

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes
no

Property Name: Alder Service Station Inventory Number: BA-2942

Address: 16435 York Road City: Monkton, MD Zip Code: 2111-1013

County: Baltimore USGS Topographic Map: Hereford

Owner: John E. & Jane C. Mays

Tax Parcel Number: 248 Tax Map Number: 28 Tax Account ID Number: 0704000730

Project: _____ Agency: _____

Site visit by MHT Staff: no yes Name: _____ Date: _____

Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G None

Is the property located within a historic district? no yes Name of district: _____

Is district listed? no yes Determined eligible? no yes District Inventory Number: _____

Documentation on the property/district is presented in: MIHP form

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*
The Alger Service Station is a 1920s/1930s gasoline and service station comprised of a simple frame building and carport/drive-through with side wings and rear additions. It has been significantly altered, first as a tavern (date undetermined, but probably the late 1960s through late 1970s) and then as a retail store for the Kingsdene Nurseries & Garden Center. It is situated in the midst of a parking lot that currently serves the garden center and which undoubtedly, in one form or another, served the original service station and subsequent tavern.

The Alder Service Station is a typical roadside gasoline station dating as early as the 1920s that served the blossoming automobile culture. The carport/drive-through beneath a hipped roof design was widely employed, sometimes with frame construction, sometimes with plain or rusticated concrete block. Developments in automobile repair and maintenance technology (e.g., hydraulic lifts) and the need for larger tanks and more sophisticated pumps rendered this station obsolete. Subsequent modifications, first for use as a tavern, then as a retail shop, are confined primarily to the rear, but may include the south wing. The south wing significantly detracts from the overall design and massing, both of which are somewhat obscured by temporary fencing and plant displays. The roofing is clearly recent, although the material originally used has not been determined. The Alder Service Station was not the scene of any event integral to an understanding of local, regional, state, or national history, nor is it directly associated with any individuals of similar importance (Criteria A and B). The Alder Service Station represents a common form of roadside commercial architecture that grew up around the demand for gasoline and automobile maintenance and repair services beginning in the 1920s. Functionally identical buildings of varying designs—mostly utilitarian—housed the mechanics and tools that rapidly replaced local smithies in this transportation revolution (Criterion C). Subsequent alterations to accommodate first a tavern, then a retail garden center, have greatly diminished the

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: _____	
_____ Reviewer, Office of Preservation Services	_____ Date
_____ Reviewer, NR program	_____ Date



MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 1

BA-2942

qualities that would have made this building a good example of the type and period, specifically: refenestration of the principal (west) façade; demolition of the pumps and part of the island structure; ell construction that has significantly altered the scale and massing of what was a small, relatively compact shop and retail store; and gutting of the interior. These changes also greatly diminish the potential for this building to significantly contribute to our understanding of the technological, economic, and social changes wrought by the automobile industry, particularly after World War I (Criterion D). The Alder Service Station is ineligible for inclusion into the National Register of Historic Places, failing to meet any of the criteria or exceptions.

Prepared by: James G. Gibb

Date Prepared: 21 December 2000

Capsule Summary

Property Name: Adler Service Station

MIHP: BA-2942

Location: 16435 York Road

Town: Monkton

Date of Construction: ca. 1920's

Access: Private

Prepared by: James G. Gibb

The Adler Service Station is a 1920s/1930s gasoline and service station comprised of a simple frame building and carport/drive-through with side wings and rear additions. It has been significantly altered, first as a tavern (date undetermined, but probably the late 1960s through late 1970s) and then as a retail store for the Kingsdene Nurseries & Garden Center. It is situated in the midst of a parking lot that currently serves the garden center and which undoubtedly, in one form or another, served the original service station and subsequent tavern.

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Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. BA-2942

1. Name of Property (indicate preferred name)

historic Alder Service Station (preferred)
other Kingsdene Garden Center

2. Location

street and number 16435 York Road _ not for publication
city, town Monkton 21111 X vicinity
county Baltimore

3. Owner of Property (give names and mailing addresses of all owners)

name John E. & Jane C. Mays
street and number 16435 York Road telephone 410.343.1150
city, town Monkton state MD zip code 21111-1013

4. Location of Legal Description

courthouse, registry of deeds, etc. Dept of Assessments and Taxation liber 5721 folio 652
city, town Monkton tax map 28 tax parcel 248 tax ID number 0704000730

5. Primary Location of Additional Data

- Contributing Resource in National Register District
- Contributing Resource in Local Historic District
- Determined Eligible for the National Register/Maryland Register
- Determined Ineligible for the National Register/Maryland Register
- Recorded by HABS/HAER
- Historic Structure Report or Research Report at MHT
- Other: _____

6. Classification

Category	Ownership	Current Function		Resource Count	
				Contributing	Noncontributing
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> landscape	2	1 buildings
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture		0 sites
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion		1 structures
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social		0 objects
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> transportation		2 Total
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress		
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
				Number of Contributing Resources previously listed in the Inventory	
				2	

7. Description

Inventory No. BA-2942

Condition

excellent deteriorated
 good ruins
 fair altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Adler Service Station is a 1920s/1930s gasoline and service station comprised of a simple frame building and carport/drive-through with side wings and rear additions. It has been significantly altered, first as a tavern (date undetermined, but probably the late 1960s through late 1970s) and then as a retail store for the Kingsdene Nurseries & Garden Center. It is situated in the midst of a parking lot that currently serves the garden center and which undoubtedly, in one form or another, served the original service station and subsequent tavern.

The central block partially supports a high hipped roof that extends beyond the block, the west end supported by two original columns (each comprised of several boards), two board pilasters attached to the main façade of the building, and one 4 by 4 inch milled column clearly added in recent years and out of line with the originals. The overhang protected vehicles and motorists, and the attendant, from the weather. Both of the original freestanding posts are set into poured concrete and brick piers, both of which form part of the poured concrete island out of which cut gasoline lines still protrude. The pumps and other service station accoutrements do not survive on-site, and the concrete island is the only discernable structure, other than the building, related to the service station.

The main block and wings bear German siding and are built on rubble fieldstone foundations. The overhang soffit is covered in vinyl siding. The two true divided 16-light windows, framing the front entrance, probably are not original and may have been installed when the building was adapted for use as a retail garden center. There is a brick stove chimney on the rear (northeast corner) of the main block.

The wings have shed roofs, and the north wing sports a low parapet wall that obscures the shed roof behind it and creates a more imposing mass from the road. The south wing has 6/6 lights in two double-hung sashes.

Shed additions extend off the east façades of both the main block and the south wing, and may date to the reuse of the service station as a tavern and then a retail shop. The rear fenestration is comprised of two undistinguished windows and a door in a late addition. The south façade of the wing's ell has two six-light casements.

8. Significance

Inventory No. BA-2942

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other:

Specific dates

Architect/Builder

Construction dates 1920s (?)

Evaluation for:

National Register

Maryland Register

not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The Alder Service Station is a typical roadside gasoline station dating as early as the 1920s that served the blossoming automobile culture. The carport/drive-through beneath a hipped roof design was widely employed, sometimes with frame construction, sometimes with plain or rusticated concrete block. Developments in automobile repair and maintenance technology (e.g., hydraulic lifts) and the need for larger tanks and more sophisticated pumps rendered this station obsolete. Subsequent modifications, first for use as a tavern, then as a retail shop, are confined primarily to the rear, but may include the south wing. The south wing significantly detracts from the overall design and massing, both of which are somewhat obscured by temporary fencing and plant displays. The roofing is clearly recent, although the material originally used has not been determined. The Alder Service Station was not the scene of any event integral to an understanding of local, regional, state, or national history, nor is it directly associated with any individuals of similar importance (Criteria A and B). The Alder Service Station represents a common form of roadside commercial architecture that grew up around the demand for gasoline and automobile maintenance and repair services beginning in the 1920s. Functionally identical buildings of varying designs—mostly utilitarian—housed the mechanics and tools that rapidly replaced local smithies in this transportation revolution (Criterion C). Subsequent alterations to accommodate first a tavern, then a retail garden center, have greatly diminished the qualities that would have made this building a good example of the type and period, specifically: refenestration of the principal (west) façade; demolition of the pumps and part of the island structure; ell construction that has significantly altered the scale and massing of what was a small, relatively compact shop and retail store; and gutting of the interior. These changes also greatly diminish the potential for this building to significantly contribute to our understanding of the technological, economic, and social changes wrought by the automobile industry, particularly after World War I (Criterion D). The Alder Service Station is ineligible for inclusion into the National Register of Historic Places, failing to meet any of the criteria or exceptions.

Based on title research and an interview with the current owner, the service station probably was built for Benjamin Alder sometime after 1921 when he purchased the five-acre parcel from Louis and Anna Simmonson. The parcel had been conveyed three times in the previous twelve years, suggesting the possibility that some other retail business may have operated on the property. Alder died ten years later, but bequeathed the property to Lillian Francis Alder and Bessie May Cole. They retained ownership until 1968 when they sold it to John H.

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Maryland Inventory of Historic Properties Form

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DuPlaise and others. The current owners purchased the parcel in 1977 and have operated a nursery and garden center on site to the present (December 2000).

Table. Chain of title, Alder Service Station.

Grantor	Grantee	Acres	Date	Instrument
John H. DuPlaise et al	John E. & Jane C. Mays	5	01 Feb 1977	Deed 5721/652
Lillian F. Alder et al	DuPlaise et al	5	29 Jan 1968	Deed 4842/394
Benjamin F. Alder	Lillian Francis Alder & Bessie May Cole	5	16 Dec 1930	Wills JPC 27/129
Louis H. & Anna H. Simmonson	Benjamin F. Alder	5	02 May 1921	Deed 540/31
Milford M. Parry	Louis Simmonson	5	15 Mar 1919	Deed 507/363
Eugene Kerr	Milford M. Parry	5	23 Dec 1913	Deed 421/338
Eugene C. Palmer et ux	Eugene Kerr	5	03 July 1909	Deed 348/22

9. Major Bibliographical References

Inventory No. BA-2942

Land Records of Baltimore County, Baltimore County Courthouse, Towson, Maryland.

Interview with John C. Mays, 06 December 2000.

Maryland Inventory of Historic Places, Numbers

10. Geographical Data

Acreage of surveyed property 5

Acreage of historical setting 5

Quadrangle name Hereford, MD

Quadrangle scale: 1:2400

Verbal boundary description and justification

The service station is immediately adjacent to York Road and is surrounded by a parking lot, part of a larger commercial and agricultural enterprise and associated with two previously inventoried buildings. A parking lot undoubtedly was associated with the original station and subsequent tavern, the configurations of which remain undetermined.

11. Form Prepared by

name/title	James G. Gibb		
organization	Andrew Garte & Associates	date	06 December 2000
street & number	6285 Shady Side Road	telephone	410.867.4600
city or town	Shady Side	state	MD 20764

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust Maryland Inventory of Historic Properties Form

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Figure 1. West (principal) façade of the gasoline station.

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Figure 2. Detailed view of concrete and brick pier and remnant of gas pump island.

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Figure 3. Principal (west) façade of the gasoline station. Note parapet wall and fifth column.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

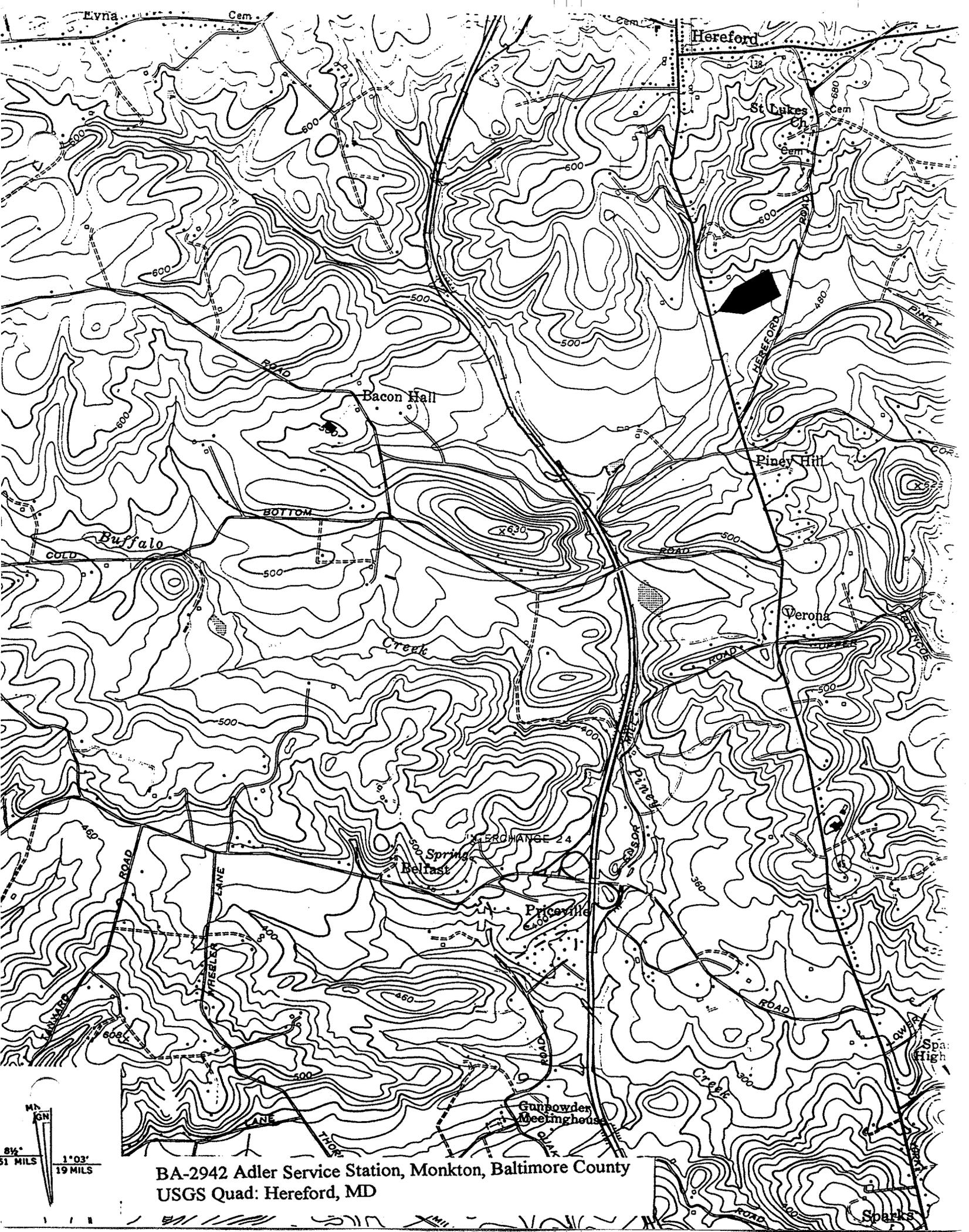
Inventory No. BA-2942

Name
Continuation Sheet

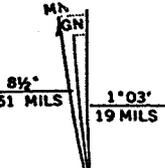
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Figure 4. Rear (east) façade of the gasoline station.



BA-2942 Adler Service Station, Monkton, Baltimore County
USGS Quad: Hereford, MD





BR-29-12

Adler Service Station

Baltimore County, MD

D.G. S. Co.

MD SHPO - narrative

View of Adler Service Station facing north

December 28, 2000



BA-2942

Adler Service Station
Baltimore County, MD

I & O

MD SHPO - negative

Views of Adler Service Station from York Road,
facing Northeast.

December 28, 2000



BA-2942

314

Adler Service Station

Baltimore County, MD

J G Gibb

MD SHPO - regular

View of Adler Service Station facing west (eastern
face of building)

December 28, 2000



BP-2942

4/4

Adler Service Station

Baltimore County, MD

T. G. Gobb

MD: SHIP - no, no

View of Adler Service Station from York Road,
Facing southwest.

December 28, 2000