

United States Department of the Interior  
National Park Service

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National Register of Historic Places  
Registration Form

NATIONAL

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 Quincy Point Fire Station

other names/site number \_\_\_\_\_

2. Location

street & number 615 Washington Street N/A  not for publication

city or town Quincy N/A  vicinity

state Massachusetts code MA county Norfolk code 021 zip code 02169

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.)

*Betsy Friedberg, NR Director, for Judith B. McDonough, Exec. Dir.*  
Signature of certifying official/Title Judith B. McDonough Date Executive Director 3/22/93

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:

Signature of the Keeper \_\_\_\_\_

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

- 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:) \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**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	0	Total

**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)

GOVERNMENT: Fire Station

**Current Functions**

(Enter categories from instructions)

GOVERNMENT: Fire Station

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

LATE 19th AND 20th CENTURY

REVIVALS: Colonial Revival

**Materials**

(Enter categories from instructions)

foundation CONCRETE

walls BRICK

roof FRONT SECTION: SLATE

other REAR SECTION: SYNTHETICS/RUBBER

**Narrative Description**

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

**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.

**Areas of Significance**

(Enter categories from instructions)

ARCHITECTURE  
COMMUNITY PLANNING AND DEVELOPMENT

**Period of Significance**

1941-1943

**Significant Dates**

1941

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Robinson, George Earnest

**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 # \_\_\_\_\_

**Primary location of additional data:**

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

Name of repository:

Massachusetts Historical Commission

Thomas Crane Public Library

**10. Geographical Data**

**Acreage of Property** 9,555 sq. ft.

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	1   9	3   3   6   9   1   0	4   6   7   8   7   8   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 By**

Minxie J. Fannin and Monique B. Lehner, Fannin-Lehner Preservation Consultants  
name/title with Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date March 1993

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 City of Quincy

street & number 1305 Hancock Street telephone (617) 376-1000

city or town Quincy state MA zip code 02169

**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 Project (1024-0018), Washington, DC 20503.

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## National Register of Historic Places Continuation Sheet

Quincy Point Fire Station  
Quincy (Norfolk County)  
Massachusetts

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### 7. DESCRIPTION

The Quincy Point Fire Station is a brick Colonial Revival public building located at the intersection of Cleverly Court and the busy thoroughfare of Washington Street which leads to Weymouth and Hingham; to the south, just under 1,000' away, is the Fore River Bridge (1924, MHC #917). The topography of Quincy Point area is flat and mostly made up of single and double family residences, many constructed by the U. S. Government Housing Corp. in a frenetic two-year period, 1918-1919 (see area MHC #AK) and post-1920 residential and commercial infill, especially on Washington Street. The Quincy Point Fire Station is the third fire station to be built on the site. The first structure was the home of "Vulture Engine and Company," built in 1844 it was an archetypal Greek Revival station with a closed pediment, two bays and an open cupola at the ridge line (Mood, pp. 12, 34). In 1893, a "new" station, the second, replaced the earlier station; it was a hard edged Shingle Style square building under a hip roof with a front projecting, hip roof pavilion filled with a large entrance bay in the center for "Hose 4" (hose wagon) and a tall square tower in the back used to drain and dry the cotton and rubber hoses of the period. Before its demolition in 1940, the Works Progress Administration rendered measured drawings of this 1893 building (Building Department, WPA Project No. 17727, Job No. 128). The present Quincy Point Fire Station is the third. Built in 1941 to the designs of George Ernest Robinson, Boston architect, it is one of the finest Colonial Revival public buildings in the city of Quincy. No alterations or additions detract from the original massing of the building.

The architectural history of fire stations in Quincy reflects in microcosm that of the United States. (The American Firehouse: An Architectural and Social History by Rebecca Zurier) In 1976 Robert N. Mood, Quincy Firefighter, wrote as a project for the Commonwealth of Massachusetts Bicentennial Grants Program a detailed history of the Quincy Fire Department, called QFD: A History of Municipal Fire Protection in the City of Quincy. Mood introduces the material with a fine history of the development of the Fire Department. In QFD, architecture is related to in terms of the functions of the building rather than to its form or style. The earliest structures were storage buildings for the "Hand Engine Companies 1818-1884," fire engines known as "common engines" or "bucket tubs." They were all simple, residentially scaled, gabled Greek Revival buildings. Some have been recycled into residences (Mood, p. 29, 32). They were called "engine houses" or "hose houses." The next development in fire fighting equipment were the "Chemical Engines, 1875-1893" combination chemical and hand engines. The structures housing these machines reflected the same stylistic trend of residential architecture. On page 35, Mood illustrates the Wollaston Chemical Engine at Houghs Neck, 1886, a Gothic Revival Cottage complete with decorated bargeboards and gable

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trusses. The "Steamers," steam fire engines, appeared in 1882 and were in use until 1919, first pulled by horses, and later by tractors (1914) and finally, run by gasoline engines. Ladder trucks and hose wagons were in general use from the 1860s to the 1970s. Today, all fire engines store their own ladders, hose and pumps.

By 1893, the Quincy Fire Department was a well organized city paid force and no longer a varied conglomerate of volunteer fraternal organization. The stations built were larger and housed not just one element of the fire fighting apparatus, but all, the engine, the ladders and the hose, with housing on the second floor for the firefighters. Central Station and Quincy Point Station (second on site) both built in 1893, were fine examples of this type of station. Central was a large brick, three bay structure with a tall hose tower (Mood, p. 44) while Quincy Point was a clapboarded hip roof structure. Their ground floors had high ceilings needed for the stabling of horses. Later, under the administration of Mayor Thomas S. Burgin, a new program of fire station replacement began, partly in response to the devastating Quincy unemployment brought on by the Depression and partly in need to update the Fire Department. The old Central Station was the first to go, to be followed by Quincy Point Station. Both these stations were replaced by impressive Colonial Revival structures designed by George E. Robinson.

George E. Robinson was selected to design the new Quincy Central Fire Station in 1938 for he had already proven himself as a fine designer of fire stations who understood their functions and the program of the firefighters. Rebecca Zurier writes that "the new mood (in the 1930s) of specialization and professionalism in government that affected the fire service extended to its architecture as well. The most striking example was George Ernest Robinson, a Boston architect who billed himself as a specialist in the design of fire stations." (The American Firehouse, p. 179). Robinson, educated at M.I.T., designed post offices, schools and theaters and was particularly interested in housing the "fire boys." He was a frequent speaker at the meetings of firemen's associations, he published his buildings and theoretical writings in both firemen's and architects' journals. (Fire Engineering, December 25, 1926 and May 27, 1931). His reputation increased in the thirties and forties and fire departments throughout New England hired him to design fire stations. In Quincy, he was responsible for the new Central Fire Station (1938, NR:1989, 26 Quincy Avenue, MHC #295), a large longitudinal brick Colonial Revival structure with four segmental keystone arched openings and embellished with Georgian details, the West Quincy Fire Station (1939, 160 Copeland Street, MHC #458), another Colonial Revival building, simpler and smaller than Central Fire Station, and during wartime, the Squantum Fire Station (1943, 50 Huckins Avenue, MHC #443), a simple traditional structure. The stations were well integrated in their neighborhoods; the Colonial Revival Style was the prevailing

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residential mode as well as the favored style for public buildings.

The 1941 Quincy Point Fire Station is a solid, brick, T-shaped structure set on a low foundation under a slate hip roof. The 50' facade is dominated by a large slightly projecting 36' wide gambreled frontispiece. The station's impressive presence and the two slightly arched bays identify the structure as a fire station. These bays are filled with wood panelled royal blue overhead doors with two rows of lights inserted at mid-level. Above them are three eight-over-twelve sash windows (lighting the Common Room) and a gable rondel in which are inscribed the dates: "1625/1640/1792" above a water scene / "1888" and below with the work "Quincy." Gone is the colorful iconography (known as "firemanic" ornament) of the third quarter of the 19th century when fire stations were covered with flames, hydrants, reliefs of firemen rescuing children and other heroic scenes. Only the bays and the works "Engine 3" indicate a public building built for the fire safety of Quincy Point. Subtle Colonial Revival details include the row of splayed headers over the bays (a similar treatment was used in the 1893 Central Station, illustrated in Mood, p. 73), the raised four brick wide stringcourse, the white trim contrasting with the red colored brick and the rectangular and gambreled gable massing reminiscent of one of Quincy's most famous gambreled 18th century residences, the Vassell-Adams House (NHL:1966, 135 Adams Street, ca. 1731, MHC #3). Two large brick chimneys pierce the end slopes of the slate roof. In a 1940 original colored pencil drawing by George Robinson hanging in the Common Room of the station, a balustrade is shown between the two chimneys which does not now exist and probably never did. In a 1947 photograph, it does not appear. Behind the drawing is noted: "This architect's drawing was purchased at the time the city was considering the demolition of the old Fire Station. The new station conforms to this drawing in almost every detail. Originally presented to Mayor Burgin by George E. Robinson/architect." On the original plans of George Robinson (Building Department, Plan No. 14 of Quincy Point Fire Station) the door of the south elevation is given a high style treatment with a rusticated surround and a richly molded entablature on top. Probably due to budgetary restrictions, this treatment did not materialize. This south entrance (treated as the main pedestrian entrance) duplicates the simple design, a door under a row of headers in a splayed pattern, of the north entrance which leads to the stairs. The north side elevation, which consists of the 24' side of the front massing and a 36' recessed wing (creating the "T"), is similar to the south elevation facing Cleverly Court; both show the flat rubber-elevation is simply fenestrated; basement windows light the storage area below while a recessed door leads to the anteroom.

The interior of the fire station is unexpectedly modern. Where one might expect the architectural conservativeness to be continued indoors, one encounters a surprising

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"moderne" treatment executed in glazed, salmon colored brick and stained woodwork. The effect is a neat, sparse, functional space. The smooth sleek lines of the curved office wall, of the rounded corners, and of the rear arch contribute to creating a "Streamline" interior that must have seemed sleek and very new in 1941. The glazed brick is laid flush (one row of stretchers, and one row of headers alternating with stretchers) to create a smooth surface. All the corners are rounded and the corner office wall housing the "watch desk" is curved. These elements of modernism in a Colonial Revival envelope do not indicate architectural schizophrenia but rather an understanding of the needs of the people served by the institution. The exterior is familiar; it suits its environment and its traditional style by emphasizing the more neighborly aspect of the fireman's job. A modern station in 1941 would have seemed unfamiliar and unfriendly. Inside, the modernity is acceptable for it relates the evergrowing technological side of firefighting. Gone is the tall tower of the past used for drying hoses. In 1941, the firefighters at Quincy Point Station dried their hoses on a "hose drying rack" located in the basement. Later, a special oven placed in the southwest corner of the apparatus room was used for this procedure. Today (1993) the oven has been removed for the vinyl or polyester hoses no longer need to be rinsed; they are rooled back onto the truck immediately after use. At the rear of the ground floor is a chamfered solid brick balustrade protecting the short run of steps leading to the kitchen/eating area (since the beginning of the 20th century, a new addition to fire stations). To the right of the stairs is a dramatic arch, perhaps the architect's obeisance to the magnificent wide arched bays of past Quincy station. It separates the rear anteroom from the apparatus room and endows the interior with dignity and monumentality. Only the ceiling reflects the Colonial Revival Style of the exterior; it is composed of wood beams and boards and seems an effective and attractive foil to the glazed brick. On the second floor, there is a Common Room for the firefighters, two rooms for the officers, two dormitories, a large shower room and storage space. Sliding poles, present in all fire stations since 1878 when they were invented by a Chicago fireman, and still in use today, are three in number. They are located in the two dormitories and in the Common Room. Operating out of the station is Engine 3, a red 1,500 gallon pumper engine (1982) with 12' ladders and 24' ladder extensions. As early as 1882 fire trucks were "painted red with gold trim," yet there was a thirty year period in Quincy, 1939 to 1969, when the "standard vermilion" had given way to the color white. The second vehicle is a HAZMAT Unit (Hazardous Materials Van) which is the 1993 version of the rescue car of the 19th century; it is the only one in Quincy and therefore services the whole city.

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MassachusettsSection number 7, 8 Page 5, 1Archaeological Description

No prehistoric sites are located on the property or in the general area (within one mile). In general, the potential for prehistoric survivals is low because locational characteristics of the parcel (slope, drainage, proximity to water) are not well suited for Native American subsistence and settlement activities. A low to moderate potential also exists for locating historic archaeological survivals. Construction of the present fire station in 1941 undoubtedly had an impact on potential structural remains from the earlier 1844 and 1894 fire stations built at this locations. The existing fire station has a basement and covers most of the lot indicating little room for archaeological survivals to remain intact.

In the event structural or artifact/feature survivals still exist from the 1844 and 1894 fire stations, they may be of great significance to this nomination. Survivals from these structures could help document the evolution of fire fighting in Quincy and how these developments related to state-of-the-art trends in fire fighting for the period. Analysis of artifact remains from the site could provide technological information for fire stations in general as well as detailed information on firemen who worked and resided at the stations.

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**8. STATEMENT OF SIGNIFICANCE**

The Quincy Point Fire Station at 615 Washington Street possesses integrity of location, design, setting, materials, workmanship, feeling and association and meets Criteria A and C of the National Register of Historic Places. The Fire Station meets Criteria A for its linkage with the development of the City of Quincy. Designed by George Ernest Robinson, a Boston architect nationally recognized for fire station design, the 1941 Quincy Point Fire Station meets Criteria C as a fine unaltered example of a brick Colonial Revival institutional structure. The Quincy Point Fire Station is of local significance.

The history of fire protection in Quincy (then part of the Town of Old Braintree) began in 1644 when an act was passed stating: "Every householder in this town, shall, by the first day of March ensuing, have a ladder of his to stand up against his chimney, to secure them and the town from fire, or else shall be liable to pay what penalty the town men shall impose on them" (Edwards, p. 216-217). In 1792, just after Quincy became a town, the Quincy Fire Association was formed among the inhabitants for the mutual

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protection of each other's property in case of fire. This volunteer association used buckets, hooks, and ladders. In 1812 Quincy acquired a Thayer of Boston "bucket tub," its first major piece of fire apparatus. Over the years the Fire Association divided into separate volunteer companies which continued until the town accepted full municipal responsibility for fire protection when an act authorizing the establishment of a fire department in Quincy was passed on April 8, 1853. The first chemical engine, the "Little Giant," came to Quincy in 1875; built by the Kingsford Foundry & Machine Works of Oswego, N.Y., it was a combination chemical and hand engine. (Robert N. Mood, QFD: A History of Municipal Fire protection in the City of Quincy, p. 35) Another milestone in the history of the Quincy Fire Department occurred in 1881 - a much-needed steam fired engine, a Columbia was purchased (for \$3,900) and designated 'Quincy No. 1." The next step to ensure efficient fire fighting was taken in 1882 when the town voted to install a telegraphic fire alarm system (Mood, p. 95-97). Four years later, in 1886, the Quincy Firemen's Relief Association was organized "to provide aid and relief to the members disabled while in the discharge of their duty as members of the fire department of the town Quincy" (Mood, p. 17). The present fully paid Quincy Fire Department was established on March 4, 1889; it was Quincy's powered waterpumping fire engine, nicknamed "Rivadavia" or "The Big Pump," which saw service in the Quincy Fire Department from 1917-1919, was actually built at Quincy Point's Fore River Shipyard "to demonstrate the superiority of the Fore River engines throughout the country" (Mood, p. 75).

Running parallel to the development of the fire department and its apparatus is that of the water supply system for fire fighting. In 1837 a town well was dug at the head of Granite Street to be specifically used for fire protection. A program was started in 1856 to build reservoirs in different areas of Quincy. By 1874 Quincy had one of the earliest high pressure hydrant systems in the country (Mood, p. 95-97).

The Quincy Point neighborhood, where the Quincy Point Fire Station is located, was once called the Old Fields District; Joseph Lincoln Whiton described it as "a beautiful country village with the shady elm trees" ("Quincy Point As I Knew It," p. 5). Quincy Point is bounded by Quincy Avenue (west), Elm Street (north), Town River Bay (east) and the Weymouth Fore River and the Braintree Town Line (south). Although some inhabitants of Quincy Point were associated with the nearby granite and other industries, the prime reason for the development of the Point was the commercial maritime industry located on the Town and Fore Rivers. Two huge industrial complexes dominated Quincy Point, placing a large responsibility on the Quincy Point Fire Station: the giant Fore River Shipyard (97 East Howard Street, 1900, MHC #394) and the

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Procter & Gamble Manufacturing Co., (780 Washington Street, 1939/1940, MHC #279), located at the Fore River Bridge.

Shipbuilding burgeoned during the 1900 to 1950 period in Quincy and by 1919 the city's leading industry was attracting over 16,000 workers. Quincy Point's Fore River Ship & Engine Company, a subsidiary of the Bethlehem Shipbuilding Corporation, was the most important of Quincy's shipbuilding enterprises and one of the foremost modern shipbuilding plants of the United States.

World War I accelerated expansion of the production activity at the Fore River Shipyards and created an imperative need for worker housing. In response to this demand, the United States Housing Corporation built 256 residences in the Quincy Point area between 1918 and 1919. This combination of "combustible industries" (Annual Report of the City of Quincy, 1948) and many more neighborhood residences apparently induced the 1939 Annual Report to recommend "that a building program be mapped out to replace the following stations: Quincy Point and Houghs Neck ... the Quincy Point Station is in poor condition and needs immediate attention" (p. 265). Plans were quickly developed for the Quincy Point Fire Station; it was occupied by January 20, 1942. The Houghs Neck Station was not constructed until 1947.

The 1941 Quincy Point Fire Station was preceded by two earlier stations, the 1844 'Vulture' and the 1893 'Hose 4,' all sited in approximately the same location. Joseph Lincoln Whiton recalls the early fire fighting days in Quincy Point: "Our means of fire protection was to go to the old Methodist Church which was then on the corner of Washington Street and South Street, and ring the bell. This gave the alarm for the volunteer fire department to man the old hand tub 'Vulture'..." ("Quincy Point As I Knew It," p. 2). The 'Vulture's motto was "Our Aim the Public Good" (Mood, p. 24).

In 1893 the town fathers bought additional land at the corner of Cleverly and Washington Streets for \$1,397.81, bringing the size of the fire station lot to 9,655 square feet. They also appropriated \$4,500 to build 'Hose 4,' a new Shingle Style station. At that time the Quincy Point company was entirely composed of voluntary call men. In 1898 'Hose 4' at Quincy Point was made a permanent company with a chief and six call men. In 1907 the horse drawn Atlantic Chemical was shifted to Quincy Point; it was succeeded by 'Engine 3,' manned by two officers and eight men. This station was demolished, along with a two-story store/dwelling at 611 Washington Street, in May 1941 to make way for the new Quincy Point Fire Station. The demolition contractor was John J. Duane & Co.

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There was much controversy over the cost of the 1941 Quincy Point Fire Station. The Quincy Taxpayers Association claimed \$55,000 was too much to spend on a fire station. This may have been because the Works Progress Administration (WPA), which had helped fund 525 new fire stations across the United States, and had assisted so many other Quincy public works projects, was winding down by 1941 and devoting its energy and resources to the war effort (Zurier, p. 200, 207).

The cornerstone for the new station was laid on August 30, 1941 by Mayor Thomas S. Burgin who remarked his father was present just 48 years ago at the same site when the old (1893) station was dedicated. A copper box was set in the cornerstone which contained a copy of the August 18, 1941 Quincy Patriot Ledger, the 1940 city report and the July report of the city auditor, among other artifacts (Patriot Ledger, Aug. 30, 1941, p. 14). The 1941 Annual Report of the City of Quincy reported: "The City Council appropriated the sum of \$50,000 for the construction of a Fire Station at Quincy Point. The building constructed on the site of the old station was substantially completed on December 31, 1941. Mr. George Ernest Robinson was the Architect and John Hamre & Son, Contractors. The building in design and construction is a credit to both the architect and builders."

Boston architect George Ernest Robinson, the designer of the 1941 Quincy Point Fire Station, has designed half of the eight stations currently (1993) functioning in Quincy. His first commission, completed in 1938, was the Central Station (26 Quincy Avenue, 1938, NR:1989, MHC #295). Following this marked success he went on to design the West Quincy Fire Station, 160 Copeland Street (MHC #458) in 1939; in this project he worked with contractor John Hamre & Son, 55 Buckingham Road, Wollaston, who was also the contractor for the Quincy Point Fire Station in 1941. Robinson's last Quincy station was the Squantum Fire Station, 86 Huckins Avenue (MHC #444) in 1943. The other four non-Robinson Quincy stations are: Wollaston Fire Station (111 Beale Street (1900, NR:1989, MHC #577); Houghs Neck Fire Station, designed by the Colletti Bros., (1080 Sea Street, 1947, MHC #107); Atlantic Fire Station, (311 Hancock Street, 1963) and the Germantown Fire Station (Doane Street, 1973). Robinson designed one additional building in Quincy other than a fire station: the handsome Colonial Revival Noyes Buick Co., now (1993) called South Shore Buick (40-64 Adams Street, 1940, MHC #186).

Massachusetts Institute of Technology (M.I.T.) graduate, George Ernest Robinson opened his Boston architectural office in 1911. From 1914 to 1915 he joined Roland S. Simonds and Albert Macnaughton in the firm Simonds, MacNaughton & Robinson; from 1916 to 1924, the partnership became MacNaughton & Robinson. Robinson was once

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again in a solo practice from 1924 to 1945, located at 80 Federal Street, Boston. During the course of his career, Robinson developed an architectural specialty in fire stations, designing them throughout New England and beyond. His works were regularly published in national journals; two Massachusetts stations, in Ayer and Needham, appeared in The Architectural Record of 1934 and 1935, and the Arlington, MA station is in Rebecca Zurier's The American Fire Station (1982).

The Quincy Point Fire Station is architecturally significant as one of Quincy's finest examples of an early 20th century Colonial Revival Public Building, designed by architect George Ernest Robinson, noted for his expertise and specialization in fire stations. Even while adapting to the newer fire fighting technology, the structure has retained its original architectural integrity and identity. The station is historically significant for its association with the development of the Quincy Point neighborhood and the sense of continuity it has engendered with the people served. The structure demonstrates the designer's subtle understanding of the unique blend of domestic and institutional elements which characterize a fire station of the 1930s and 1940s. In the 1990s the well-designed building continues to function smoothly as a modern fire station protecting the Quincy Point neighborhood.

(end)

## 9. MAJOR BIBLIOGRAPHICAL RESOURCES

## BOOKS:

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United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

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Quincy (Norfolk County)  
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United States Department of the Interior  
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National Register of Historic Places  
Continuation Sheet

Quincy Point Fire Station  
Quincy (Norfolk County)  
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United States Department of the Interior  
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## National Register of Historic Places Continuation Sheet

Quincy Point Fire Station  
Quincy (Norfolk County)  
Massachusetts

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### 10. GEOGRAPHICAL DATA

Verbal Boundary Description:

Lot 88, City of Quincy Assessor's Map #2067-A

Verbal Boundary Justification:

The nominated property includes the entire parcel historically associated with the 1941 Quincy Point Fire Station.

(end)

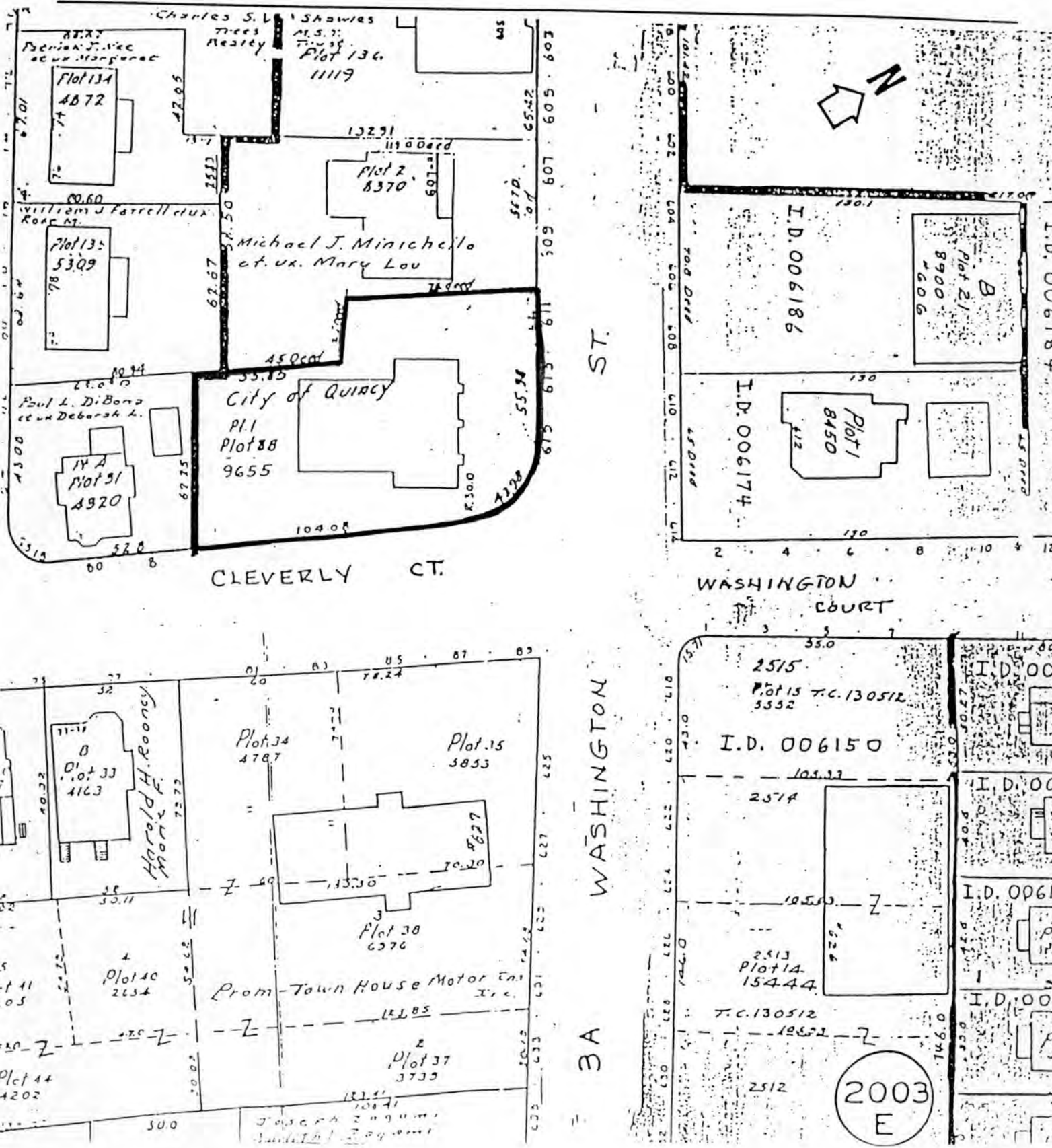
United States Department of the Interior  
National Park Service

Quincy Point Fire Station  
Quincy (Norfolk County)  
Massachusetts

# National Register of Historic Places Continuation Sheet

Quincy Assessors Map #2067-A, Lot #88  
Scale: 1" = 40'  
Date: 1990

Section number N/A Page N/A



2003  
E

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Quincy Point Fire Station  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: MASSACHUSETTS, Norfolk

DATE RECEIVED: 3/29/93 DATE OF PENDING LIST: 4/13/93  
DATE OF 16TH DAY: 4/29/93 DATE OF 45TH DAY: 5/13/93  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 93000347

NOMINATOR: STATE

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 4/26/93 DATE

ABSTRACT/SUMMARY COMMENTS:

*Returned at the request of SHPO*

*Please have SHPO sign nomination  
when resubmitted.*

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

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

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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

\_\_\_\_\_  
Signed Melvin Byers      Phone 202-343-9553  
Date 4/26/93

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 Quincy Point Fire Station

other names/site number \_\_\_\_\_

2. Location

street & number 615 Washington Street N/A  not for publication

city or town Quincy N/A  vicinity

state Massachusetts code MA county Norfolk code 021 zip code 02169

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 1/5/93  
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:) \_\_\_\_\_

for Signature of the Keeper Entered in the National Register Date of Action 2/18/94  
Kyrie Lapley

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.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

GOVERNMENT: Fire Station

Current Functions

(Enter categories from instructions)

GOVERNMENT: Fire Station

7. Description

Architectural Classification

(Enter categories from instructions)

LATE 19th AND 20th CENTURY

REVIVALS: Colonial Revival

Materials

(Enter categories from instructions)

foundation CONCRETE

walls BRICK

roof FRONT SECTION: SLATE

other REAR SECTION: SYNTHETICS/RUBBER

Narrative Description

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

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.

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE
COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1941-1943

Significant Dates

1941

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Robinson, George Earnest

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 #

Primary location of additional data:

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

Name of repository:

Massachusetts Historical Commission

Thomas Crane Public Library

Name of Property

County and State

10. Geographical Data

Acreage of Property 5,655 sq. ft.

UTM References

(Place additional UTM references on a continuation sheet.)

UTM grid for reference 1: Zone 19, Easting 336910, Northing 4678780

UTM grid for reference 3: Zone, Easting, Northing

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 By

Minxie J. Fannin and Monique B. Lehner, Fannin-Lehner Preservation Consultants 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 City of Quincy

street & number 1305 Hancock Street telephone (617) 376-1000

city or town Quincy state MA zip code 02169

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 Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior  
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Quincy (Norfolk County)  
MassachusettsSection number 7 Page 1**7. DESCRIPTION**

The Quincy Point Fire Station is a brick Colonial Revival public building located at the intersection of Cleverly Court and the busy thoroughfare of Washington Street which leads to Weymouth and Hingham; to the south, just under 1,000' away, is the Fore River Bridge (1924, MHC #917). The topography of Quincy Point area is flat and mostly made up of single and double family residences, many constructed by the U. S. Government Housing Corp. in a frenetic two-year period, 1918-1919 (see area MHC #AK) and post-1920 residential and commercial infill, especially on Washington Street. The Quincy Point Fire Station is the third fire station to be built on the site. The first structure was the home of "Vulture Engine and Company;" built in 1844 it was an archetypal Greek Revival station with a closed pediment, two bays and an open cupola at the ridge line (Mood, pp. 12, 34). In 1893, a "new" station, the second, replaced the earlier station; it was a hard edged Shingle Style square building under a hip roof with a front projecting, hip roof pavilion filled with a large entrance bay in the center for "Hose 4" (hose wagon) and a tall square tower in the back used to drain and dry the cotton and rubber hoses of the period. Before its demolition in 1940, the Works Progress Administration rendered measured drawings of this 1893 building (Building Department, WPA Project No. 17727, Job No. 128). The present Quincy Point Fire Station is the third. Built in 1941 to the designs of George Ernest Robinson, Boston architect, it is one of the finest Colonial Revival public buildings in the city of Quincy. No alterations or additions detract from the original massing of the building.

The architectural history of fire stations in Quincy reflects in microcosm that of the United States. (The American Firehouse: An Architectural and Social History by Rebecca Zurier) In 1976 Robert N. Mood, Quincy Firefighter, wrote as a project for the Commonwealth of Massachusetts Bicentennial Grants Program a detailed history of the Quincy Fire Department, called QFD: A History of Municipal Fire Protection in the City of Quincy. Mood introduces the material with a fine history of the development of the Fire Department. In QFD, architecture is related to in terms of the functions of the building rather than to its form or style. The earliest structures were storage buildings for the "Hand Engine Companies 1818-1884," fire engines known as "common engines" or "bucket tubs." They were all simple, residentially scaled, gabled Greek Revival buildings. Some have been recycled into residences (Mood, p. 29, 32). They were called "engine houses" or "hose houses." The next development in fire fighting equipment were the "Chemical Engines, 1875-1893" combination chemical and hand engines. The structures housing these machines reflected the same stylistic trend of residential architecture. On page 35, Mood illustrates the Wollaston Chemical Engine at Houghs Neck, 1886, a Gothic Revival Cottage complete with decorated bargeboards and gable trusses. The "Steamers," steam fire engines, appeared in 1882 and

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were in use until 1919, first pulled by horses, and later by tractors (1914) and finally, run by gasoline engines. Ladder trucks and hose wagons were in general use from the 1860s to the 1970s. Today, all fire engines store their own ladders, hose and pumps.

By 1893, the Quincy Fire Department was a well organized city paid force and no longer a varied conglomerate of volunteer fraternal organization. The stations built were larger and housed not just one element of the fire fighting apparatus, but all, the engine, the ladders and the hose, with housing on the second floor for the firefighters. Central Station and Quincy Point Station (second on site) both built in 1893, were fine examples of this type of station. Central was a large brick, three bay structure with a tall hose tower (Mood, p. 44) while Quincy Point was a clapboarded hip roof structure. Their ground floors had high ceilings needed for the stabling of horses. Later, under the administration of Mayor Thomas S. Burgin, a new program of fire station replacement began, partly in response to the devastating Quincy unemployment brought on by the Depression and partly in need to update the Fire Department. The old Central Station was the first to go, to be followed by Quincy Point Station. Both these stations were replaced by impressive Colonial Revival structures designed by George E. Robinson.

George E. Robinson was selected to design the new Quincy Central Fire Station in 1938 for he had already proven himself as a fine designer of fire stations who understood their functions and the program of the firefighters. Rebecca Zurier writes that "the new mood (in the 1930s) of specialization and professionalism in government that affected the fire service extended to its architecture as well. The most striking example was George Ernest Robinson, a Boston architect who billed himself as a specialist in the design of fire stations." (The American Firehouse, p. 179). Robinson, educated at M.I.T., designed post offices, schools and theaters and was particularly interested in housing the "fire boys." He was a frequent speaker at the meetings of firemen's associations, he published his buildings and theoretical writings in both firemen's and architects' journals. (Fire Engineering, December 25, 1926 and May 27, 1931). His reputation increased in the thirties and forties and fire departments throughout New England hired him to design fire stations. In Quincy, he was responsible for the new Central Fire Station (1938, NR: 1989, 26 Quincy Avenue, MHC #295), a large longitudinal brick Colonial Revival structure with four segmental keystone arched openings and embellished with Georgian details, the West Quincy Fire Station (1939, 160 Copeland Street, MHC #458), another Colonial Revival building, simpler and smaller than Central Fire Station, and during wartime, the Squantum Fire Station (1943, 50 Huckins Avenue, MHC #443), a simple traditional structure. The stations were well integrated in their neighborhoods; the Colonial Revival Style was the prevailing residential mode as well as the favored style for public buildings.

(continued)

**United States Department of the Interior  
National Park Service****National Register of Historic Places  
Continuation Sheet****Quincy Point Fire Station  
Quincy (Norfolk County)  
Massachusetts**Section number 7 Page 3

The 1941 Quincy Point Fire Station is a solid, brick, T-shaped structure set on a low foundation under a slate hip roof. The 50' facade is dominated by a large slightly projecting 36' wide gambreled frontispiece. The station's impressive presence and the two slightly arched bays identify the structure as a fire station. These bays are filled with wood panelled royal blue overhead doors with two rows of lights inserted at mid-level. Above them are three eight-over-twelve sash windows (lighting the Common Room) and a gable rondel in which are inscribed the dates: "1625/1640/1792" above a water scene / "1888" and below with the work "Quincy." Gone is the colorful iconography (known as "firemanic" ornament) of the third quarter of the 19th century when fire stations were covered with flames, hydrants, reliefs of firemen rescuing children and other heroic scenes. Only the bays and the works "Engine 3" indicate a public building built for the fire safety of Quincy Point. Subtle Colonial Revival details include the row of splayed headers over the bays (a similar treatment was used in the 1893 Central Station, illustrated in Mood, p. 73), the raised four brick wide stringcourse, the white trim contrasting with the red colored brick and the rectangular and gambreled gable massing reminiscent of one of Quincy's most famous gambreled 18th century residences, the Vassell-Adams House (NHL: 1966, 135 Adams Street, ca. 1731, MHC #3). Two large brick chimneys pierce the end slopes of the slate roof. In a 1940 original colored pencil drawing by George Robinson hanging in the Common Room of the station, a balustrade is shown between the two chimneys which does not now exist and probably never did. In a 1947 photograph, it does not appear. Behind the drawing is noted: "This architect's drawing was purchased at the time the city was considering the demolition of the old Fire Station. The new station conforms to this drawing in almost every detail. Originally presented to Mayor Burgin by George E. Robinson/architect." On the original plans of George Robinson (Building Department, Plan No. 14 of Quincy Point Fire Station) the door of the south elevation is given a high style treatment with a rusticated surround and a richly molded entablature on top. Probably due to budgetary restrictions, this treatment did not materialize. This south entrance (treated as the main pedestrian entrance) duplicates the simple design, a door under a row of headers in a splayed pattern, of the north entrance which leads to the stairs. The north side elevation, which consists of the 24' side of the front massing and a 36' recessed wing (creating the "T"), is similar to the south elevation facing Cleverly Court; both show the flat rubber-roofed recessed rear wing fenestrated with three windows above the stringcourse. The 37' rear elevation is simply fenestrated; basement windows light the storage area below while a recessed door leads to the anteroom.

The interior of the fire station is unexpectedly modern. Where one might expect the architectural conservativeness to be continued indoors, one encounters a surprising "moderne" treatment executed in glazed, salmon colored brick and stained woodwork. The effect is a neat, spare, functional space. The smooth sleek lines of the curved office wall, of the

(continued)

**United States Department of the Interior  
National Park Service****National Register of Historic Places  
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Quincy (Norfolk County)  
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rounded corners, and of the rear arch contribute to creating a "Streamline" interior that must have seemed sleek and very new in 1941. The glazed brick is laid flush (one row of stretchers, and one row of headers alternating with stretchers) to create a smooth surface. All the corners are rounded and the corner office wall housing the "watch desk" is curved. These elements of modernism in a Colonial Revival envelope do not indicate architectural schizophrenia but rather an understanding of the needs of the people served by the institution. The exterior is familiar; it suits its environment and its traditional style by emphasizing the more neighborly aspect of the fireman's job. A modern station in 1941 would have seemed unfamiliar and unfriendly. Inside, the modernity is acceptable for it relates the evergrowing technological side of firefighting. Gone is the tall tower of the past used for drying hoses. In 1941, the firefighters at Quincy Point Station dried their hoses on a "hose drying rack" located in the basement. Later, a special oven placed in the southwest corner of the apparatus room was used for this procedure. Today (1993) the oven has been removed for the vinyl or polyester hoses no longer need to be rinsed; they are rooled back onto the truck immediately after use. At the rear of the ground floor is a chamfered solid brick balustrade protecting the short run of steps leading to the kitchen/eating area (since the beginning of the 20th century, a new addition to fire stations). To the right of the stairs is a dramatic arch, perhaps the architect's obeisance to the magnificent wide arched bays of past Quincy station. It separates the rear anteroom from the apparatus room and endows the interior with dignity and monumentality. Only the ceiling reflects the Colonial Revival Style of the exterior; it is composed of wood beams and boards and seems an effective and attractive foil to the glazed brick. On the second floor, there is a Common Room for the firefighters, two rooms for the officers, two dormitories, a large shower room and storage space. Sliding poles, present in all fire stations since 1878 when they were invented by a Chicago fireman, and still in use today, are three in number. They are located in the two dormitories and in the Common Room. Operating out of the station is Engine 3, a red 1,500 gallon pumper engine (1982) with 12' ladders and 24' ladder extensions. As early as 1882 fire trucks were "painted red with gold trim," yet there was a thirty year period in Quincy, 1939 to 1969, when the "standard vermilion" had given way to the color white. The second vehicle is a HAZMAT Unit (Hazardous Materials Van) which is the 1993 version of the rescue car of the 19th century; it is the only one in Quincy and therefore services the whole city.

(continued)

United States Department of the Interior  
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Continuation SheetQuincy Point Fire Station  
Quincy (Norfolk County)  
MassachusettsSection number 7, 8 Page 5, 1Archaeological Description

No prehistoric sites are located on the property or in the general area (within one mile). In general, the potential for prehistoric survivals is low because locational characteristics of the parcel (slope, drainage, proximity to water) are not well suited for Native American subsistence and settlement activities. A low to moderate potential also exists for locating historic archaeological survivals. Construction of the present fire station in 1941 undoubtedly had an impact on potential structural remains from the earlier 1894 and 1844 fire stations built at this locations. The existing fire station has a basement and covers most of the lot indicating little room for archaeological survivals to remain intact.

In the event structural or artifact/feature survivals still exist from the 1844 and 1894 fire stations, they may be of great significance to this nomination. Survivals from these structures could help document the evolution of fire fighting in Quincy and how these developments related to state-of-the-art trends in fire fighting for the period. Analysis of artifact remains from the site could provide technological information for fire stations in general as well as detailed information on firemen who worked and resided at the stations.

(end)

**8. STATEMENT OF SIGNIFICANCE**

The Quincy Point Fire Station at 615 Washington Street possesses integrity of location, design, setting, materials, workmanship, feeling and association and meets Criteria A and C of the National Register of Historic Places. The Fire Station meets Criteria A for its linkage with the development of the City of Quincy. Designed by George Ernest Robinson, a Boston architect nationally recognized for fire station design, the 1941 Quincy Point Fire Station meets Criteria C as a fine unaltered example of a brick Colonial Revival institutional structure. The Quincy Point Fire Station is of local significance.

The history of fire protection in Quincy (then part of the Town of Old Braintree) began in 1644 when an act was passed stating: "Every householder in this town, shall, by the first day of March ensuing, have a ladder of his to stand up against his chimney, to secure them and the town from fire, or else shall be liable to pay what penalty the town men shall impose on them" (Edwards, p. 216-217). In 1792, just after Quincy became a town, the Quincy Fire Association was formed among the inhabitants for the mutual protection of each other's property in case of fire. This volunteer association used buckets, hooks, and ladders. In 1812

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Quincy (Norfolk County)  
Massachusetts**Section number 8 Page 2

Quincy acquired a Thayer of Boston "bucket tub," its first major piece of fire apparatus. Over the years the Fire Association divided into separate volunteer companies which continued until the town accepted full municipal responsibility for fire protection when an act authorizing the establishment of a fire department in Quincy was passed on April 8, 1853. The first chemical engine, the "Little Giant," came to Quincy in 1875; built by the Kingsford Foundry & Machine Works of Oswego, N.Y., it was a combination chemical and hand engine. (Robert N. Mood, QFD: A History of Municipal Fire protection in the City of Quincy, p. 35) Another milestone in the history of the Quincy Fire Department occurred in 1881 - a much-needed steam fired engine, a Columbia was purchased (for \$3,900) and designated 'Quincy No. 1.' The next step to ensure efficient fire fighting was taken in 1882 when the town voted to install a telegraphic fire alarm system (Mood, p. 95-97). Four years later, in 1886, the Quincy Firemen's Relief Association was organized "to provide aid and relief to the members disabled while in the discharge of their duty as members of the fire department of the town Quincy" (Mood, p. 17). The present fully paid Quincy Fire Department was established on March 4, 1889; it was Quincy's powered waterpumping fire engine, nicknamed "Rivadavia" or "The Big Pump," which saw service in the Quincy Fire Department from 1917-1919, was actually built at Quincy Point's Fore River Shipyard "to demonstrate the superiority of the Fore River engines throughout the country" (Mood, p. 75).

Running parallel to the development of the fire department and its apparatus is that of the water supply system for fire fighting. In 1837 a town well was dug at the head of Granite Street to be specifically used for fire protection. A program was started in 1856 to build reservoirs in different areas of Quincy. By 1874 Quincy had one of the earliest high pressure hydrant systems in the country (Mood, p. 95-97).

The Quincy Point neighborhood, where the Quincy Point Fire Station is located, was once called the Old Fields District; Joseph Lincoln Whiton described it as "a beautiful country village with the shady elm trees" ("Quincy Point As I Knew It," p. 5). Quincy Point is bounded by Quincy Avenue (west), Elm Street (north), Town River Bay (east) and the Weymouth Fore River and the Braintree Town Line (south). Although some inhabitants of Quincy Point were associated with the nearby granite and other industries, the prime reason for the development of the Point was the commercial maritime industry located on the Town and Fore Rivers. Two huge industrial complexes dominated Quincy Point, placing a large responsibility on the Quincy Point Fire Station: the giant Fore River Shipyard (97 East Howard Street, 1900, MHC #394) and the Procter & Gamble Manufacturing Co., (780 Washington Street, 1939/1940, MHC #279), located at the Fore River Bridge.

(continued)

**United States Department of the Interior  
National Park Service****National Register of Historic Places  
Continuation Sheet****Quincy Point Fire Station  
Quincy (Norfolk County)  
Massachusetts**Section number 8 Page 3

Shipbuilding burgeoned during the 1900 to 1950 period in Quincy and by 1919 the city's leading industry was attracting over 16,000 workers. Quincy Point's Fore River Ship & Engine Company, a subsidiary of the Bethlehem Shipbuilding Corporation, was the most important of Quincy's shipbuilding enterprises and one of the foremost modern shipbuilding plants of the United States.

World War I accelerated expansion of the production activity at the Fore River Shipyards and created an imperative need for worker housing. In response to this demand, the United States Housing Corporation built 256 residences in the Quincy Point area between 1918 and 1919. This combination of "combustible industries" (Annual Report of the City of Quincy, 1948) and many more neighborhood residences apparently induced the 1939 Annual Report to recommend "that a building program be mapped out to replace the following stations: Quincy Point and Houghs Neck ... the Quincy Point Station is in poor condition and needs immediate attention" (p. 265). Plans were quickly developed for the Quincy Point Fire Station; it was occupied by January 20, 1942. The Houghs Neck Station was not constructed until 1947.

The 1941 Quincy Point Fire Station was preceded by two earlier stations, the 1844 'Vulture' and the 1893 'Hose 4,' all sited in approximately the same location. Joseph Lincoln Whiton recalls the early fire fighting days in Quincy Point: "Our means of fire protection was to go to the old Methodist Church which was then on the corner of Washington Street and South Street, and ring the bell. This gave the alarm for the volunteer fire department to man the old hand tub 'Vulture'..." ("Quincy Point As I Knew It," p. 2). The 'Vulture's motto was "Our Aim the Public Good" (Mood, p. 24).

In 1893 the town fathers bought additional land at the corner of Cleverly and Washington Streets for \$1,397.81, bringing the size of the fire station lot to 9,655 square feet. They also appropriated \$4,500 to build 'Hose 4,' a new Shingle Style station. At that time the Quincy Point company was entirely composed of voluntary call men. In 1898 'Hose 4' at Quincy Point was made a permanent company with a chief and six call men. In 1907 the horse drawn Atlantic Chemical was shifted to Quincy Point; it was succeeded by 'Engine 3,' manned by two officers and eight men. This station was demolished, along with a two-story store/dwelling at 611 Washington Street, in May 1941 to make way for the new Quincy Point Fire Station. The demolition contractor was John J. Duane & Co.

There was much controversy over the cost of the 1941 Quincy Point Fire Station. The Quincy Taxpayers Association claimed \$55,000 was too much to spend on a fire station. This may have been because the Works Progress Administration (WPA), which had helped fund 525 new fire stations across the United States, and had assisted so many other Quincy

(continued)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetQuincy Point Fire Station  
Quincy (Norfolk County)  
MassachusettsSection number 8 Page 4

public works projects, was winding down by 1941 and devoting its energy and resources to the war effort (Zurier, p. 200, 207).

The cornerstone for the new station was laid on August 30, 1941 by Mayor Thomas S. Burgin who remarked his father was present just 48 years ago at the same site when the old (1893) station was dedicated. A copper box was set in the cornerstone which contained a copy of the August 18, 1941 Quincy Patriot Ledger, the 1940 city report and the July report of the city auditor, among other artifacts (Patriot Ledger, Aug. 30, 1941, p. 14). The 1941 Annual Report of the City of Quincy reported: "The City Council appropriated the sum of \$50,000 for the construction of a Fire Station at Quincy Point. The building constructed on the site of the old station was substantially completed on December 31, 1941. Mr. George Ernest Robinson was the Architect and John Hamre & Son, Contractors. The building in design and construction is a credit to both the architect and builders."

Boston architect George Ernest Robinson, the designer of the 1941 Quincy Point Fire Station, has designed half of the eight stations currently (1993) functioning in Quincy. His first commission, completed in 1938, was the Central Station (26 Quincy Avenue, 1938, NR: 1989, MHC #295). Following this marked success he went on to design the West Quincy Fire Station, 160 Copeland Street (MHC #458) in 1939; in this project he worked with contractor John Hamre & Son, 55 Buckingham Road, Wollaston, who was also the contractor for the Quincy Point Fire Station in 1941. Robinson's last Quincy station was the Squantum Fire Station, 86 Huckins Avenue (MHC #444) in 1943. The other four non-Robinson Quincy stations are: Wollaston Fire Station (111 Beale Street (1900, NR:1989, MHC #577); Houghs Neck Fire Station, designed by the Colletti Bros., (1080 Sea Street, 1947, MHC #107); Atlantic Fire Station, (311 Hancock Street, 1963) and the Germantown Fire Station (Doane Street, 1973). Robinson designed one additional building in Quincy other than a fire station: the handsome Colonial Revival Noyes Buick Co., now (1993) called South Shore Buick (40-64 Adams Street, 1940, MHC #186).

Massachusetts Institute of Technology (M.I.T.) graduate, George Ernest Robinson opened his Boston architectural office in 1911. From 1914 to 1915 he joined Roland S. Simonds and Albert Macnaughton in the firm Simonds, MacNaughton & Robinson; from 1916 to 1924, the partnership became MacNaughton & Robinson. Robinson was once again in a solo practice from 1924 to 1945, located at 80 Federal Street, Boston. During the course of his career, Robinson developed an architectural specialty in fire stations, designing them throughout New England and beyond. His works were regularly published in national journals; two Massachusetts stations, in Ayer and Needham, appeared in The Architectural Record of 1934

(continued)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetQuincy Point Fire Station  
Quincy (Norfolk County)  
MassachusettsSection number 8, 9 Page 5, 1

and 1935, and the Arlington, MA station is in Rebecca Zurier's The American Fire Station (1982).

The Quincy Point Fire Station is architecturally significant as one of Quincy's finest examples of an early 20th century Colonial Revival Public Building, designed by architect George Ernest Robinson, noted for his expertise and specialization in fire stations. Even while adapting to the newer fire fighting technology, the structure has retained its original architectural integrity and identity. The station is historically significant for its association with the development of the Quincy Point neighborhood and the sense of continuity it has engendered with the people served. The structure demonstrates the designer's subtle understanding of the unique blend of domestic and institutional elements which characterize a fire station of the 1930s and 1940s. In the 1990s the well-designed building continues to function smoothly as a modern fire station protecting the Quincy Point neighborhood.

(end)

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(continued)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Quincy Point Fire Station  
Quincy (Norfolk County)  
Massachusetts

Section number 9 Page 2

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(continued)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Quincy Point Fire Station  
Quincy (Norfolk County)  
Massachusetts

Section number 9 Page 3

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(continued)

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Quincy Point Fire Station  
Quincy (Norfolk County)  
Massachusetts

Section number 9, 10 Page 4, 1

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Quincy Historical Society Files.

Thomas Crane Public Library Reference Files.

(end)

**10. GEOGRAPHICAL DATA**

Verbal Boundary Description:

Lot 88, City of Quincy Assessor's Map #2067-A (see attached).

Verbal Boundary Justification:

The nominated property includes the entire parcel historically associated with the 1941 Quincy Point Fire Station.

(end)

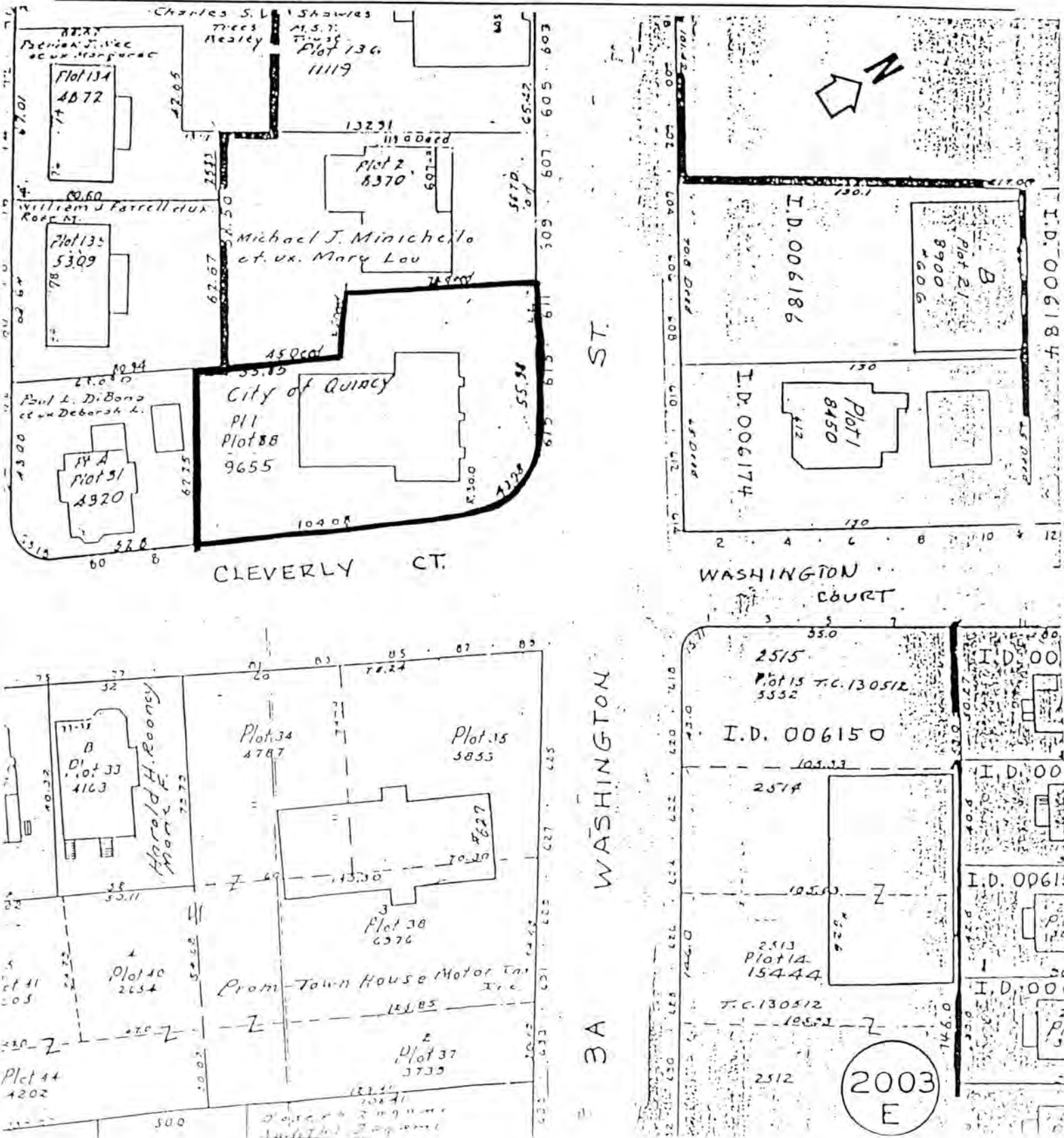
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Quincy Point Fire Station  
Quincy (Norfolk County)  
Massachusetts

Quincy Assessors Map #2067-A, Lot #88  
Scale: 1" = 40'  
Date: 1990

Section number N/A Page N/A



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

PROPERTY NAME: Quincy Point Fire Station

MULTIPLE NAME:

STATE & COUNTY: MASSACHUSETTS, Norfolk

DATE RECEIVED: 1/10/94  
DATE OF 16TH DAY:  
DATE OF WEEKLY LIST:

DATE OF PENDING LIST:  
DATE OF 45TH DAY: 2/24/94

REFERENCE NUMBER: 93000347

NOMINATOR: STATE

DETAILED EVALUATION:

ACCEPT  RETURN  REJECT 2/18/94 DATE

Entered in the  
National Register

ABSTRACT/SUMMARY COMMENTS:

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

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

---

**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**

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**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. Quincy Point Fire Station  
615 Washington Street, Quincy
2. Norfolk County, MA
3. Monique B. Lehner
4. March 1992
5. Negatives with photographer  
72 South Pleasant Street  
Hingham, MA
6. East facade, south side elevation,  
looking northwest.
7. # 1 of 5

A black and white photograph of a brick fire station building. The building features a brick facade with a decorative archway above a large garage door. Two windows are visible on the upper level. Signs on the wall identify the building as 'QUINCY POINT FIRE ENGINE 3'. A radiation warning sign and a 'TOW-A-ZONE' sign are also present on the right side of the building.

QUINCY POINT FIRE

ENGINE 3



TOW-A-ZONE  
N  
PAR

1. Quincy Point Fire Station  
615 Washington Street, Quincy
2. Norfolk County, MA
3. Monique B. Lehner
4. March 1992
5. Negatives with Photographer  
72 South Pleasant Street  
Hingham, MA
6. East facade, detail: Splayed brick  
lintel over arched bay.
7. # 2 of 5



1. Quincy Point Fire Station  
615 Washington Street, Quincy
2. Norfolk County, MA
3. March 1992 - monique B. Lehner
4. March 1992
5. Negatives with Photographer  
72 South Pleasant Street  
Hingham, MA
6. Interior: Looking toward chamfered  
stair rail and arch between apparatus  
room and anteroom.
7. # 3 of 5



1. Quincy Point Fire Station  
615 Washington 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; southeast corner, watch desk office.
7. # 4 of 5

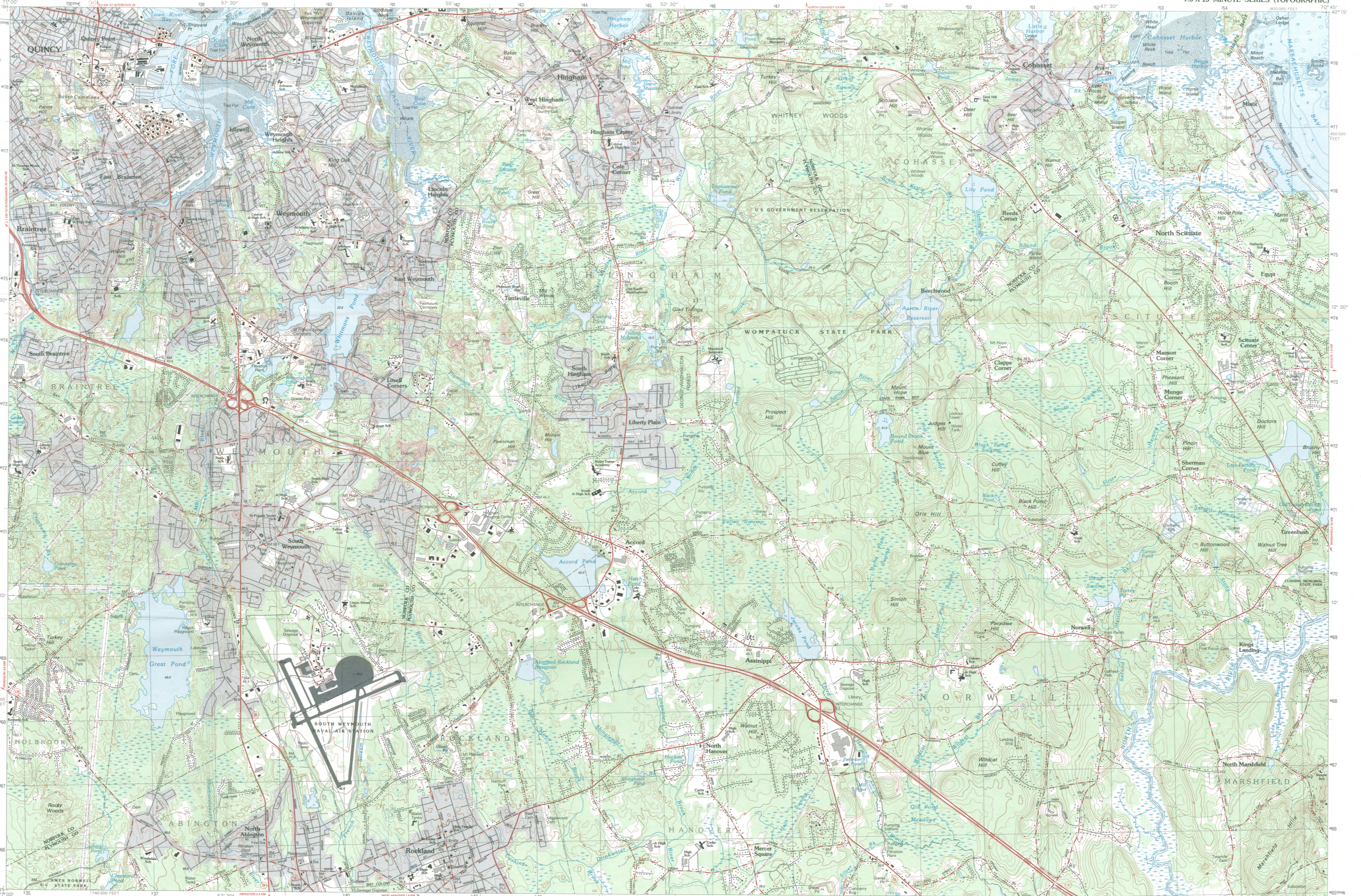


1. Quincy Point Fire Station  
615 Washington Street, Quincy
2. Norfolk County, MA
3. Monique B. Lehner
4. March 1992
5. Negatives with Photographer  
72 South Pleasant Street  
Hingham, MA
6. Interior detail: Rounded glazed bricks  
with large wood ceiling beam.
7. # 5 of 5

WEYMOUTH, MASSACHUSETTS

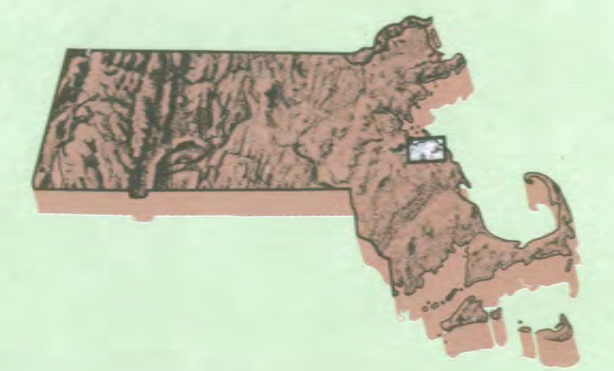
7.5 X 15 MINUTE SERIES (TOPOGRAPHIC)

QUINCY POINT FIRE STATION  
QUINCY, NORFOLK COUNTY, MASS.  
UTM REFERENCE:  
19 336910 4678780



# Weymouth 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/NOA, and Commonwealth of Massachusetts agencies.

Compiled by photogrammetric methods from aerial photographs taken 1978. Field checked 1979. Map edited 1984.

Supersedes Weymouth and Cohasset 1:25 000-scale maps dated 1971 and 1974.

Selected hydrographic data compiled from NOS charts 13269 (1980) and 13270 (1982). This information is not intended for navigational purposes.

Projection and 1000-meter grid, zone 19; Universal Transverse Mercator.

100,000-foot grid ticks based on Massachusetts coordinate system, mainland zone.

1927 North American Datum.

To place on the predicted North American Datum 1983 move the projection line 1 meter south and 42 meter west as shown by dashed corner ticks.

There may be private inholdings within the boundaries of the National or State reservations shown on this map.

CONTOUR INTERVAL 3 METERS

NATIONAL GEODETIC VERTICAL DATUM OF 1929

CONTOUR ELEVATIONS SHOWN TO THE NEAREST 0.1 METER

OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 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 2.7 METERS

THIS MAP COMPLES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE		DECLINATION DIAGRAM		ADJOINING MAPS		
Meters	Feet	MAGNETIC DECLINATION		1	2	3
1	3.2808	10° 28' N		1	2	3
2	6.5617	23° 15' N		4	5	6
3	9.8425	23° 15' N		7	8	9
4	13.1234	23° 15' N				
5	16.4042	23° 15' N				
6	19.6850	23° 15' N				
7	22.9659	23° 15' N				
8	26.2467	23° 15' N				
9	29.5275	23° 15' N				
10	32.8084	23° 15' N				

To convert meters to feet multiply by 3.2808

To convert feet to meters multiply by 0.3048

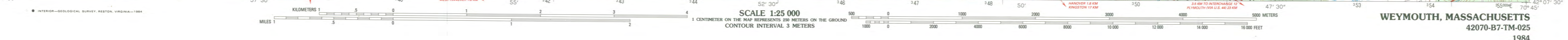
UTM grid convergence (90° to 180°) is constant (M) at center of map. Diagram is approximate.

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 gage; narrow gage
- Bridge; drawbridge
- Footbridge; overpass; underpass
- Railroad: only selected 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 section, small scale
- Land grant with monument; found section corner
- U.S. public lands survey; range, township; section
- Range, township; section line: location approximate
- Force or field line
- Power transmission line, located tower
- Dam; dam with lock
- Cemetery; grave
- Compass; picnic table; U.S. border monument
- Windmill; water well; spring
- Mine shaft; prospect; adit or cave
- Control: horizontal station; vertical station; spot elevation
- Contour: index; intermediate; supplementary; depression
- Distorted surface: strip mine; levee; sand
- Bathymetric contours: index; intermediate
- 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; woodland
- Scrub; mangrove
- Orchard; vineyard

A pamphlet describing topographic maps is available on request



WEYMOUTH, MASSACHUSETTS 42070-B7-TM-025 1984

*Office of the Council*

*City of Quincy*



*Massachusetts*

THEODORE P. DE CRISTOFARO  
COUNCILLOR - WARD 2  
RESIDENCE - 472-1265

RECEIVED

JAN 26 1993

MASS. HIST. COMM.

January 25, 1992

Judith B. McDonough, Executive Director  
State Historic Preservation Officer  
Massachusetts Historical Commission  
80 Boylston Street  
Boston, MA 02116

Dear Ms. McDonough:

I am writing to express my enthusiastic support for the Quincy Point Fire Station to be granted status in the National Register of Historic Places.

Unfortunately, I already have a commitment for March 10th and will not be able to attend the meeting regarding this matter. I would ask your kind assistance in presenting my letter at the meeting as I am the City Councillor for Ward Two in which the Fire Station is located.

The people of Quincy Point take pride in their local fire station and it has been an integral part of the community aside from the obvious duties of firefighting. The building has been visited by school children of Quincy Point generation after generation.

I thank you in advance for your support in this matter.

Sincerely,

A handwritten signature in cursive script that reads "T. P. DeCristofaro".

Theodore P. DeCristofaro  
Ward Two Councillor

TPD/rtn

cc: Charles J. Phelan, Council President



RECEIVED

MAR 29 1993

NATIONAL  
REGISTER

March 16, 1993

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

Dear Ms. Shull:

Enclosed you will find the following nomination form:

Quincy Point Fire Station, 615 Washington Street, Quincy (Norfolk County),  
Massachusetts, 02169.

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. Owners were notified of pending State Review Board consideration 30-75 days before the meeting and were afforded the opportunity to comment. A letter of support was received from Theodore P. DeCristofaro, City Councillor (see enclosed).

Sincerely,

Betsy Friedberg  
National Register Director  
Massachusetts Historical Commission

enclosure

cc: Joseph Shea, City Clerk, City of Quincy  
Theodore P. DeCristofaro, Ward Two Councillor, City of Quincy  
Charles J. Phelan, President, Quincy City Council  
Roberta Fitzgerald, Assistant Planner, City of Quincy  
Richard Lockhead, Chairman, Quincy Historical Commission  
Warren Watson, Director, Thomas Crane Public Library  
Fannin-Lehner Preservation Consultants

OR 3/29/93



RECEIVED 413

APR 19 1993

April 14, 1993

Carol Shull  
Chief of Registration  
National Park Service  
Department of the Interior  
P.O. Box 37127  
Washington, D.C. 20013-7127

RE: Quincy Point Fire Station, 615 Washington Street, Quincy (Norfolk County), Massachusetts, 02169

Dear Ms. Shull:

Because of a technical error in notifications, we are requesting the return of the above-named nomination. We plan to resubmit the nomination to the National Park Service once the notification error has been rectified.

Thank you for your attention to this matter.

Sincerely,

Betsy Friedberg  
National Register Director  
Massachusetts Historical Commission

cc: Roberta Fitzgerald, Assistant Planner, City of Quincy  
Fannin-Lehner Preservation Consultants



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:

Quincy Point Fire Station, 615 Washington Street, Quincy (Norfolk County), Massachusetts, 02169.

This nomination was originally submitted to the National Park Service in March 1993, but due to a technical error in the notification process, the MHC requested the nomination be returned. The notification error has since been corrected.

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. The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. Enclosed is a letter from Theodore P. DeCristofaro, Ward Two Councillor, supporting the nomination.

Sincerely,

*Betsy Friedberg*

Betsy Friedberg  
National Register Director  
Massachusetts Historical Commission

enclosure

cc: Fannin-Lehner Preservation Consultants  
Mayor James A. Sheets, City of Quincy  
Charles J. Phelan, Jr., Chairman, City Council  
Theodore P. DeCristofaro, Ward Two Councillor  
Roberta Fitzgerald, Dept. of Planning & Community Dev.  
Richard Lockhead, Chairman, Quincy Historical Commission  
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