



PRELIMINARY INFORMATION FORM (PIF) for INDIVIDUAL PROPERTIES

DHR No. (to be completed by DHR staff) 129-5171

1. General Property Information

Property name: Hart Motors Company

Property address: 1341 E. Main Street

City or Town: Salem

Zip code: 24153

Name of the Independent City or County where the property is located: City of Salem

Category of Property (choose only one of the following):

Building ☒

Site ☐

Structure ☐

Object ☐

2. Physical Aspects

Acreage: 3.96

Setting (choose only one of the following):

Urban ☐ Suburban ☒ Town ☐ Village ☐ Hamlet ☐ Rural ☐

Briefly describe the property's overall setting, including any notable landscape features:

Hart Motor Company is located on the north side of E. Main Street (U.S. 460) in Salem, Virginia. The automobile dealership stands on 3.96 acres. The property is surrounded by a residential neighborhood to the north and commercial buildings to the east, west, and south. Most of the surrounding commercial properties are also automobile-related enterprises. Sherwood Memorial Park stands across the street from Hart Motor Company. The two buildings, which are set back from the street amidst a flat, large, paved parking lot, are connected by a metal canopy. Four metal signs and a rectangular arch are at the front of the property, along E. Main Street.

3. Architectural Description

Architectural Style(s): Modern Movement (Googie)

If the property was designed by an architect, landscape architect, engineer, or other professional, please list here: Kinsey, Motley & Shane, Architects and Engineer

If the builder is known, please list here: Valley Contractors (General Reynolds)

Date of construction (can be approximate): 1972-1973

Narrative Description:

In the space below, briefly describe the general characteristics of the entire property, such as its current use (and historic use if different), as well as the primary building or structure on the property (such as a house, store, mill, factory, depot, bridge, etc.). Include the architectural style, materials and method(s) of construction, physical appearance and condition (exterior and interior), and any additions, remodelings, or other alterations.

The 1972-1973 Hart Motor Company comprises an automobile showroom and a service building connected by a metal canopy. The showroom reflects the Googie style of architecture with its circular form. The one-story round automobile showroom is located at the front of the property. The showroom has a flat roof and stands on a concrete foundation. The roof projects out from the SW, SE, and NE areas of the building and is supported by steel columns. A metal fascia wraps around the building and features large metal letters that read "HART MOTORS." Metal flag poles are evenly spaced around the roof and feature red and white checked flags. The walls are of steel frame and glass curtain wall construction with the plate-glass windows extending around three sides to create the showroom. The NW wall at the rear of the building is constructed with brick. The brick walls are covered with metal siding and feature fixed metal windows. There are four entrances around the building, three of these entrances contain single-leaf aluminum-frame doors and the other entrance contains double-leaf aluminum-frame doors. All entrances are surmounted by aluminum-frame transoms. The double-leaf entrance in the NE corner of the showroom is particularly wide as it also functioned as the automobile entry into the showroom. Two large metal rectangular arches append the roof on the east side of the showroom. A metal sign featuring the Suzuki name and logo pierces the top of one of the arches. These arches were added in 2006 when the dealership was required to do a Suzuki image update.

The interior features a large showroom area with support rooms, including offices, a waiting area, and restrooms, in the northwest corner. Interior finishes include wood fiber acoustic panel ceilings and terrazzo floors in the showroom and GWB walls and ceilings and carpeted floors in the support rooms. Flush wood doors and wood trim are extant in the support rooms as well.

Briefly describe any outbuildings or secondary resources (such as barns, sheds, dam and mill pond, storage tanks, scales, railroad spurs, etc.), including their condition and their estimated construction dates.

A metal service building is located behind the showroom. It is rectangular in form with a large rear garage addition and stands on a concrete foundation. The low-sloped gable roof is covered with metal roofing. The exterior walls are clad with ribbed metal siding. On the east side elevation are large metal letters reading "HART" and a metal heart. A small metal sign featuring the name of the company as well as the logos of the car brands that the dealership sells is on the front elevation. The front elevation features two aluminum-frame polygonal storefront systems. The eastern storefront system contains a single-leaf entrance. Garage openings pierce the east, west, and south elevations. These openings contain historic aluminum garage doors with glazed panels. Historic metal 1/2-light doors capped by a transom are located beside the garage doors within the garage opening on the east and west side elevations. Flush metal doors are located on the rear elevation and the west side elevation as well. A metal canopy connects the service building to the showroom. A sign of metal letters that reads "SERVICE CENTER" and metal arrows accents the west side of the canopy. The interior features a shop office and parts department in the front SW corner. The rest of the building is open in plan and serves as the service garage. A storage loft is located along the west wall of the rear addition. Interior walls are concrete block, parts of which are finished with GWB. Steel steps access the shop office from the garage area and wood

steps access the storage loft in the addition. The floors are concrete, and the ceiling is exposed steel roof structure with insulation above in the open service area. The floors in the finished areas of the shop office and the parts department are covered with tile and the ceilings are covered with acoustical panels. The building features single-leaf ½-light or flush metal doors.

Four metal signs and a rectangular arch are located along the front (south) of the property. A non-historic pylon sign at the SE corner of the property reads “HART MORTOR COMPANY.” This sign was erected in 1988. Also, at the SE corner of the property, a non-historic, rectangular, metal arch was installed in 1992 along with a concrete pad to display automobiles. A historic 1973 metal monument sign reading “Certified Service” and a historic, 1973 pylon sign reading “GMC HART MOTORS” stand at the entrance off E. Main Street, towards the center of the property. A non-historic, metal, rectangular-arched Suzuki sign was erected at the SW corner of the property in 1992.

The property retains a relatively high level of integrity as an automobile dealership constructed in 1972-1973. The original showroom building - with its circular form, steel structure with plate-glass windows extending around three sides, flat projecting roof accentuated by a metal fascia with metal lettering and punctuated by flagpoles, and open-plan showroom with terrazzo flooring and exposed steel columns - remains intact. The only changes to this building are the addition of the rectangular metal arches and signage on the exterior and minor upgrades to finishes in the non-public support spaces on the interior. The service department building also remains relatively intact with its utilitarian form, plan, and finishes as well as the ribbed-metal siding, garage doors, signage, and metal canopy connecting it to the showroom building. The non-historic addition to the service department building is located at the rear and continues the same utilitarian design and materials as the historic section. While there are several non-historic signs and the automobile display platform on the site, the two original pylon signs remain intact.

4. Property's History and Significance

In the space below, briefly describe the history of the property, such as significant events, persons, and/or families associated with the property. Please list all sources of information used to research the history of the property. (It is not necessary to attach lengthy articles or family genealogies to this form.)

If the property is important for its architecture, engineering, landscape architecture, or other aspects of design, please include a brief explanation of this aspect.

Significance Statement

The Hart Motor Company, built in 1972-1973 at 1341 E. Main Street in Salem, Virginia, is a rare surviving example in Virginia of an automobile dealership with a circular-form and glass curtain wall showroom. The building is potentially eligible for listing on the National Register under Criteria A and C with significance on the local level in the areas of Transportation, Commerce/Trade, and Architecture. Established in 1937 as the local Oldsmobile dealership in Salem at 3 W. Main Street, the construction of the current dealership in 1972-1973 on E. Main Street/US Route 11 reflects the shift of local commerce from the pedestrian-scale Main Street at the center of downtown Salem to the development of commercial strips on the outskirts of town that catered to automobile traffic. The new dealership also represents changing national trends in automobile sales and the dealership model during the second half of the 20th century. The design of the new dealership by the Salem firm Kinsey, Motley and Shane, Architects and Engineer that featured a circular-form showroom with a glass curtain wall to showcase the latest automobiles for sale along US Route 11 also represents the influence of the Jet-age inspired Googie-style popular during this period for roadside and automobile-related architecture. As a building that continues to function in its original capacity and retain its architectural and historical significance into the recent past the period of significance for the Hart Motor Company begins in 1972 with the plans

and design for the new dealership and continues to 1973 to encompass its construction and initial year of operation that represents the shift in commercial development in Salem as well as changing trends in dealership design and operations nationwide.

Historical Background

E.P. “Jeff” Hart opened the Hart Motor Company on October 1, 1937, in the Snyder Building at 3 W. Main Street in Salem. Hart, who had worked for the Greyhound Bus Company in Washington, DC and an automobile dealership in Richmond, took over the local Oldsmobile dealership following the retirement of F.W. Whitescarver. The new business location offered an expanded showroom to display the latest Oldsmobile models for sale, as well as improved repair facilities to service all makes of automobiles.¹ After moving to a second location at 400 E. Main Street in 1944 and opening a separate used car lot in 1957, Hart Motors Inc. moved the Oldsmobile dealership to a new and expanded location on E. Main Street/US Route 11 in 1973. With new car sales totaling 250 in 1972, a company spokesman explained the new 13,818-square foot facility was needed to accommodate increased business as well as the larger and more complex equipment required to service the latest automobile models. Hart commissioned the Salem firm of Kinsey, Motley and Shane, Architects and Engineer in 1972 to design a modern new dealership on the main north-south thoroughfare of US Route 11 that connected the cities of Roanoke and Salem. The design, constructed by Valley Contractors under the supervision of General Reynolds, features a circular-form showroom with a service department attached by a canopy at the rear. At the time of the opening in September 1973, the company consisted of twenty-five sales and service employees.² Hart Motors, Inc. continues to operate at this location today as a Kia and GMC dealership under the leadership of Carl Hart Jr. as president.

Criterion A: Transportation and Commerce/Trade

As the number of automobiles in the United States steadily increased from the 1920s through the second half of the 20th century, the automobile made an indelible impact on the development of road systems, real estate development, and commerce. Between 1920 and 1930, the national number of automobile registrations tripled to a total of 23 million.³ Sales boomed again following World War II with the increase in population, general prosperity, and a pent up demand for goods after the Great Depression and years of war rations. Additionally, the expansion of road systems and the growth of suburbs helped to establish permanently the automobile as the primary means of transportation in the United States.

Automobile manufacturers developed the dealership model as the most effective way to sell cars. While the most efficient approach to manufacturing automobiles was, by necessity, centralized with assembly-line production in a large plant, automobile sales depended on a decentralized distribution system through franchises or dealerships in towns and cities across the nation. The automobile sales industry is somewhat unique as the purchase of a car is often the second largest investment an owner will make after a home mortgage and that purchase requires long-term maintenance. Therefore, the local automobile dealership was equally important to the national automobile manufacturer and the local customer for both the initial sale as well as the ongoing service of the automobile.⁴ This dual function of the dealership is evident in the two-part design with a highly visible showroom at the front for sales and a large service department conveniently located at the side or rear for easy access by customers. The franchise relationship between the dealership and the manufacturer was exclusive as the dealership served as the primary point of sale and service for the manufacturer. For this reason, the manufacturer dictated strict marketing and service protocols to best represent and promote their brand.

Reflecting national trends, the number of automobile dealerships in Salem increased from one in 1917 to three in the 1930s, including the Oldsmobile and Chevrolet dealerships owned by R.W. Whitescarver and the Dodge dealership owned by O. G. Lewis. All of these existing dealerships changed ownership in the

late 1930s, including the purchase of the Oldsmobile dealership at 3 W. Main Street by E. P. Hart following Whitescarver's retirement in 1937. A fourth dealership, Wiley-Hall Motors, Inc. opened in 1939 to sell Ford automobiles.⁵

The migration of automobile dealerships from the central business district to the "tax-payer strips" that developed on the main routes leading into town also reflect changing trends in commercial development. While this shift began prior to World War II, the ubiquitous "tax-payer strips" served as the gateway to most cities and towns by the second half of the 20th century.⁶ US Route 11, built in 1912 along the route of the earlier Wilderness Road, was the main north-south route through the western valley of Virginia prior to Interstate-81 and served as a segment of the National Highway. The automobile touring industry promoted this highway as the preferred route between New York City and Atlanta in the early 20th century. Known as Main Street in Salem, US Route 11 was a major arterial road connecting Roanoke, Salem, and other towns and cities in western Virginia. While businesses in Salem initially located along Main Street in close proximity to the Roanoke County Courthouse, the areas of Main Street/US Route 11 to the east and west of the town's central district began to develop after World War II. E. P. Hart, served on Salem Town Council from 1954 to 1970, including a term as mayor from 1968 to 1970, when the area along US Route 11 between Roanoke and Salem was the focus of annexation by Roanoke City. In response to petitions by the property owners, Salem annexed the E. Main Street corridor in 1965 and received its charter as a city soon afterwards in 1967.⁷ Following this annexation, many of the local dealerships, including the Hart Motor Company, began relocating from downtown to this new commercial strip where land was more affordable, and dealerships could have expansive sales lots easily visible to passing motorists.

Criterion C: Architecture

Designed in 1972 by Kinsey, Motley and Shane, Architects and Engineer, the Hart Motor Company dealership with its circular-form showroom is a rare surviving example in Salem, as well as Virginia, of this unique building type and form that exhibits the influence of the Googie style and the development of roadside architecture in the Post-World War II era. The Googie style, with its geometric shapes, extensive use of glass and other modern materials, and distinctive roof forms provided the visual interest needed by roadside operations to attract customers. As the third facility in Salem since the company was first established in 1937, the construction of the Hart Motor Company dealership on E. Main Street in the early 1970s also reflects the evolution of this building type in terms of functional and aesthetic design.

Initially located in the central business districts, the design of dealerships followed the Main Street Commercial style that dominated downtowns during the years between World War I and II. These buildings were typically one or two stories in height, rectilinear in form, and followed the same minimal setback from the road and sidewalk as the surrounding commercial block. Similar to other commercial buildings, the façade featured storefront display windows, although these tended to be larger than other retail businesses given the product being displayed, with traditional sash windows on the upper level and decorative detailing at the cornice. In addition to the larger display windows, at least one entrance was usually wider or there was a garage entrance for automobiles to access the showroom at the front. The repair and service area were located towards the rear or on the upper floor accessed by an interior ramp or freight elevator.⁸

During the 1950s and 1960s, the design of dealerships shifted from the traditional commercial style to a new aesthetic of roadside architecture that appealed to passing motorists. Located amidst commercial development along major thoroughfares and surrounded by large, paved lots, the dealership was designed to be highly visible and clearly display its product for sale.

The Hart Motor Company dealership, which was first established in 1937 in a traditional Main Street Commercial style building in the downtown business district of Salem, reflects the evolution of dealership design with the relocation to a new facility on E. Main Street/US Route 11 in 1972-1973. The new dealership is located along a commercial strip that now includes several other auto dealerships and used-car lots. Surrounded by an expanse of pavement, the focal point of the dealership is the circular-form showroom with its steel-and-glass curtain wall extending around three sides. This design exemplifies the expressive functionalism of the modern design movement led by Le Corbusier in the late 1930s. The development of the steel-and-glass curtain wall system allowed the internal function of a building to be expressed on the exterior.⁹ Perhaps there is no better use of this than the automobile showroom on a busy commercial strip where the product was clearly displayed to passing motorists and, at night, could be lit up to better showcase the display. The sleek and modern interior of the showroom with the open showroom plan along with the glass curtain wall extending around three sides and the terrazzo flooring served to focus the attention of the customer on the latest automobile models for sale and promoted a sense of new possibilities this investment could offer. The surrounding paved lot filled with new and used automobiles also represented a new way of conducting sales as it advertised the readily available inventory and also allowed potential buyers to browse the selection after hours. Meanwhile, the service department continued to be a critical part of the dealership business and occupied an even larger section of the property, either to the rear or side of the showroom, as service equipment and parts became more complex.

The Googie style, an extension of the earlier Streamline Moderne style, is a type of futurist architecture well-suited to dealerships as it was influenced by the emergence of car culture and the Space Age in the late 1950s. The style, which was more prevalent and pronounced in the western states, was popular for roadside architecture, such as motels, diners, and gas stations. Googie designs were intended to attract passing motorists, using eye-catching characteristics like geometric shapes, hard angles, cantilevered roofs, tailfins, starbursts, and glass curtain walls. The showroom of the Hart Motor Company dealership reflects the influence of the Googie style with its circular form and steel-and-glass curtain wall wrapping around three sides. The flat roof extends beyond the curtain wall to rest on metal columns that accentuate the sense of the showroom as a glass pavilion. Although the roof is flat and not visible in itself, the metal fascia with large metal letters reading “Hart Motors” as well as the evenly spaced flagpoles extending above the roofline with checkered “race” flags give the roof a strong presence as it seemingly floats above the glass showroom.

Other examples of automobile dealerships designed in the Googie style with a circular-form showroom documented to date in Virginia are rare. The Lawrence Chrysler-Plymouth Dealership, which has been demolished, was built ca. 1965 at 4808 West Broad Street in Richmond with a round showroom and parachute-style roof. Another example is Casey Chevrolet at 11700 Jefferson Avenue in Newport News. This ca. 1965 dealership with round showroom was recommended eligible for NRHP listing as part of the Section 106 Review process in 2021. While there are other dealerships in Virginia designed in the Googie style, these two were the only other dealerships in Virginia that included a circular-form showroom according to the Virginia Auto Dealership Association. As corporate image and branding continue to dictate the design and appearance of dealerships, these historic, circular-form showrooms are threatened with demolition as they do not conform to current corporate standards.

Kinsey, Motley and Shane, Architects and Engineer

The Salem, Virginia firm of Kinsey, Motley and Shane, Architects and Engineer designed the Hart Motor Showroom in 1972. Roy M. Kinsey (1920-2010), a native of New York, received his degree in architecture from the University of Virginia in 1946 after serving in World War II. Kenneth L. Motley, FAIA (1929-2017) grew up in Roanoke before attending Virginia Polytechnic Institute and State University (Virginia Tech) where he received his architecture degree in 1953. Both architects began their

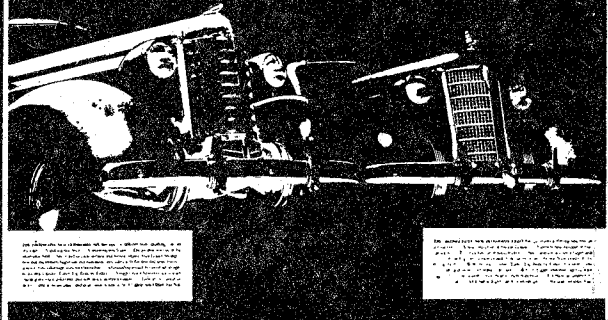
careers at the Roanoke firm of Smithey & Boynton, Architects and Engineers before leaving to form the partnership Kinsey and Motley, Architects in 1955. Francis A. Shane (1933-2019), who also received his degree in architecture and engineering from Virginia Tech in 1958, began his career at Smithey & Boynton as well. Shane soon joined Kinsey and Motley in 1963 and the firm was renamed Kinsey, Motley & Shane, Architects and Engineer in 1964. The firm, which later became Kinsey, Shane & Associates operated into the early 21st century.¹⁰

Kinsey, Motley and Shane, Architects and Engineer designed a wide range of building types throughout the Roanoke and New River valleys, including banks, schools, churches, office buildings, manufacturing plants, libraries, and residences. The firm also designed several motels including the Googie-style Colony House Motor Lodge in Roanoke in 1959. The Hart Motor Company dealership appears to be their only design of an automobile dealership. Influenced by Frank Lloyd Wright's philosophy of organic architecture, the unifying characteristic of these various projects was their modernist approach to design that was simple in form while creatively exploring the use of new materials such as concrete, steel, and plate glass.

1937

OLDSMOBILE ANNOUNCES-

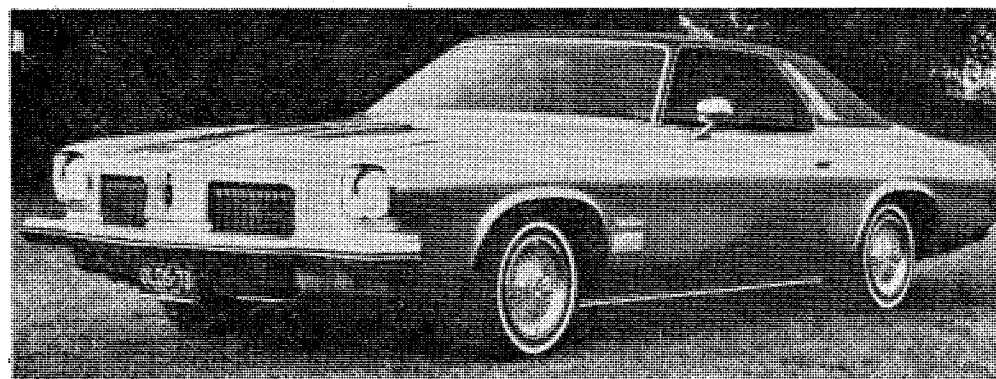
A NEW SIX . . . A NEW EIGHT



We've been around selling and servicing Oldsmobiles in the Roanoke Valley since 1937 . . . and we've made a few friends. These friends have helped us grow and progress with the Roanoke Valley and we'd like to take this opportunity to "show off" our new showroom, now under construction. If you're looking for a new or used automobile, come see us. At Hart Oldsmobile, we believe: "a deal is a good deal, only if you get service to back it up." We give service! Offering more than 20 different models of Oldsmobile for 1973, including the compact OMEGA.

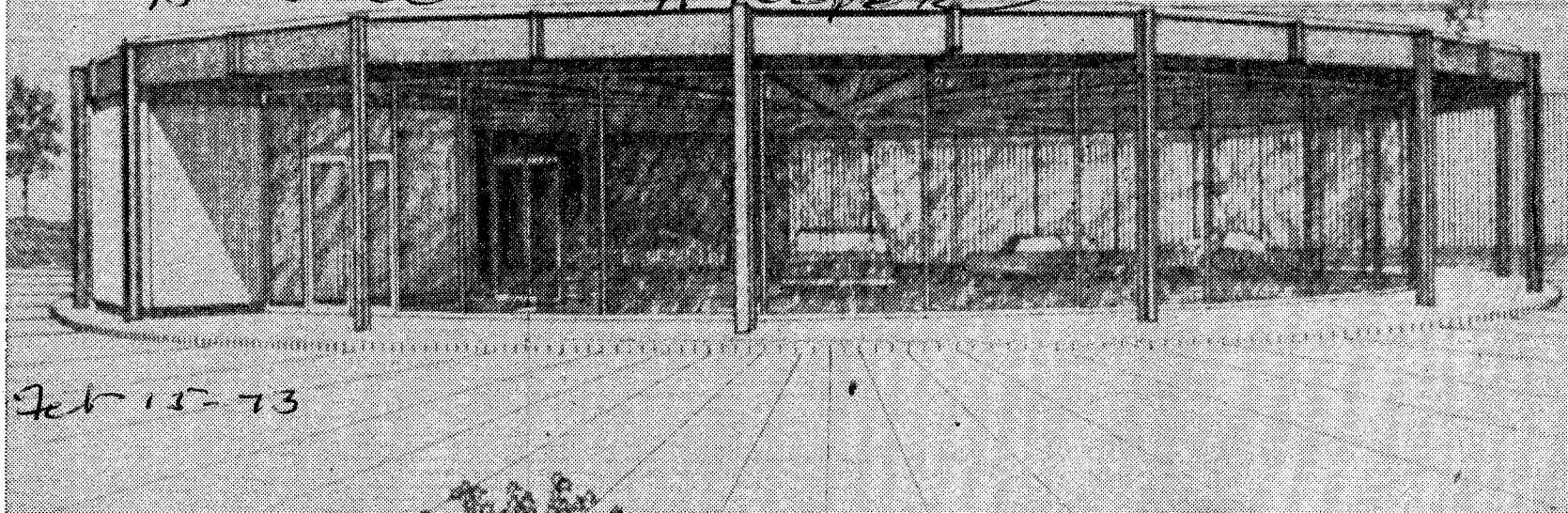
1973

NEW CUTLASS SUPREME WITH "OPERA WINDOWS"



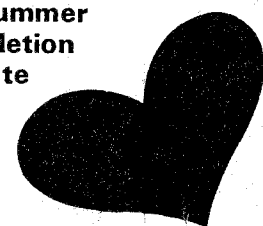
Your Oldsmobile dealer with a "Heart" . . . in Salem, Virginia

*Hi - Carlos - You see your Jane
has speed to way out here in the
middle of the Pacific Ocean -
Congratulations greetings from
Hawaii - L. Hooper*



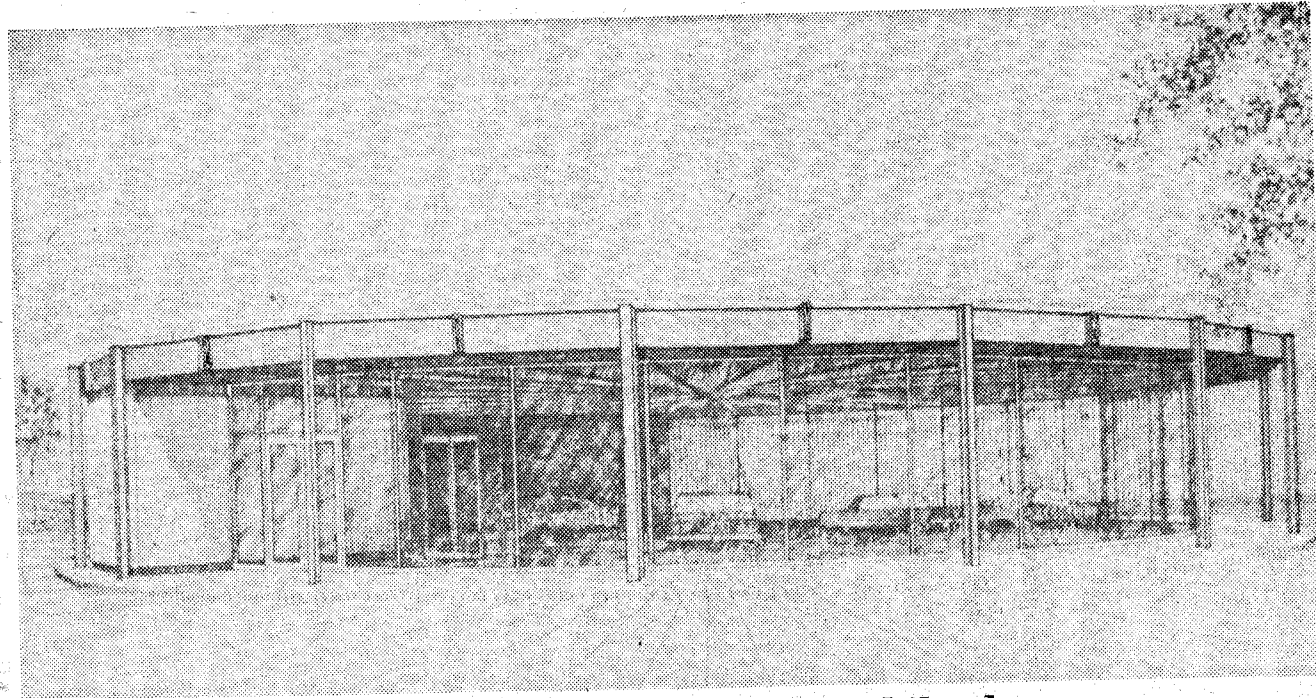
Feb 15-73

"New Showroom Under Construction"
Mid-Summer
Completion
Date



Hart Oldsmobile

... For Now
400 E. MAIN STREET
SALEM, VA.



Architect's drawing of Hart Oldsmobile showroom

Salem Automobile Dealer Plans New Showroom

Hart Motor Co., Inc., in its 36th year as an Oldsmobile dealer, will open a new showroom at 1341 East Main Street in Salem in the summer.

The new building will be Hart's third home since the operation was first established in 1937 by E.P. "Jeff" Hart.

Kinsey, Shane and Associates, architects, engineers and planners, designed the new structure that will have 13,818 square feet of space. The building will be made of steel frame and glass with a circular showroom. It is already under construction and is expected to be completed in midsummer.

A spokesman for the firm said the larger facilities are needed due to increased busi-

ness and to house the larger, more complicated equipment used in servicing today's more sophisticated automobiles.

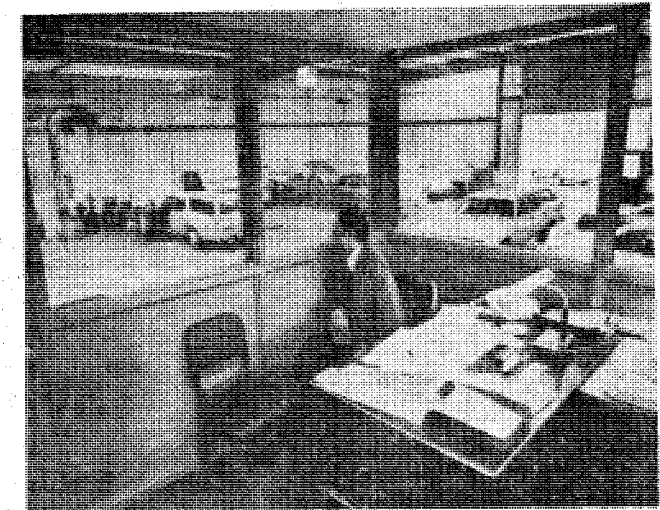
Hart Oldsmobile has a staff of 25 employees, some of whom have been with the company more than 30 years. The dealership sold more than 250 new Oldsmobiles in 1972. A separate used car lot was opened in 1957.



Times Photos by Wayne Deel

New Showroom

Hart Motors, the Oldsmobile dealership in Salem, has opened its new building on East Main Street. A circular shaped, glass walled showroom is connected to conventional service building. Inside the service area, Hart has built a control-tower type room for its service manager to give him clear view of all work areas. It is shown in photo at right with service manager Fred C. Olds at his desk.



Dalton Urges Balanced System Of Public and Private Transport

State Sen. John Dalton, the Republican candidate for lieutenant governor, said in Roanoke Monday night that the state must "move toward a balanced system of transportation involving a mixture of public and private transport."

And the Radford lawyer said again that he is ready to support the formation of a state

we are going to see increased efforts to make public transportation adequate and convenient for Virginians who live in metropolitan areas, and in the "smaller cities as well," Dalton said.

Dalton added that the state also will have to take a new look at higher education during the 1970s.

"The second great thing about community colleges is the innovative programs they are offering," he added.

Dalton praised the fraternity for its efforts in helping establish a degree program in transportation and traffic management at Roanoke's Virginia Western Community Colleges.

This program, he said, has

Union Vote Is Ordered At Dam Site

COVINGTON—The National Labor Relations Board has ordered a representation election for employees of Kemper-Frontier Constructors at the Gathright Dam site on the petition of Construction and General Laborers Local 980 in Roanoke.

The union struck the contractors — Kemper Construction Co. and Frontier

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By MELV
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Bibliography

Liebs, Chester H. Liebs. *Main Street to Miracle Mile*. Baltimore, MD: The Johns Hopkins University Press, 1995.

Middleton, Norwood C. Middleton. *Salem: A Virginia Chronicle*. Salem, VA: Salem Historical Society Inc., 1986.

“New business firm locates in Snyder bldg.” *The Times-Register*, Salem, Virginia, October 1, 1937.

“New Showroom.” Photograph Caption. *The Roanoke Times*, September 25, 1973.

“Obituary for Roy Milton Kinsey.” John M. Oakey & Son Funeral Home and Crematory, 2010
(<https://www.johnmoakey.com/memorials/Kinsey-Roy/1866317/obituary.php?Printable=true>).

“Salem Automobile Dealer Plans New Showroom.” *The World-News*, Roanoke, undated.

5. Property Ownership (Check as many categories as apply):

Private: ☒ Public\Local _____ Public\State _____ Public\Federal _____

Current Legal Owner(s) of the Property (If the property has more than one owner, please list each below or on an additional sheet.)

name/title: Carl Hart

organization: Hart Motor Company Inc

street & number: PO Box 400

city or town: Salem state: VA zip code: 24153

e-mail: carlhart@comcast.net telephone: (540) 353-2300

Legal Owner's Signature: _____ Date: _____

• • *Signature required for processing all applications.* • •

In the event of corporate ownership you must provide the name and title of the appropriate contact person.

Contact person: Carl Hart

Daytime Telephone: (540) 353-2300

Applicant Information (Individual completing form if other than legal owner of property)

name/title: Alison Blanton/Kate Kronau

organization: Hill Studio

street & number: 120 Campbell Avenue SW

city or town: Roanoke state: VA zip code: 24011

e-mail: ablanton@hillstudio.com telephone: (540) 342-5263

6. Notification

In some circumstances, it may be necessary for DHR to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator, City Manager, and/or Town Manager

name/title: Jay Taliaferro/ City Manager

locality: Salem

street & number: 114 North Broad Street

city or town: Salem state: VA zip code: 24153

telephone: (540) 375-3017

¹ “New business firm locates in Snyder bldg..,” *The Times-Register*, Salem, Virginia, October 1, 1937.

² “Salem Automobile Dealer Plans New Showroom,” *The World-News*, Roanoke, undated; “New Showroom,” *The Roanoke Times*, September 25, 1973.

³ Chester H. Liebs, *Main Street to Miracle Mile*, (Baltimore, MD: The Johns Hopkins University Press, 1995), p. 20.

⁴ Liebs, *Main Street to Miracle Mile*, p. 75.

⁵ Norwood C. Middleton, *Salem: A Virginia Chronicle*, (Salem, VA: Salem Historical Society Inc., 1986), p. 315-316.

⁶ Liebs, *Main Street to Miracle Mile*, p. 26-27.

⁷ Middleton, *Salem: A Virginia Chronicle*, p. 375-379.

⁸ Liebs, *Main Street to Miracle Mile*, p. 76.

⁹ *Ibid*, p. 61.

¹⁰ “Obituary for Roy Milton Kinsey,” John M. Oakey & Son Funeral Home and Crematory, 2010, <https://www.johnmoakey.com/memorials/Kinsey-Roy/1866317/obituary.php?Printable=true>; “OBIT – MOTLEY Kenneth Leighton,” *Roanoke Times*, January 3, 2018, p. 4B; “Francis Allison Shane,” (*Virginia Record* Volume 86, Number 5 [May 1964]), p. 7, 9.



Legend

Location Map

Hart Motor Company
1341 E. Main Street
Salem, VA 24153

WGS84
Map Source: VCRIS



Feet

0 100 200 300 400

1:3,200 / 1"=267 Feet

Title: Hart Motor Company

Date: 10/18/2022

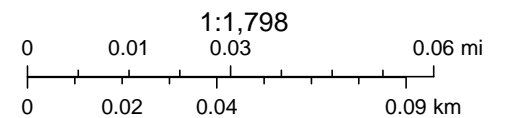
DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

Notice if AE sites: Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.



Sketch Map

Hart Motor Company
1341 E. Main Street
Salem, VA 24153





129-5171_HartMotorCompany_2022_automobileshowroom_view_NE



129-5171_HartMotorCompany_2022_automobileshowroom_view_west



129-5171_HartMotorCompany_2022_automobileshowroom_view_NW



129-5171_HartMotorCompany_2022_automobileshowroom_view_SE



129-5171_HartMotorCompany_2022_automobileshowroom_interior_showroom_view_NE



129-5171_HartMotorCompany_2022_automobileshowroom_interior_showroom_view_SW



129-5171_HartMotorCompany_2022_automobileshowroom_interior_showroom_view_SE



129-5171_HartMotorCompany_2022_automobileshowroom_interior_office_view_SW



129-5171_HartMotorCompany_2022_automobileshowroom_interior_office_view_north



129-5171_HartMotorCompany_2022_automobileshowroom_interior_waitingarea_view_NE



129-5171_HartMotorCompany_2022_servicebuilding_view_north



129-5171_HartMotorCompany_2022_servicebuilding_view_NE



129-5171_HartMotorCompany_2022_servicebuilding_view_SW



129-5171_HartMotorCompany_2022_interior_partsdepartment_view_south



129-5171_HartMotorCompany_2022_servicebuilding_interior_garage_view_NW



129-5171_HartMotorCompany_2022_servicebuilding_interior_garage_view_SE



129-5171_HartMotorCompany_2022_servicebuilding_interior_shopoffice_view_NW