Automobile Showroom Building is flush with the sidewalk on the east side of Elm Street. It shares its north and south walls with adjoining buildings. There are three evenly spaced, wide openings on the first story of the brick façade. The sidewalk slopes downward to the north and the base of the building under the north opening is a rusticated brownstone block wall, now partially parged and severely deteriorated, which is level at the bottom of the opening and slopes with the sidewalk at the bottom. The base of the center opening is a wooden panel with a deteriorated brownstone base separating it from narrow column on the south side of the west opening. The north 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 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 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, 5). 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 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 slightly 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 word "carriages". (Photo 7).

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Interior

The first story interior is entirely open with exposed brick walls, a wooden floor and 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 is also undivided with exposed brick walls and a wooden floor. There is 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 the second story was added to this building (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).



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## 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.)

Property is:

- ☐ 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.

### Areas of Significance

(Enter categories from instructions.)

COMMERCE

TRANSPORTATION

### Period of Significance

1909-1913

### Significant Dates

c.1900

### Significant Person

(Complete only if Criterion B is marked above.)

### Cultural Affiliation

### Architect/Builder

### Period of Significance (justification)

The Period of Significance starts in 1909, when Mansuey & Smith first started selling automobiles from this building. It ends in 1913 when they went out of business.

### Criteria Considerations (explanation, if necessary)

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Mansuy and Smith Automobile Showroom Building is significant under Criterion A because it was used in the early twentieth century as an automobile showroom by a carriage maker that was trying to transition to a new means of transportation. The Mansuy Carriage Company (later Mansuy and Smith) had been in business at 17 Elm Street since shortly after the Civil War. By 1906, they saw that automobiles were becoming popular and they began to paint and repair them at the carriage factory. By 1909 they were sales agents for the Rambler automobile and in 1911 they began to sell two different makes at their showroom at 18-20 Elm Street (38-42 Elm Street after 1921) across the street from the carriage factory. It is significant under Criterion C because the showroom building retains its original openings for showroom windows as well as a distinctive parapet gable. It is a reminder of the early era of motoring in Connecticut and of the transitional period between horse-powered vehicles and vehicles with horsepower.

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

**Criterion A**

The Mansuy Carriage Company

Louis L. Mansuy began making carriages in a small shop on Hicks Street in Hartford<sup>1</sup> in 1841.<sup>2</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 Elm Street shortly after the Civil War (Figure1). Louis Mansuy died in 1868 and the business was inherited by his son, Justin Mansuy,<sup>3</sup> who made it one of the most successful in Connecticut.<sup>4</sup> They manufactured many types of carriages and were awarded a gold medal at the 1879 Connecticut State Fair.<sup>5</sup> The factory employed as many as fifty men in 1881 and, in addition to its

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<sup>1</sup> "Manufacturing Interests: The Mansuy Carriage Manufacturing Company," *The Hartford Courant* (Hartford, CT), February 25, 1881.

<sup>2</sup> "Mansuy & Smith", display advertisement, Geer's Hartford City Directory (Hartford: The Hartford Printing Company, 1903) 685.

<sup>3</sup> "Manufacturing Interests," *The Hartford Courant* (Hartford, CT), February 25, 1881.

<sup>4</sup> "Old Mansuy Carriage Factory will be razed for Garage Building", *The Hartford Courant* (Hartford, CT), January 14, 1927.

<sup>5</sup> "The State Fair: Fourth Day of the Exhibition," *The Hartford Courant* (Hartford, CT), October 31, 1879.

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manufacturing business, repaired about 2500 carriages per year at that time.<sup>6</sup> By 1894, the company had added pneumatic tires to some of its carriages and the pace of production continued to increase.<sup>7</sup>

### Mansuy and the Automobile

The Mansuy Carriage 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>8</sup> Mansuy was probably chosen to produce this early vehicle because Louis Mansuy, grandson of the first Mansuy carriage maker, was employed by Pope at the time.<sup>9</sup> The Mansuy company began to work on automobiles in its paint shops 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>10</sup>

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>11</sup> As a result of the show, the company, now known as Mansuy & Smith, became the first Hartford dealers for the Rambler.<sup>12</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>13</sup>

By 1910, automobile registrations in Connecticut had reached 14,000.<sup>14</sup> There were eleven automobile manufacturers registered in the state and three hundred twenty-five dealers.<sup>15</sup> Mansuy and Smith chose to expand their automotive business in 1910 by dropping the Rambler, taking on two new makers and opening a new showroom at 18-20 Elm Street, across the street from the carriage factory and auto shops. 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>16</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 location.<sup>17</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 manufacturer 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, 1910.<sup>18</sup> They sold for approximately \$2,000.<sup>19</sup> The company moved to Cleveland in 1916 and it went out of business in 1918.<sup>20</sup>

<sup>6</sup> "Manufacturing Interests," *The Hartford Courant* (Hartford, CT), February 25, 1881.

<sup>7</sup> "Those Pneumatic Tires: An Hour in a Large and Interesting Establishment," *The Hartford Courant* (Hartford, CT), June 29, 1894.

<sup>8</sup> David Corrigan, "The Horseless Era Arrives," (*Hog River Journal*, Spring, 2005).

<sup>9</sup> "Death of Mrs. Julia A. Mansuy," *The Hartford Courant* (Hartford, CT), May 11, 1897.

<sup>10</sup> "Announcements," Geer's Hartford City Directory (Hartford: The Hartford Printing Company, 1903, February 14, 1902.

<sup>11</sup> "Advance Trip to the Automobile Show," *The Hartford Courant* (Hartford, CT), February 20, 1909.

<sup>12</sup> "Rambler Cars are Proving Popular," *The Hartford Courant* (Hartford, CT), May 25, 1909.

<sup>13</sup> Daniel Vaughn, "1909 Rambler Model 44," *conceptcarz*, <http://www.conceptcarz.com/vehicle/z16166/Rambler-Model-44.aspx> Accessed November 14, 2013

<sup>14</sup> "Connecticut Registrations High," *The Automobile*, v. 38, February 13, 1913

<sup>15</sup> "The Automobile in Connecticut," *Automobile Topics*, v. 21, No. 14, January 1910.

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

<sup>17</sup> *Ibid*.

<sup>18</sup> "Bull Dog Auto Arrives," *The Hartford Courant* (Hartford, CT), November 29, 1910.

<sup>19</sup> "1912 Abbot-Detroit Model 44," *conceptcarz*, <http://www.conceptcarz.com/vehicle/z14257/Abbot-Detroit-Model-44.aspx> Accessed November 14, 2013.

<sup>20</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.

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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>21</sup> They were the creations of automotive innovator Lee Freyer (1874-1938). He designed the worlds 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>22</sup> Frayer met the fifteen-year old Eddie Rickenbacker (1890-1973)<sup>23</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>24</sup> Both men drove in the race and they finished thirteenth out of a starting field of forty, with only twenty-six finishing.<sup>25</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>26</sup> They expanded their Hartford dealership in 1912 and added a service department,<sup>27</sup> but the company went out of business in 1913.<sup>28</sup>

#### End of an Era

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>29</sup> Dr. Smith sold the showroom building to Otto Epstein on March 1, 1916.<sup>30</sup> Epstein operated a plumbing fixture business there for many years.

After the demise of Mansuy and Smith, 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>31</sup> Ironically, it would be the automobile that finally destroyed the factory building. It was demolished for a proposed structured parking garage in 1927,<sup>32</sup> but the garage was never built. A surface parking lot occupies the site in 2014.

#### **Criterion C**

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. But the market grew rapidly from only four registered automobiles in the United States in 1895 to over four thousand 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

<sup>21</sup> "The Firestone-Columbus Automobile & The Columbus Buggy Co.," *American Automobiles* <http://www.american-automobiles.com/Firestone-Columbus.html> accessed November 14, 2013.

<sup>22</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>23</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>24</sup> Scott Notebloom, "Lee Frayer"

<sup>25</sup> "Race Results for the 1911 Indianapolis 500," *Indianapolis 500*, <http://www.indianapolis500.com/indy500/history/stats/results/?year=1911> accessed November 14, 2013.

<sup>26</sup> "Firestone-Columbus Models for 1911," *Automobile Topics*, v. 21, No. 2, November 12, 1910, 368-369.

<sup>27</sup> "Points of Firestone-Columbus," *The Hartford Courant* (Hartford, CT), February 17, 1912.

<sup>28</sup> "Columbus Buggy Company," *Touring Ohio*, <http://www.touring-ohio.com/central/columbus/columbus-buggy.html> accessed November 14, 2013.

<sup>29</sup> "Louis J. Mansuy Bankrupt," *The Hartford Courant* (Hartford, CT), March 31, 1913.

<sup>30</sup> City of Hartford Land Records, Volume 420, page 316.

<sup>31</sup> "Elm Street Auto and Carriage Works," display advertisement, *The Hartford Courant* (Hartford, CT), June 28, 1914.

<sup>32</sup> "Old Mansuy Factory," *The Hartford Courant* (Hartford, CT), January 24, 1927

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automobile dealership in Detroit in 1896 and others soon followed.<sup>33</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>34</sup> The Mansuy and Smith Automobile Showroom Building is an example of the trend to sell cars in a more attractive environment.

A structure on the site of the Mansuy and Smith Automobile Showroom Building 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.<sup>35</sup> On the 1900 Sanborn map it is shown as a larger one story structure 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. The building to the north of the showroom building is shown as a two story structure on the 1900 map, which would account for the bricked-in windows on the north wall of the second story of the showroom building.<sup>36</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>37</sup> This article could also be referring to the installation of the lift used to bring cars to the second story. The brownstone base, wide showroom windows and distinctive gable all follow the trend of creating an attractive dealership building.

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**Developmental history/additional historic context information** (if appropriate)

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## 9. Major Bibliographical References

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<sup>33</sup> Robert Genat, *The American Car Dealership* (St. Paul: Motorbooks International, 2004) 17.

<sup>34</sup> *Ibid.*, 8.

<sup>35</sup> *Hartford, Connecticut* (New York: Sanborn Map & Publishing Company, 1885) sheet 19.

<sup>36</sup> *Hartford, Connecticut Insurance Maps 1900, Volume 2* (New York: Sanborn-Perris Map Company, 1900) sheet 95.

<sup>37</sup> "Points of Firestone-Columbus," *The Hartford Courant* (Hartford, CT), February 17, 1912.

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

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

\_\_\_\_ preliminary determination of individual listing (36 CFR 67 has been

**Primary location of additional data:**

\_\_\_\_ State Historic Preservation Office

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☐ 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 # \_\_\_\_\_

☐ Other State agency  
☐ Federal agency  
☐ Local government  
☐ University  
☐ Other  
Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if  
assigned):

## 10. Geographical Data

**Acreage of Property** .061  
(Do not include previously listed resource acreage.)

### UTM References

(Place additional UTM references on a continuation sheet.)

1 18T 5625992 693244  
Zone Easting Northing

3 Zone Easting Northing

2 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.)

This is the parcel on which the Mansuy and Smith Automobile Showroom Building stands.

## 11. Form Prepared By

name/title Tod Bryant  
organization Heritage Resources date February 25, 2014  
street & number 23 Morgan Avenue telephone 203-852-9788  
city or town Norwalk state CT zip code 06851  
e-mail tod@heritageresourcesct.com

### Additional Documentation

Submit the following items with the completed form:

Mansuy and Smith Automobile                      Hartford  
Showroom Building  
Name of Property

Connecticut  
County and State

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

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**Photographs:**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property:

City or Vicinity:

County:

State:

Photographer:

Date Photographed:

Description of Photograph(s) and number:

1 of \_\_\_\_.

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**Property Owner:**

(Complete this item at the request of the SHPO or FPO.)

name Peabody Unlimited LLC  
street & number 34 Filley Street telephone \_\_\_\_\_  
city or town Windsor state CT zip code 06095

**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 18 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

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



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



Mansuy and Smith Automobile  
Showroom Building

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



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



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



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



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



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



Mansuy and Smith Automobile  
Showroom Building

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

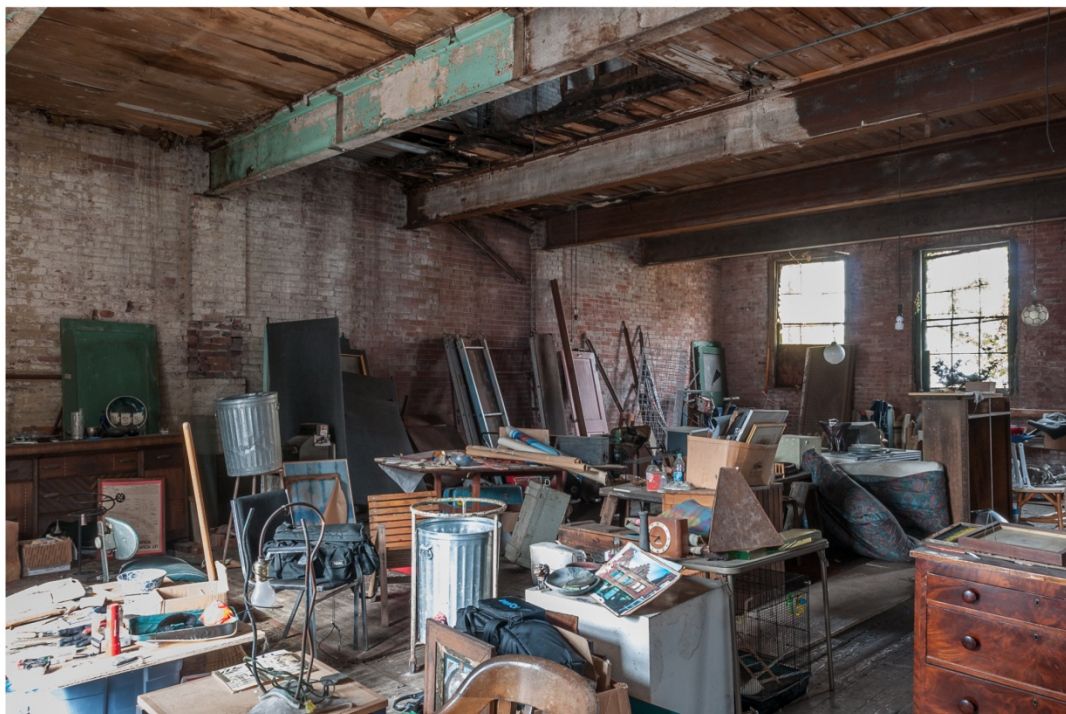


Photo 10. Mansuy and Smith Automobile Showroom Building, first story, view northwest showing open interior and steel beams.



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



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



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



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



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



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



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



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



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



Figure 1. Mansuy and Smith Carriage Company c.1890., view west. Carl Stoekel, Courtesy Hartford History Center, Hartford Public Library

Mansuy and Smith Automobile  
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Name of Property

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ALD: SUNDAY MORNING, SEPTEMBER 19, 1909. PART III



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, 4144 cc.
- Ignition, Magneto, regular equipment.
- Transmission, selective type.
- Brakes, two external and internal direct on drums linked to rear wheels.
- Frame, heavy pressed steel, 5 lb. section.
- Wheel base, 105 inches.
- Tires, 28x3½, with Universal quick detachable rims.
- Springs, front, semi-elliptic; rear, elliptic with involute ends.
- Colors, dark Keweenaw 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 52 is the new 7-passenger Rambler. It has 45 h. p. engine, 121-inch wheel base. Wheels 28x4½, and sells for \$2500.

MODEL 54 is a 45 h. p. 5-passenger Rambler; 117-inch wheel base. Wheels 28x4½ 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 car, Model 53, are now arriving and may be seen at our warehouses. 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 spread 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.



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DIAMOND TIRE MANAGER

Figure 2. 1910 Rambler automobile advertisement.

28 THE HORSELESS AGE. Vol. 30, No. 24.



## All-Year-Around Service

Abbott-Detroit automobiles are the best of their kind. They are built for service in all climates and for all seasons. They are built for service in all climates and for all seasons. They are built for service in all climates and for all seasons.

**THE CLUTCH**  
The clutch is of the dry, multiple disc type. It is mounted on the front of the engine and is operated by a foot pedal. It is built for service in all climates and for all seasons.

**THE TRANSMISSION**  
The transmission is of the three-speed forward and reverse sliding type. It is mounted on the front of the engine and is operated by a foot pedal. It is built for service in all climates and for all seasons.

**THE AXLES**  
The axles are of the semi-elliptic type. They are mounted on the front and rear of the car and are operated by a foot pedal. They are built for service in all climates and for all seasons.

**THE WHEELS**  
The wheels are of the 32-inch type. They are mounted on the front and rear of the car and are operated by a foot pedal. They are built for service in all climates and for all seasons.

**THE TIRES**  
The tires are of the 32-inch type. They are mounted on the front and rear of the car and are operated by a foot pedal. They are built for service in all climates and for all seasons.

**THE ENGINE**  
The engine is of the 4-cylinder type. It is mounted on the front of the car and is operated by a foot pedal. It is built for service in all climates and for all seasons.

**THE BODY**  
The body is of the 4-door type. It is mounted on the front of the car and is operated by a foot pedal. It is built for service in all climates and for all seasons.

**THE PRICE**  
The price is \$1950. It is built for service in all climates and for all seasons.

**Abbott-Detroit**  
608 Waterloo Street  
Detroit, Mich.

Figure 3. 1913 Abbott-Detroit advertisement.

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Figure 4. 1911 Firestone-Columbus advertisement.



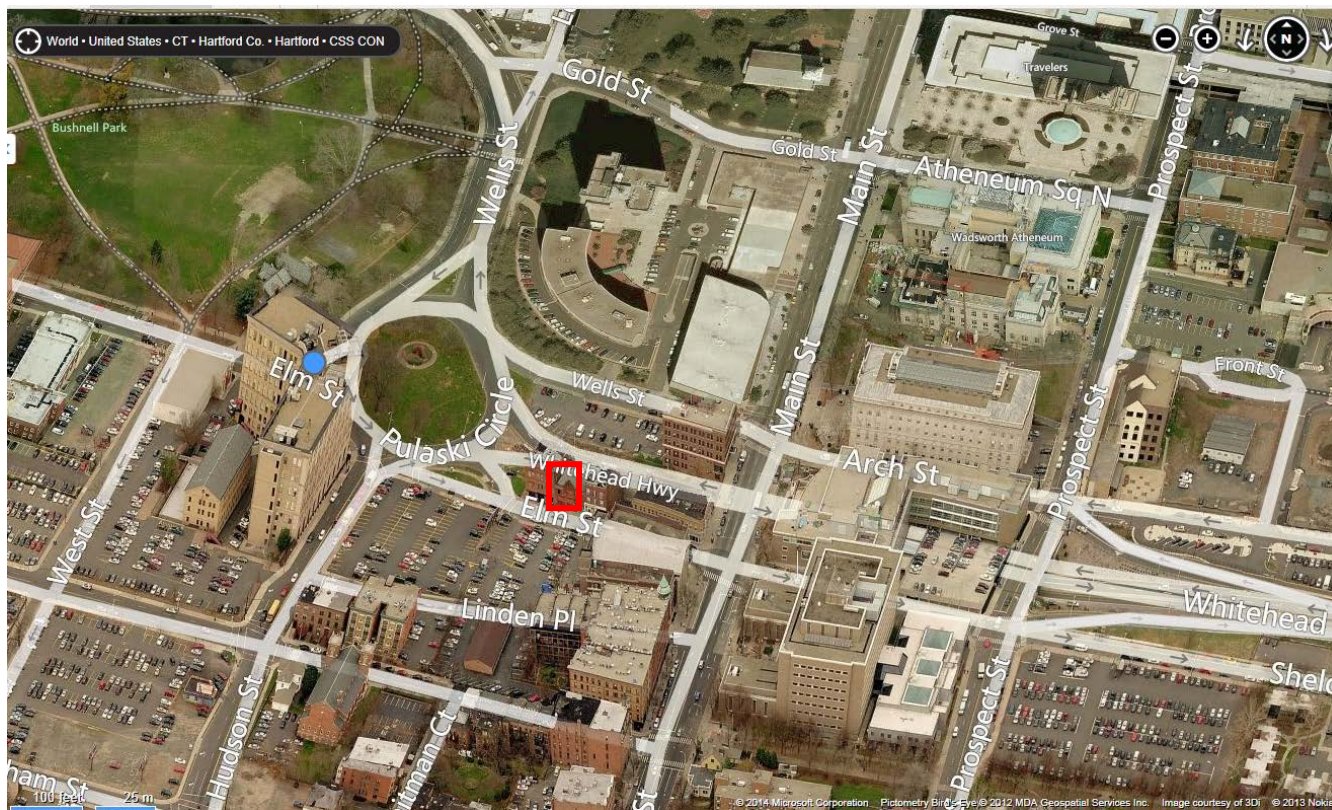
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Map showing location of 38-42 Elm Street.