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United States Department of the Interior
National Park Service

JAN 10 1994

NATIONAL
REGISTER

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name A. C. Smith & Co. Gas Station (preferred)

other names/site number Abdon Service Station

2. Location

street & number 117 Beale Street N/A ☐ not for publication

city or town Quincy N/A ☐ vicinity

state Massachusetts code MA county Norfolk code 021 zip code 02170

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 ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Judith B. McDonough 1/5/94
Signature of certifying official/Title Judith B. McDonough Date Executive Director
Massachusetts Historical Commission, State Historic Preservation Officer
State of Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:

- ☒ entered in the National Register.
☐ See continuation sheet.
- ☐ determined eligible for the National Register
☐ See continuation sheet.
- ☐ determined not eligible for the National Register.
- ☐ removed from the National Register.
- ☐ other, (explain:) _____

Signature of the Keeper

Date of Action

Patrick W. Andrews

2/23/94

Name of Property

County and State

5. Classification**Ownership of Property**

(Check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property

(Check only one box)

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

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

Contributing	Noncontributing
1	
	buildings
	sites
	structures
	objects
1	Total

Name of related multiple property listing

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

Quincy Multiple Resource Area NR: 1989

Number of contributing resources previously listed in the National Register

0

6. Function or Use**Historic Functions**

(Enter categories from instructions)

COMMERCE/TRADE

TRANSPORTATION: road-related

Current Functions

(Enter categories from instructions)

COMMERCE/TRADE

TRANSPORTATION: road-related

7. Description**Architectural Classification**

(Enter categories from instructions)

LATE 19TH & EARLY 20TH CENTURY

AMERICAN MOVEMENTS: Commercial Style

Materials

(Enter categories from instructions)

foundation CONCRETE

walls BRICK

roof OTHER: Tar, Gravel, Glass

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet****A.C. Smith & Co. Gas Station
Quincy (Norfolk County)
Massachusetts**Section number 7 Page 1**7. DESCRIPTION**

The Abdon Service Station, also known as A. C. Smith & Company gas station, 117 Beale Street, is a 1926 traditional brick commercial building whose modernistic facade design looks forward to the smooth, clean "oblong box" gas station (*Journal of American Culture*, Fall, 1978, p. 529) of the 1930s. It is located in North Quincy, near the Boston boundary, at the corner of Beale and Arlington Streets, one block west of the busy Newport Avenue thoroughfare. Across the street to the east is Quincy's oldest extant fire station, the Wollaston Fire Station (NR: 1989, 111 Beale Street, 1900, MHC #578) and to the south, a 600' long random ashlar granite wall of the 1880s. East and south of the station is a 19th century residential area. The site of the gas station is level in the front while the rear dips steeply, allowing the station to have a lower floor for storage.

In the 1920s there appeared gradually a new type of roadside architecture, the gasoline station which had emerged from its humble beginnings as a simple shed building with an elevated tank of gasoline to a specialized building which integrated in one structure all the needs of the gasoline business. They included a "filling" station, to dispense safely gasoline from pumps, an office for the dealer, service bays for automobile maintenance and it was time to market the product. At the onset, oil companies built "fantastic" shaped stations so as to entice the public to their stations. Some looked like airplanes, or ships, or lighthouses or even pyramids. Dan Veyra in his study of architectural history of the gas station, *Fill'er Up*, documents these extraordinary structures which were soon followed by "respectable" stations. These stations were designed as "monuments of civic beauty" in an era of civic pride and boosterism. They were decorated with exaggerated architectural ornaments such as columns, domes, and entablatures. They no longer were considered examples of urban blight for by now they were governed by city ordinances and regulations; they became "dignified". (Spur Gasoline Station [1925], Cynthiana, Kentucky, NR: 1986) The next step in the design evolution of the gasoline station is the appearance of the "Domestic" station which projected an image of home and good taste by reflecting the traditional architecture with which it was surrounded. It no longer stood out, rather it "fitted in" with the streetscape. First appeared the Picturesque Cottage (Pure Oil Cottage Style Service Station [1929], Monroe, Wisconsin, NR: 1979) which hid behind its "quaint and rustic" front the working elements of the gas station, the service bays and what had become an expected perk, the rest room. These "domestic" stations reflected the popular suburban styles of the period, blending in easily with their neighbors and presenting a symbol of familiarity to the traveler (Standard Oil Gasoline Station [1932], Plainfield, Illinois, NR: 1984).

(continued)

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Continuation SheetA.C. Smith & Co. Gas Station
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Concomitant with the later versions of the domestic stations, were the "Functional" stations. Out with 1920s facadism and in with the direct design approach which showed the gasoline station for what it was, a roadside structure designed to service cars. A 1926 Architectural Forum commented, "Good taste as well as cost of building would seem to indicate that a simple, straightforward style of architecture should be followed in the design of a filling and service station," (noted in Vieyra, p. 56). The 1926 A. C. Smith & Co. gas station is a fine, almost unaltered example of an early modernistic traditional "straightforward" gasoline station, whose design is based on industrial and commercial modes rather than the prevailing domestic design of suburban gasoline stations in the 1920s.

The A. C. Smith & Co. gas station is a near-square (65' x 50') structure built on a corner lot which has a steep incline at the rear. The facade facing Beale Street and its high granite wall is composed of an office (door and large window), a central door and three bays leading to the large service area, plus a third door to the west. The tan brick walling material creates a planar surface composed of two areas, the lower functional part separated by a row of projecting vertical stretchers from the upper decorative part, embellished with iconographic elements identifying the building as an automobile service station. All the elements of this facade - windows, doors, bays, cornice and corners are outlined by a row of stretcher bricks, which integrates and articulated the facade wall in a balanced design of voids and solids. The lower part, composed of delineated voids, is capped by a wide plain cornice topped with a low pitch gable (acting as a parapet) which endows the structure with stability and a kind of low key commercial monumentality. The plans of the architects, Batty and Gallagher of Quincy (Quincy Office of the Inspector of Buildings), drawn for A. C. Smith & Co., show the same brick facade with the barely projecting center gable of 1992 but with different decorative elements. When built in 1926, the main massing remained unchanged. The rondels at the sides which were originally filled with stylized rosettes now hold profiles of period cars (photographs #2 & 3); in the center, instead of another rosette, there is a winged wheel (photograph #4) thought to be the symbol of the Tydol Oil Company. The flame finials in the original drawing (above the gable and facade corners) were replaced by a popular symbol of hospitality, pineapples; this iconographic element reflected the ongoing interest in projecting a welcoming imagery, a kind of vestigial element from the "domestic" stations of the past years. The A. C. Smith & Co. station illustrates the transition from the "domestic" stations of the 1920s to the "functional" stations of the 1930s at the time when gasoline stations "began to become part of American." (Dan Vieyra in "A Roadside Attraction," Competitions, Vol. 1, Winter 1991, p. 41) The west and rear elevations are based on industrial design - unrelieved brick architecture whose ornamentation is achieved by the use of projecting and receding bricks. The west wall (photograph #3) is articulated by

(continued)

Name of Property

County and State

8. Statement of Significance**Applicable National Register Criteria**

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

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

Criteria Considerations

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

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 of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

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

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1926 - 1938*

* End date of Quincy MRA

Significant Dates

1926

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Batty and Gallagher

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☐ Other

Name of repository:

Massachusetts Historical Commission

Assessors Office; Office of the Inspector of Buildings

A. C. Smith & Co. Gas Station

Name of Property

Norfolk County, MA

County and State

10. Geographical Data

Acreage of Property 15,137 sq. ft. = .35 A

UTM References

(Place additional UTM references on a continuation sheet.)

1	1	9	3	3	3	3	1	0	4	6	8	0	9	6	0
Zone	Easting			Northing											
2															

3															
Zone	Easting			Northing											
4															

☐ See continuation sheet**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared ByMinxie J. Fannin & Monique B. Lehner, Fannin-Lehner Preservation Consultants,
name/title with Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date January 1994

street & number 80 Boylston Street telephone (617) 727-8470

city or town Boston state MA zip code 02116

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets**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.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

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

name Diane and James Abdon/Abdon Service Station

street & number 117 Beale Street telephone (617) 472-9446

city or town Quincy state MA zip code 02170

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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

**United States Department of the Interior
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**National Register of Historic Places
Continuation Sheet**

**A.C. Smith & Co. Gas Station
Quincy (Norfolk County)
Massachusetts**

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three recessed panels set off by three rows of stepped bricks; the east elevation is similarly treated, with a panelled stepped brick design whose recessed areas are filled from south to north by a large office window, a small window, a door and a fourth bay, all delineated by a row of stretchers. The red brick rear elevation is fenestrated with large industrial type multipaned windows (25 lights, and 20 lights) lighting the back of the service area (top floor); the floor below is used for storage. Plain doors, bays and windows are used.

The most impressive section of the interior is the garage service area, efficiently lit by the original three large hipped skylights (photograph #6) set atop metal curbs on the tar and gravel flat roof. The ceiling is made of wood boards and the walls are brick. In the cement floor are three service pits. Adjacent to the service area is a small office and one restroom. This plan and building program (an office contiguous to a service area made up of one or more bays) contained within a plain rectangular structure was just coming into favor and continued to be used for the next half century for gasoline stations throughout the country. The overhead doors are not original but date back to the 1950s, the vintage of the gasoline pump at the southeast corner. The 1926 version of the bay doors had four openings with small lights with a solid panel below.

Archaeological Description

While no prehistoric sites are currently recorded on the property, it is possible that sites are present. One prehistoric site is recorded in the general area (within one mile). In general, however, the potential for significant archaeological survivals, both prehistoric and historic is low because of extensive urban development in the area, the small lot size (15,137 sq. ft.) and because the present structure, which has a basement covers most of the lot.

(end)

8. STATEMENT OF SIGNIFICANCE

The A. C. Smith & Company gas station at 117 Beale Street possesses integrity of location, design, materials, setting, workmanship, feeling and association and meets National Register Criteria A and C. Under Criterion A, the station was built in a period of intense population growth and automobile acquisition in Quincy. In 1924, there were 7,778 cars registered in Quincy. This amount had doubled by 1929. It was during this period, in 1926, that the A. C. Smith & Co. gas station was erected. This architect designed brick station meets Criterion C

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Quincy (Norfolk County)
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as a fine existing unaltered example of an early 20th century gas station whose traditional commercial facade, replete with symbols of the automotive age, was meant to enhance and relate to the neighboring structures. This is one of the few remaining period gas stations in Quincy.

An enduring historic resource from the flowering of the auto age in Quincy, the A. C. Smith & Co. gas station is an important component in Quincy's commercial road-related transportation history. Although Louis Badger, of the old Quincy granite firm of Badger Bros., had actually built a functioning "horseless truck" in 1861, there were still only a few "horse-less carriages" traveling the Quincy roads in the early 1900s. The Massachusetts Registry of Motor Vehicles first registered cars in 1903 and 38 motor vehicles were registered from the Quincy-Wollaston area for that year. Of that number, eight were Stanleys, a popular steam propelled Freelan O. Stanley since 1898. (Flinck, p. 6-7) By 1914, summer automobile traffic was so heavy that an official vehicular count take on a July Sunday between 9:30 am and 7:00 pm tallied was 3,525 motor vehicles to 90 horse-drawn conveyances. The Quincy Planning Board, in 1923, was sufficiently alarmed about meager automobile parking and growing congestion to report to Mayor Gustave B. Bates and the City Council: "It is indisputable that municipalities must plan for handling the tremendous traffic ..." (Edwards, p. 305). The 83% increase of Quincy automobile ownership between 1924 and 1929, the period in which the A. C. Smith & Co. station was built, meant there was an automobile for almost every home in Quincy (Edwards, p. 307). The Quincy experience mirrored what was taking place nationally: there were 8 million cars registered in the United States in 1920, this reached "an astonishing 23 million by 1930" (Liebs, p. 17, 20). Accommodation to Quincy's burgeoning automobile population and traffic during the 1900 to 1930 period was reflected in the construction of three new Quincy parkways: the Furnace Brook Parkway, Quincy Shore Drive and the Pilgrim Highway (now called Southern Artery).

The A. C. Smith & Co. Gas Station is one of five gasoline stations listed in the 1986 Comprehensive Survey and Inventory of the City of Quincy's Cultural Resources. All five gasoline stations are considered worthy survivors of a type of structure which is only now (1993) beginning to be appreciated and recognized. Professor John A. Jackie, who spoke on gasoline stations ("Place Product Packaging") as Roadside Architecture at the Historic Preservation Colloquium Session at the Annual Meeting of the Society of Architectural Historians in Albuquerque, NM, April 1, 1992, mentioned that he is planning to publish a book on gasoline stations in 1993 with Keith Sculle of the Illinois Historic Preservation Agency. Future research could draw upon Professor Jackie's and Mr. Sculle's work.

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Quincy (Norfolk County)
Massachusetts

One of the other four gas stations in Quincy is a 1926 concrete structure in the shape of a lighthouse (a copy of the 1716 Boston Light), which serves as an integral part of the Quincy Oil Filling Station located at 728 Southern Artery (MHC #915) by housing the compressor for the air hose. The other three stations postdate the A. C. Smith & Co. Gas Station. The oldest is the ca. 1929 Cape Cod Revival station located at 507 Furnace Brook Parkway (MHC #480), which blends well with its residential neighbors. The next in age is the brick 1931 Colonial Revival station at 346 Sea Street (MHC #2), considered one of the fine small commercial structures of Quincy, and the youngest is the brick 1947 station at 10 Independence Avenue (MHC #349) which was designed in a late commercial Colonial Revival style to relate to the historic birthplaces of John Adams and John Quincy Adams across the street. All four gas stations have architectural integrity. What sets the A. C. Smith & Co. gas station apart is its forward-looking modernistic 1926 facade design, the clean "oblong box" which was to become popular in the 1930s, and the use of automobile iconography as decorative details. Built when other stations were partially hidden behind residential-like facade, this station proudly and unequivocally announced its function, a place to sell gasoline and service motor cars in a modern, well designed, and functional atmosphere.

To serve the needs of the growing numbers of automobiles, various types of gas stations appeared across the United States between 1905 and 1913. The first drive-in filling station in New England opened 1915 in Medford, MA (Sculle, "The Jenny Manufacturing Company: A Proper Appeal," p. 1). By the 1920s "the car had become a powerful technological, social, and cultural force in America" (Folke T. Kihlsted , "A Bridge between Engineering and Architecture," in Roadside Architecture, p. 5) and gas stations consequently proliferated.

The A. C. Smith & Co. station is located in the Montclair neighborhood of North Quincy. Montclair is bordered by the Neponset River to the north, Beale Street to the south, newport Avenue to the west and Town of Milton to the east. It was once part of Dorchester and became part of the Town of Quincy in 1792. Like its neighbors, Atlantic and Wollaston, most of the community of Montclair was built in the first third of the 20th century. From earliest colonial times until the Civil War, North Quincy was referred to as "The Farms" and it was to the farmlands of Montclair that real estate entrepreneurs beckoned the nearby inhabitants of Boston and its suburbs. The Micah Pope farm was one of the largest to be subdivided; in 1883 Arthur D. McCellen cut it into street and house lots calling it "Montclair." Other active real estate developers were Maurice E. Kilpatrick, Edward L. Parlee and Henry J. Grass. The development process, which largely took place in the last decade of the 19th century and in the first two decades of the twentieth, was in response to a huge increase in Quincy's population from 16,726 persons in 1890 to 40,674 in 1915 and 71,983 in 1930. This process was greatly accelerated by the Old Colony Railroad which

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**National Register of Historic Places
Continuation Sheet**

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**A.C. Smith & Co. Gas Station
Quincy (Norfolk County)
Massachusetts**

began operation in 1845 as well as by the advent of Quincy's extensive street railway system (1896). Surges of commercial activity, including gas stations to service the increasingly mobile suburbanite, accompanied the multiplying residential expansion.

The location chosen by Albert C. Smith for his service station in the flourishing Montclair neighborhood was particularly felicitous and no doubt the key to its survival. First, the siting of the station at the corner of Beale and Arlington Streets was classically correct: all literature on the placement of gasoline stations recommend a corner lot which can accommodate necessary driveways, afford access from two streets and offer extensive parking. Second, downtown Wollaston as well the stop of the Old Colony Railroad (now the MBTA Station) was a mere block or two away, convenient for commuters to leave their cars for servicing while they traveled to Boston. Third, the station was and still is in the heart of a large and relatively affluent residential area. Fourth, Beale Street is a highly trafficked thoroughfare, connecting Hancock Street both to Willard Street in West Quincy and to Granite Street, which provides access to Boston via the Southeast Expressway.

During its 67 years of existence, the A. C. Smith & Co. gas station has had only had three proprietors, an extraordinarily stable pattern of ownership. The first owner, Albert Carleton Smith, acquired the 117 Beale Street plot by 1923 and built the \$16,000 station in 1926, engaging Batty & Gallagher as architects and Clark (Charles S. Clark) & Smith Inc. as contractors. The land had been owned in 1907 by George A. Richard, a jeweler. By 1932, Albert Smith, who lived at 179 Norfolk Street, Quincy, also owned a 10,068 sq.ft. lot at 244-252 Arlington Street, diagonally across from his 117 Beale Street property; his 1932 advertisement also listed the 2348 Arlington Street address. Smith owned the gas station for 41 years, from 1924 to 1965, offering a variety of services. His initial ad in the 1927 Quincy City Directory read: "A. C. Smith & Co./Alemite Greasing Service/Gasoline, Accessories, Tires." Five years later he was providing his roadside customers with gas, automobile garaging, storage, repairing, and tires, as well as oils and lubricants, retail and wholesale.

Harold E. Robbins, who renamed the station "Robbins Village Service, Inc.," was the next owner of the station. Acquiring the property in 1965, he retained it 12 years until 1977. The present owners, the George F. Abdon family, bought the station in 1977 and have kept it in the family until the present day (1993). The property was inherited by Diane and James Abdon, upon the death of their father, George F., in 1991. The daughter and son continue to personally manage the station.

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Quincy (Norfolk County)
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Local architects, Batty & Gallagher, located at 13 Temple Street, Quincy, were the designers of the A. C. Smith & Co. gas station. The firm was well-known, having been selected to design the Quincy Police Station (442 Southern Artery, 1925, MHC #128) and would receive the commission for the Colonial Apartments (57 Spear Street, MHC #265) in 1927. The principals of the firm were Ernest J. Batty (d. 1978) and John J. Gallagher; their ad in the 1927 Quincy Directory read: "Batty & Gallagher/Engineers and Architects/Plans and Specifications made for all types of construction/Years of Experience."

The A. C. Smith & Co. station is one of the few remaining unaltered gasoline stations of the 1920s which is still functioning as a neighborhood service station, a commercial roadside structure which first began to evolve in the 1920s. (Liebs, American Roadside Architecture, (p. 102) The Department of the Interior, National Park Service, National Register Division, was contacted in May 1992 to obtain copies of previously listed gas stations and five were received. (see Section 9: Major Bibliographic References) Of these, none were of the A. C. Smith & Co. station type, a 1920s traditional gasoline station with modernistic overtones, none retained their original function, and none had the automobile iconographic stylistic details which adorn the brick facade of this station. Its rectangular plan, severe modern commercial facade enlivened with rondels and its efficient floor plan were architectural harbingers to the "porcelain-enameled metal-clad box" gasoline stations of the 1950s. As the A. C. Smith & Co. station goes into its 16th year of Abdon family ownership, the young proprietors, Diane and Jim Abdon, are cognizant of their significant architectural structure and plan to continue maintaining their neighborhood gasoline service station, respecting it as did their father, George F. Abdon. Daniel I. Vieyra, at the end of his article in Built in the U.S.A. concludes: "The gas station, itself the premier drive-in building, has a history and rich design heritage of its own and is a significant part of the built environment." The A. C. Smith & Co. gas station makes an important architectural and historical contribution to its Montclair neighborhood as well as to the City of Quincy.

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A.C. Smith & Co. Gas Station
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9. MAJOR BIBLIOGRAPHICAL REFERENCES

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A.C. Smith & Co. Gas Station
Quincy (Norfolk County)
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Survey of Architectural History in Cambridge.

Report One: East Cambridge. Cambridge Historical Commission, 1963

Report Two: Mid Cambridge. CHC 1967.

Report Three: Cambridgeport. CHC 1971.

Report Four: Old Cambridge. CHC 1977.

Report Five: Northwest Cambridge. CHC 1977.

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(continued)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 9 Page 3

**A.C. Smith & Co. Gas Station
Quincy (Norfolk County)
Massachusetts**

Sculle, Keith A. "The Pure Sign." Journal of American Culture, vol. 5, no. 1, Spring 1982, p. 84-92.

"Skylights," Old-House Journal, vol. XX, no. 4, July/August 1992, p. 42-46.

PUBLIC DOCUMENTS

U.S. Government Documents

U.S. Department of the Interior, National Park Service.
National Register Nomination Forms:

- "Drumright Gasoline Plant No. 2," R.R. #1, Box 250, Drumright, Oklahoma. (1980)
- "Freitag's Pure Oil Service Station," 1323 Ninth Street, Monroe, Wisconsin. (1978)
- "Hy-Red Gasoline Station," 203 E. Main Street, Greentown, Indiana. (1983)
- "Spur Gasoline Station," 201 East Bridge Street, Cynthiana, Kentucky. (1986)
- "Standard Oil Gasoline Station," 600 Lockport Street, Plainfield, Illinois. (1984)

Commonwealth Government Documents

Commonwealth of Massachusetts, Massachusetts Historical Commission. "Historical and Architectural Survey of Quincy, MA, "Fannin/Lehner, 1986.

Commonwealth of Massachusetts, Massachusetts Registry of Motor Vehicles. Gene A. Baril, historian. n.d.

Local Government Documents

City of Boston, Boston Landmarks Commission reference files.

City of Quincy, Assessors Records.

City of Quincy, Office of the Inspector of Buildings: Original plans by Batty & Gallagher; Building Permits: #20661 (1926), #27213 (1929), #109518 (1991)

City of Quincy, Annual Reports.

(continued)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**A.C. Smith & Co. Gas Station
Quincy (Norfolk County)
Massachusetts**

Section number 9, 10 Page 4, 1

OTHER SOURCES

Quincy Business and Residential Directories

Quincy Historical Society Files.

Thomas Crane Public Library Reference Files.

Unpublished Manuscripts

Ramsdell, John. "Historic North Quincy." ("Written about 1934"). Typed manuscript.
Quincy Historical Society. Received in 1968.

(end)

10. GEOGRAPHICAL DATA

Verbal Boundary Description

Lots 9, 10, 11, City of Quincy Assessor's Map #5114-5115 (see attached).

Verbal Boundary Justification

The nominated property includes the entire parcel historically associated with the A. C. Smith & Co. gas station.

(end)

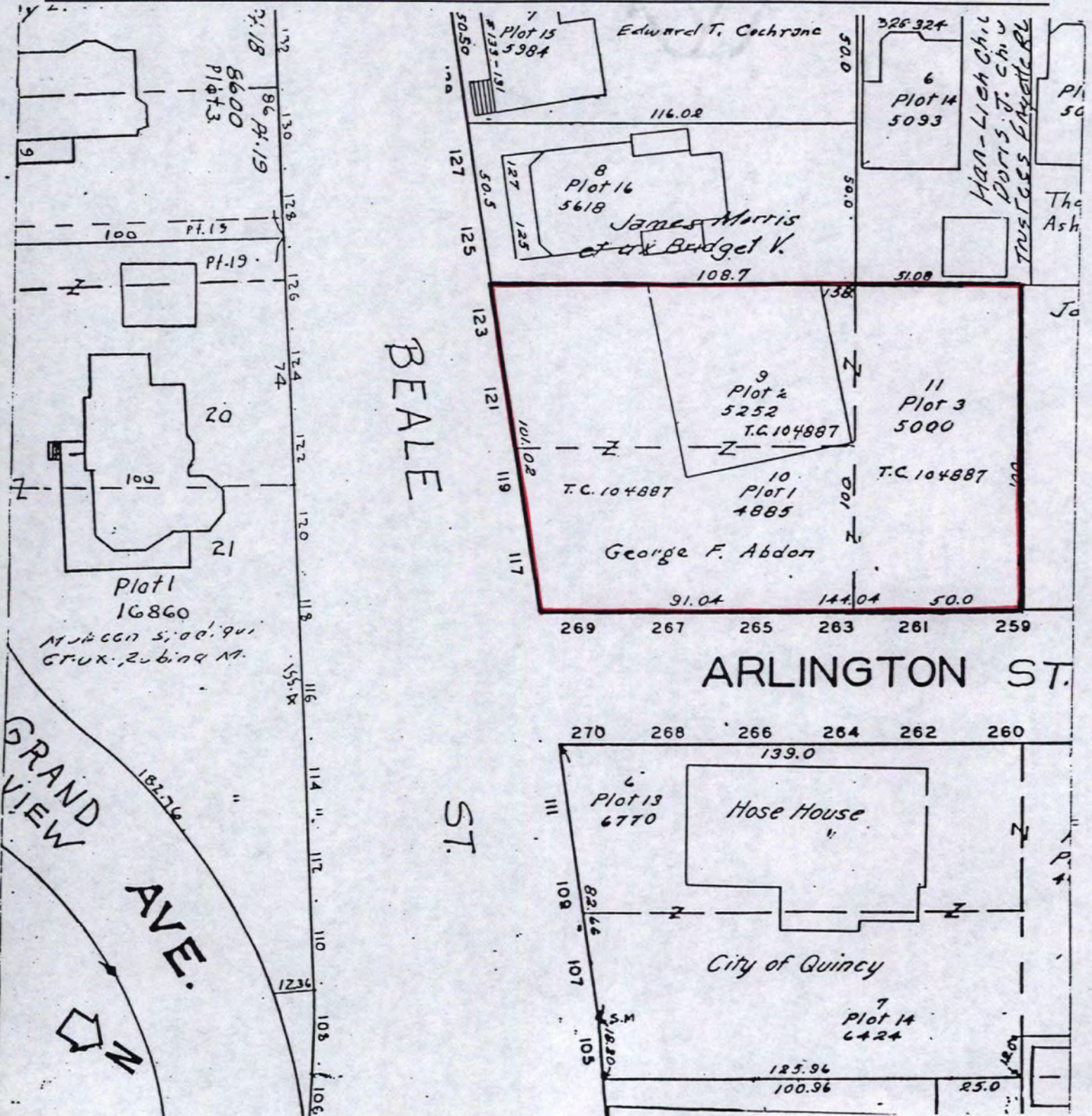
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

A. C. Smith & Co. Gas Station
Quincy (Norfolk County)
Massachusetts

Quincy Assessors Map# 5114-5115
Lots #9, 10, 11
Scale: 1" = 40'
Date 1990

Section number N/A Page N/A



United States Department of the Interior
National Park Service

AUG 17 1989

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

Multiple Resource Area
Thematic GroupName Quincy MRA
State Norfolk County, MASSACHUSETTS

Nomination/Type of Review

Date/Signature

71. White, Charles E., House
Entered in the
National Registerfor Keeper Melorus Byers 9/20/89

Attest _____

72. Winfield House
Entered in the
National Registerfor Keeper Melorus Byers 9/20/89

Attest _____

73. Wollaston Branch, Thomas Crane
Public Library
Entered in the
National Registerfor Keeper Melorus Byers 9/20/89

Attest _____

74. Wollaston Fire Station
Entered in the
National Registerfor Keeper Melorus Byers 9/20/89

Attest _____

75. Wollaston Theatre
Entered in the
National Registerfor Keeper Melorus Byers 9/20/89

Attest _____

76. Wollaston Unitarian Church

Entered in the
National Register
Entered in the
National Registerfor Keeper Melorus Byers 9/20/89

Attest _____

77. Baxter--King House

Entered in the
National Register
Entered in the
National RegisterKeeper Melorus Byers 11/13/89

Attest _____

78. Masonic Temple

78. Masonic Temple

Entered in the
National RegisterKeeper Melorus Byers 11/13/89

Attest _____

79. Pettengill, C.F., House

Entered in the
National RegisterKeeper Melorus Byers 11/13/89

Attest _____

80. Woodward Institute

Entered in the
National RegisterKeeper Melorus Byers 11/13/89

Attest _____

81. Smith, A.C., & Co. Gas Station

Subst.
Review

2/23/90

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 94000036 Date Listed: 2/23/94

A.C. Smith & Co. Gas Station Norfolk MA
Property Name: County: State:

Multiple Name _____

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Patrick W. Andrews
for Signature of the Keeper

2/23/94
Date of Action

=====

Amended Items in Nomination:

A technical correction is made to this form. The form is officially amended to indicate that the acreage of the nominated area is less than one acre.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Smith, A. C., & Co. Gas Station

MULTIPLE NAME: Quincy MRA

STATE & COUNTY: MASSACHUSETTS, Norfolk

DATE RECEIVED: 1/10/94 DATE OF PENDING LIST: 1/26/94
DATE OF 16TH DAY: 2/11/94 DATE OF 45TH DAY: 2/24/94
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 94000036

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: Y NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 2/23/94 DATE

ABSTRACT/SUMMARY COMMENTS:

Historically & architecturally significant early 20th century automobile gas station associated with great period of growth in auto use in Quincy.

RECOM./CRITERIA accept AEC
REVIEWER Patricia Andrews
DISCIPLINE Historian
DATE 2/23/94

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

CLASSIFICATION

☐ count ☐ resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

☐ historic ☐ current

DESCRIPTION

☐ architectural classification
☐ materials
☐ descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

☐ summary paragraph
☐ completeness
☐ clarity
☐ applicable criteria
☐ justification of areas checked
☐ relating significance to the resource
☐ context
☐ relationship of integrity to significance
☐ justification of exception
☐ other

BIBLIOGRAPHY

GEOGRAPHICAL DATA

☐ acreage ☐ verbal boundary description
☐ UTM's ☐ boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

☐ sketch maps ☐ USGS maps ☐ photographs ☐ presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

_____ Phone _____

Signed _____ Date _____



1. Gas Station, 117 Beale Street
Quincy
2. Norfolk County, MA
3. Monique B. Lehner
4. March 1992
5. Negatives with photographer
72 South Pleasant Street
Hingham, MA
6. South facade and east side elevation.
Wollaston Fire Station to east. Intersection
of Beale and Arlington Streets, looking northwest.
7. # 1 of 6



1. Gas Station, 117 Beale Street
Quincy
2. Norfolk County, MA
3. Monique B. Lehner
4. March 1992
5. Negatives with photographer
72 South Pleasant Street
Hingham, MA
6. South facade, looking north
- 7 # 2 of 6



1. Gas Station, 117 Beale Street
Quincy
2. Norfolk County, MA
3. Monique B. Lehner
4. March 1992
5. Negatives with photographer
72 South Pleasant Street
Hingham, MA
6. Southwest corner, looking northeast.
Detail: Rondel with relief of car.
Recessed brick panel, west elevation.
7. # 3 of 6



1. Gas Station, 117 Beale Street
Quincy
2. Norfolk County, MA
3. Monique B. Lehner
4. March 1992
5. Negatives with Photographer
72 South Pleasant Street
Hingham, MA
6. South facade, rondel with winged
wheel in center gable.

7 # 4 of 6



1. Gas Station, 117 Beale Street
Quincy
2. Norfolk County, MA
3. Monique B. Lehner
4. March 1992
5. Negatives with Photographer
72 South Pleasant Street
Hingham, MA
6. Rear (north) elevation, looking south.
7. # 5 of 6

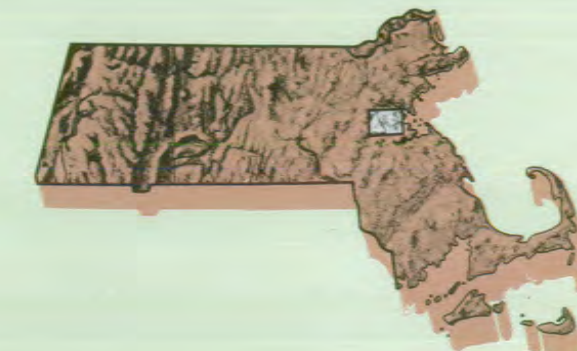


1. Gas Station, 117 Beale Street
Quincy
2. Norfolk County, MA
3. Monique B. Lehner
4. March 1992
5. Negatives with photographer
72 South Pleasant Street
Hingham, MA
6. Interior
7. # 6 of 6



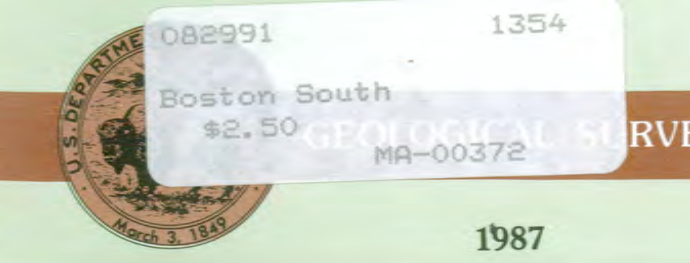
Boston South MASSACHUSETTS

1:25 000-scale metric
topographic map



7.5 X 15 MINUTE QUADRANGLE
SHOWING

- Contours and elevations in meters
- Highways, roads and other manmade structures
- Water features
- Woodland areas
- Geographic names



Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works. Control by USGS, NOS/NOAA, and Commonwealth of Massachusetts agencies. Compiled by photogrammetric methods from aerial photographs taken 1978. Field checked 1979. Map edited 1987. Superimposed Newton and Boston South 1:25,000-scale maps dated 1970. Selected hydrographic data compiled from NOS charts 13270 (1982) and 13272 (1982). This information is not intended for navigational purposes. Projection and 1000-meter grid: Universal Transverse Mercator, zone 19. 10,000-foot grid ticks based on Massachusetts coordinate system, maintained since 1927 North American Datum. To place on the published North American Datum 1983, move the projection lines 6 meters south and 42 meters west as shown by dashed corner ticks. There may be private subdivisions within the boundaries of the National or State reservations shown on this map.

CONTOUR INTERVAL 3 METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.3 METER
DEPTH CURVES AND SOUNDINGS IN METERS
DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.9 METERS

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE		DECLINATION DIAGRAM		ADJOINING MAPS		
Meters	Feet	UTM		1	2	3
1	3.2808			4	5	6
2	6.5617			7	8	9
3	9.8425					
4	13.1234					
5	16.4042					
6	19.6850					
7	22.9659					
8	26.2467					
9	29.5276					
10	32.8084					
To convert meters to feet multiply by 3.2808		UTM grid convergence (GN) and 18° magnetic declination (MD) at center of map. Diagram is approximate.		1 Maynard 2 Boston North 3 Lynn 4 Framingham 5 Hull 6 Medford 7 New Bedford 8 Weymouth		
To convert feet to meters multiply by 0.3048						

FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092

Topographic Map Symbols

Primary highway, hard surface	
Secondary highway, hard surface	
Light-duty road, hard or improved surface	
Unimproved road, trail	
Route marker: Interstate, U. S., State	
Railroad: standard gauge, narrow gauge	
Bridge: drawbridge	
Footbridge; overpass; underpass	
Built-up area: only selected landmark buildings shown	
House, barn, church, school, large structure	
Boundary:	
National, with monument	
State	
County, parish	
Civil township, precinct, district	
Incorporated city, village, town	
National or State reservation, small park	
Land grant with monument; bond section corner	
U. S. public lands survey: range, township; section	
Range, township; section line: location approximate	
Fence or field line	
Power transmission line, isolated tower	
Dam; dam with lock	
Cemetery; grave	
Campground; picnic area; U. S. location monument	
Windmill; water well; spring	
Mine shaft; prospect; adit or cave	
Control: horizontal station; vertical station; spot elevation	
Contours: index; intermediate; supplementary; depression	
Distorted surface: strip mine, lava, sand	
Soundings: depth zone	
Perennial lake and stream; intermittent lake and stream	
Rapids, large and small; falls, large and small	
Submerged marsh; marsh, swamp	
Land subject to controlled inundation; wetland	
Scrub; mangrove	
Orchard; vineyard	

A pamphlet describing topographic maps is available on request

BOSTON SOUTH, MASSACHUSETTS
42071-C1-TM-025

1987



January 5, 1994

Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
P.O. Box 37127
Washington, DC 20013-7127

RECEIVED

JAN 10 1994

**NATIONAL
REGISTER**

Dear Ms. Shull:

Enclosed please find the following nomination form:

A. C. Smith & Co. Gas Station, 117 Beale Street, Quincy (Norfolk County), Massachusetts, 02170.

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. Because the city of Quincy is a participant in the Certified Local Government program, the owners were notified of pending State Review Board consideration 60-120 days before the meeting and were afforded the opportunity to comment.

Sincerely,

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Diane and James Abdon, Abdon Service Station
Fannin-Lehner Preservation Consultants
Mayor James A. Sheets, City of Quincy
Charles J. Phelan, Jr., Chairman, City Council
Roberta Fitzgerald, Dept. of Planning & Community Dev.
Richard Lockhead, Chairman, Quincy Historical Commission
Warren Watson, Director, Thomas Crane Public Library

Massachusetts Historical Commission
80 Boylston Street, Boston, Massachusetts 02116 (617) 727-8470
Office of the Secretary of State, Michael J. Connolly, *Secretary*