

United States Department of the Interior
National Park Service

736

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

RECEIVED 2280

AUG 28 2015

1. Name of Property

Historic name: Sinclair Service Station

Other names/site number: _____

Name of related multiple property listing: _____

N/A

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

Nat. Register of Historic Places
National Park Service

2. Location

Street & number: 10782 Jacob Smart Boulevard

City or town: Ridgeland State: South Carolina County: Jasper

Not For Publication:

Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x 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.

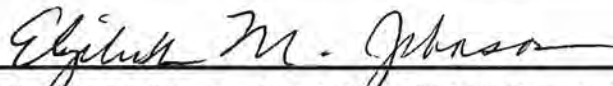
In my opinion, the property x meets ___ does not meet the National Register Criteria.

I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide x local

Applicable National Register Criteria:

x A ___ B x C ___ D

	August 24, 2015
Elizabeth M. Johnson, Deputy State Historic Preservation Officer:	Date:
S.C. Dept. of Archives and History, Columbia, S.C.	

State or Federal agency/bureau or Tribal Government	

Sinclair Service Station
Name of Property

Jasper Co., S.C.
County and State

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
<hr/>	<hr/>
Signature of commenting official:	Date
<hr/>	<hr/>
Title :	State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

Joe Edson H. Beall 10.13.15
Signature of the Keeper Date of Action

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
-

Sinclair Service Station
Name of Property

Jasper Co., S.C.
County and State

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

Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: road-related (vehicular)

COMMERCE/TRADE: specialty store

Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE: organization

Sinclair Service Station
Name of Property

Jasper Co., S.C.
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH & 20TH CENTURY REVIVALS: Mission/Spanish Colonial Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: foundation: BRICK; walls: STUCCO; roof: TERRA COTTA; other: WOOD

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Sinclair Service Station is a prototypical Mission Revival style gas station located on the corner of Jacob Smart Boulevard (U.S. Highway 17) and Main Street in Ridgeland, South Carolina. Constructed in 1937, the service station was ideally located on a major highway in an aesthetic designed to capture the attention of the automobile traveler and to capitalize on the corporate identity of the Sinclair Oil Corporation popular in the 1930s. The company incorporated the Mission Revival style, originally popular in the Western United States, into a national prototype. The curvilinear parapet was transformed into stepped piers and columns that extended above the gable and shed roofline creating a crenellated effect that became known as the "castle" style prototype. The one-story, T-shaped building is a brick masonry structure surfaced in stucco. The T-shape is established by a large porte cochere, referred to as a vehicular canopy in the gas station form, projecting forward of a rectangular building. The enclosed building contains the office, restroom, storage and a wide service bay. The service bay and vehicular canopy were important features in early 1930 stations and are well preserved in the Sinclair Service Station. The service bay was designed for two-cars and was fully enclosed ca.1990 by a recessed stucco wall containing large storefront-like openings. The bay was reopened in 2015 and an overhead garage door installed to increase the functionality of the space for the new educational/museum use.

Sinclair Service Station
Name of Property

Jasper Co., S.C.
County and State

Narrative Description

The Sinclair Service Station is a one-story commercial structure erected in 1937 in the Mission Revival style (Photo 1). Located at the intersection of Main Street and Jacob Smart Boulevard (U.S. Highway 17) in Ridgeland, South Carolina, the building anchors a visible corner within the commercial center of downtown Ridgeland (Photo 2). The surrounding downtown area is characterized by small-scale attached, semi-attached and detached commercial structures, with residential buildings on side streets (Photos 3 through 8). Larger institutional buildings, including the Jasper County Courthouse, establish landmarks within the downtown area. Due to the town's location along a major transportation route, U.S. Highway 17, roadside architecture related to automobile tourism is also present.

Designed as a prototype in the Mission Revival style, the building maintains a T-shape plan with a vehicular canopy, a popular form for service stations of the period. The stucco walls, flat roof behind a crenellated parapet, curvilinear brackets, flared columns, barrel tile roofing and decorative glazed tile exterior are characteristic of this particular prototype known as the "castle" style. Retaining traditional Mission Revival style features, the curvilinear parapet was replaced with stepped columns projecting through the roofline creating a crenellated appearance. Thus, it became known as the "castle" style and was used throughout the West, South, and Eastern United States for Sinclair service stations constructed in the 1930s. A cream colored exterior and green tiles were used consistently with the style and form and are present in the Sinclair Service Station in Ridgeland. The castle style prototype was developed in the early 1930s, however, by the middle of the decade, the vehicular canopy was going out of favor due to the size of large caravans and trucks. Newer more modern designs in a rectangular form, void of the vehicular canopy, began to gain favor making the castle style station a distinctive prototype of the past (Russell 2007: 102).

Of brick masonry construction, exterior walls are surfaced in smooth finish stucco, re-coated in 2009 and repainted in 2015. The building is located on a corner and the front façade faces U.S. Highway 17 (Jacob Smart Boulevard), the major transportation route at the time of its construction in 1937 (Photo 9). Commercial buildings were constructed immediately east of the service station in the 1940s. Although they do not touch the structure, they are very close and leave very limited exposure of the rear façade (east; Photos 10 through 12). All other facades are clearly exposed and visible to the intersection (Photos 11, 13 and 14). The front façade can be divided into three distinct sections: the vehicular canopy, the office, and the service bay.

The vehicular canopy is a principal feature of the castle prototype, projecting forward of the building announcing its presence to passersby (Photo 15). It is an open structure allowing vehicles to drive-up to the fuel pump island and office within a sheltered space. It also provided shelter to the attendants operating the gas pumps. The canopy is supported by masonry columns surfaced in stucco with brick bands around the base. Columns project through the flat roof and are stepped inward at the top (Photos 16 and 17). A broken gabled parapet wall, adorned with red terracotta barrel tile, accentuates the roofline. Curvilinear brackets provide a soft edge at the connection of the column to the roof support and green glazed tile adorns the parapet walls in

Sinclair Service Station

Jasper Co., S.C.

Name of Property

County and State

individual diamond applications (Photo 18). At the top of each column, groups of ten green glazed tiles, form a round arch within the stucco exterior (Photo 19). The gas pump island remains between the outermost columns of the canopy. It is made of a raised concrete foundation on which the columns are situated (Photos 20 and 21).

The office area is located within northern half of the rectangular building. Exterior walls of the building are brick masonry surfaced in stucco with a red brick coping band (flush with the stucco exterior) surrounding the perimeter. The red brick coping parallels the red terracotta tile along the roofline framing the one-story structure. The office area is comprised of a typical commercial storefront fenestration. The main entrance to the office area is accessed from the interior of the vehicular canopy (Photo 22). It features a single door opening and large storefront opening with a projecting stucco sill (Photo 23). Windows and doors were repaired and some replaced ca.1990 with wood frames and doors, large glass within the storefront, and multi-light transoms to restore and replicate the original fenestration pattern and meet the needs of the new use.

The storefront is also present on the north elevation where the office area turns the corner and is visible along Main Street (Photos 11 and 22). Beyond the storefront is a small window within the bathroom area and the rear exit door (Photos 12 and 24). This storefront window and door was replaced ca. 1990 and 2015 respectively. A six-light metal industrial awning window was installed in the bathroom area with frosted glass for privacy ca. 1950. Corresponding to the columns framing the vehicular canopy, the north façade of the building is balanced by a corner column at the east end (rear). Additionally, the flat roof is obscured by a parapet wall with a shallow shed roof surfaced in red terracotta barrel tiles and is adorned with single diamond shaped green glazed tiles (Photo 25).

The interior of the office area of the service station contains an L-shaped open area at the front and continuing toward the rear. The entire office space was rehabilitated in 2015 for a new use as a museum and educational facility (Photos 26 through 35). This includes an updated bathroom and storage room, installed ca. 1990, with drywall, tile, and new lighting and electrical. The original concrete floor was recoated and restored and a new ceiling installed with recessed lighting for the office corridor space (Photos 30 and 36). Walls were surfaced with drywall and wood trim was applied to the base and around openings (Photos 34 and 35). A double exit door was installed in the rear (east wall) at the location of a window opening to provide access into the neighboring building (Photo 28).

The service bay area comprises the southern half of the rectangular building form (Photos 37 and 38). Originally designed to accommodate two vehicles, the bay is established by one wide opening framed by the corner column of the vehicular canopy on the north and a flared Mission Revival style column on the south, both projecting above the roofline (Photos 39 and 40). Curvilinear brackets soften the corners of the bay opening. Originally open at the front, the service bay was enclosed ca. 1990. A restoration in 2015 removed the enclosure and installed a multi-light overhead garage door. This reinforces the shape of the single opening and allows flexibility within the space for the new use. The garage door frame is recessed from the original exterior walls (Photos 41 through 43). A parapet wall obscures the flat roof above the service bay. An extended shed roof, giving the appearance of an awning, tops the parapet, below the

Sinclair Service Station

Name of Property

Jasper Co., S.C.

County and State

height of the stepped columns and is surfaced with red terracotta barrel tile with a fascia board below and a terracotta ridge cap above (Photos 44 and 45).

A simplified stucco wall comprises the south elevation of the service bay. It contains a central window, added or modified ca. 1990, a doorway installed in 2015, and a low parapet topped by one row of red terracotta barrel tile (Photo 46). A simplified stepped column, rising above the parapet, anchors the southeast corner of the building, present on the south façade. The flare in the southwest column of the building, framing the service bay, is clearly visible along the south elevation (Photo 47). No brick banding is found along the base of this wall. The rear façade (east) is not visible due to its close proximity to the neighboring building. Originally, it featured four window openings; two within the service bay and two within the office area. These were enclosed with concrete block ca. 1990 when the interior framing and drywall created a solid interior wall, void of openings (Photo 50).

The interior walls of the service bay were covered with wood framing and drywall ca. 1990. The drywall was removed in 2014 and the painted brick walls comprising the east and south walls were restored 2015 (Photos 48 through 51). The overhead garage door, installed in 2015 allows the original single bay to be open to the environment (Photo 49). A wood frame partition separates the service bay area from the office area. Portions feature original plaster and base coping present beneath the drywall in the front office room (Photo 53). The floor is concrete and ceilings are made of flush wood paneling with exposed wood joists and cross beams in the spacing between joists for a truss effect (Photos 54 through 56).

The prototypical Sinclair castle style station survives as a well-preserved example of corporate roadside architecture from the 1930s. The property has undergone very few changes to the design since its original construction and is similar in placement (adjacent to the street), scale and size as the surrounding commercial context. The Sinclair Service Station maintains its original location, design, setting, materials, workmanship, feeling and associations with commercial development along U.S. Highway 17 and roadside architecture.

Sinclair Service Station
Name of Property

Jasper Co., S.C.
County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Sinclair Service Station
Name of Property

Jasper Co., S.C.
County and State

Areas of Significance
(Enter categories from instructions.)

ARCHITECTURE
TRANSPORTATION

Period of Significance

1937 - 1965

Significant Dates

1937

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Sinclair Service Station

Name of Property

Jasper Co., S.C.

County and State

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The former Sinclair Service Station, located at 10782 Jacob Smart Boulevard (also U.S. Highway 17) is significant at the local level under National Register Criterion A in the area of transportation. Located on the corner of Main Street and Jacob Smart Boulevard, the Sinclair Service Station anchors a visible intersection within the commercial center of downtown Ridgeland. The building is significant in the area of **transportation** because the parcel was developed as a direct result of the installation and construction of U.S. Highway 17 to meet the commercial demands of the ever-increasing automobile traffic. Known as the coastal highway, U.S. Highway 17 was the primary route connecting Florida to the northeastern United States, until Interstate 95 was constructed in the 1970s just east of the town. Constructed in 1937, the Sinclair Service Station continued to operate as a service station along U.S. Highway 17 through 1978 when the demand for services was relocated to areas immediately adjacent to the Interstate 95 corridor. The building is also significant at the local level for Criterion C in the area of **architecture** as a well-preserved example of a Mission Revival style prototypical service station for Sinclair Corporation in 1937. The building is indicative of early twentieth century roadside architecture using the “castle” style prototype developed by the Sinclair Oil Corporation in the early 1930s with a vehicular canopy and service bay.

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

Transportation

Historically, the town of Ridgeland developed along major transportation routes. Initially, this began in the late 1900s along the railroad tracks, west of what is now the Sinclair Service Station Property. Construction of U.S. Highway 17 in the mid-1920s, led to a new period of growth and development in Ridgeland and the new highway soon became the new commercial spine of the community. Main Street and Porter Street were realigned, the latter for the new highway and new development soon occurred along these routes. This area continues to serve as the historic commercial center of the town of Ridgeland today.

In 1925, Trustees for the Ridgeland Baptist Church decided to relocate and sold their property at the south east corner of Main Street and “Porter Street or the Highway leading to Savannah” where the church building existed (Perry 1925: 7/10). Dr. Collins E. Smith purchased the property from the church for \$2,000. At this time, the parcel comprised 90 feet of frontage along Main Street and 168 feet along Porter Street or U.S. Highway 17 (Perry 1925: 7/10). Dr. Smith moved to Ridgeland following World War I and eventually became the Mayor. Following his purchase of the corner property, Smith subdivided the parcel and soon developed plans for the property that would capitalize on the automobile traffic generated by the highway (JCCCC: 71, 74). These plans would eventually include a Sinclair Service Station.

Sinclair Service Station

Name of Property

Jasper Co., S.C.

County and State

Constructed in 1937 during a period of residential and commercial growth within town of Ridgeland, the Sinclair Service Station is significant in the area of **transportation** because it was constructed to serve the automobile in the late 1930s along U.S. Highway 17. Closely aligned with existing roads, the new highway system provided new improved roads that connected states along the eastern seaboard. These infrastructure improvements, coupled with America's growing love affair with the automobile, spurred auto-related development throughout the country sometimes referred to as roadside architecture. The new highway was constructed through South Carolina in the 1920s and in the town of Ridgeland in 1925. The Sinclair Service Station was constructed about a decade later in 1937 to service vehicles travelling along the highway, fostering the growth of transportation centered development within the town. The building continued to service vehicles until the late 1970s when construction of Interstate 95, east of U.S. Highway 17, provided a new north-south route for all vehicle types traveling at faster speeds. New modern gas stations appeared in close proximity to the new route, greatly reducing the demand for auto-related structures along Highway 17. The property was sold in 1978 and was used mainly for retail and office space. At the corner of Main Street and U.S. Highway 17 (known as Jacob Smart Boulevard), the Sinclair Service Station stands as a well-preserved testament to the history of transportation in the area both as a piece of roadside architecture and for the automobile that it serviced.

The town of Ridgeland emerged prior to the turn of the 19th century, as the community of Gopher Hill. Officials of the Plant Railroad System constructed a new depot in the community in the second half of the 19th century and named it Ridgeland. The town grew up around the new depot and the rail line and when Jasper County was established in 1912, Ridgeland became the county seat.

During the early 20th century, transit and the town center were focused along the railroad, which connected Charleston and Savannah. Rail service was operated by Atlantic Coastline, which travelled from Savannah, Georgia through Hardeeville and Ridgeland, to Charleston, South Carolina. The rail carried passengers but also supported farming and agricultural activities [Jasper County Confederate Centennial Commission (JCCCC): 68; Jasper County Historical Society 2000: 141].

A new transportation system of roads emerged in the 1920s. Within the first two decades of the 20th century, the influx of the automobile coupled with the need and desire to provide good roads connecting the states led to an interstate highway system. The system began as a series of road improvements and, where needed, new infrastructure within each state running along or parallel to major routes that already existed. U.S. Highway 17, also known as the Coastal Highway, emerged at this time along the east coast. Construction of the new highway began in the early 1920s to connect South Carolina to neighboring states to the north and south. U.S. Highway 17 soon became a major transportation thoroughfare along the east coast.

These infrastructure improvements, along with the nation's growing love affair with the automobile in the early-20th century, led to a significant boom in tourism and recreational travel. A 1925 article from the *Beaufort Gazette* illustrates the impact it had in the area,

Sinclair Service Station

Name of Property

Jasper Co., S.C.

County and State

If you have any vision as to what a miracle 300,000 automobiles moving through out coast country will bring to our very doors, get behind the construction of your joint of the road. Few of us have yet dreamed of what the hard road and the automobiles will bring us... The cars have been bought—filling stations do the wayside—hotels and farm houses will feed and shelter the tourists. If you live along this highway, it is one of the opportunities of your life to awaken your neighbors as to the God-given natural advantages possible to your community, your town and your State (Brockington and Associates 1996: 45).



Figure 1. Okatie Quadrangle Map, produced in 1920 by the U.S. Army Corps of Engineers available through the U.S. Geological Survey. Approximate location of property shown in yellow. Map prior to construction of U.S. Highway 17 in Ridgeland, SC.

Within Ridgeland, U.S. Highway 17 was constructed approximately three blocks east of and running parallel to the railroad track. Porter Street was improved and realigned to create the new Highway (Figures 1 and 2). The highway sparked a new period of commercial and residential development in Ridgeland. New businesses soon emerged along the transportation route just as it had done with the rail line in years past. Among these businesses the filling station, built to fuel the growing American obsession with the automobile, was a prominent roadside feature. The Sinclair Service Station in Ridgeland stands as a symbol of the development of these interstate transportation networks in the South Carolina and the effect of those networks on the commercial growth of the Town of Ridgeland.



Figure 2. Okatie Quadrangle Map, produced in 1943 by the U.S. Army Corps of Engineers and available through the U.S. Geological Survey. Approximate location of the property, adjacent to Highway 17, shown in yellow.

Constructed in 1937, the Sinclair Service Station provided services specific to its time to meet the demands of a growing population of customers during a period where American was beginning its love affair with the automobile. In competition with similar national chains and local service stations, the Sinclair Service Station used new marketing strategies to gain favor with customers using an architectural prototype to increase brand recognition. The Sinclair Service Station

Sinclair Service Station

Name of Property

Jasper Co., S.C.

County and State

continued to operate as a gas station until the 1970s when new stations, located more closely to the new interstate usurped the demand for commercial businesses along U.S. Highway 17 to the west. Today the building is used for office space within the center of town.

Residential and commercial development followed transportation improvements in Ridgeland. Like those that were previously centered along the railroad, businesses soon sought access to U.S. Highway 17 in the period that followed the installation of the highway through the World War II development boom. This new route provided safe and reliable passage to neighboring towns and states, allowing more freedom to travel, no longer being limited to the rail schedule or depot locations.

Motels, restaurants, and automobile related structures were constructed to cater to automobile travelers and capitalize on the tourism industry appearing along the highway in Ridgeland during this period. The Coastal Service Station containing several gasoline pumps soon appeared on the former church property. In 1930, Dr. Smith entered into a contract with American Oil Company out of Savannah, Georgia to operate the Coastal Service Station on the site. The lease agreement allowed American Oil Company to rent the service station for five years from November 1930 to November 1935 and operate the station (Smith 1930: 9/241).

By 1937, the population of Ridgeland had grown to 715 residents, more than any other town in Jasper County (Brockington 1996: 50). At this time, Dr. Smith and his wife Alice entered into a new agreement with Sinclair Refining Company (now Sinclair Oil Corporation) in 1937 for the corner property. A new building was constructed for the Sinclair Service Station the same year to fulfill the contract between the two parties. Sinclair Refining Company paid seventy dollars per month to lease the land and building, while Dr. Smith maintained ownership of both. The original lease agreement was for a ten-year term with an option to renew for five more years (Smith 1937: 13/82).

Dr. Smith was responsible for all construction, permits, driveways, signs, lighting and maintenance of the Sinclair Service Station along Highway 17. The agreement required:

“a building or buildings for use as a gasoline and oil filling and service station, driveways and approaches, plumbing [sic] and electrical fixtures, sewer and water connections, together with necessary piping, at a total cost to Lessor [Dr. Smith] not to exceed the sum of Five Thousand and 00/100 (\$5,000) dollars, exclusive of any grading or excavation [sic]. All materials and equipment to be furnished, all work to be done, and all installations, to be made, shall be in accordance with plans and specifications to be approved by Lessee [Sinclair Refining Company]...” (Smith 1937: 13/82).

Sinclair Service Station
Name of Property

Jasper Co., S.C.
County and State

The construction was to be complete by December 31, 1937 (Smith 1937: 13/82). The Sinclair Service Station in Ridgeland was operated by the Dean family, to service vehicles travelling along Highway 17 (Dean to Johnson 2014; Figure 3).



Figure 3. Photograph of the Sinclair Service Station, operated by the Dean's, 1948. Photo from *Reflections of People, Places, and Events, Jasper County, South Carolina*. Jasper County Historical Society, Ridgeland, South Carolina 2000.

The Sinclair Refining Company was established two decades earlier in 1916. Its first service station opened in Chicago in 1922 to provide maintenance including “oil change, greasing, tire repairs, mechanical repairs, and a profitable sideline in tires, batteries and accessories” (Sinclair Oil Corporation 2013: 26). Growth in automobile tourism led to the installation of rest rooms within the service station. Company profits, however, were in the sale of gasoline and Sinclair oil refineries expanded their capacity by 100 percent from 1920 to 1926. Competition was fierce and growth was fast paced causing Sinclair to gain significant leads but only for short periods of time. Following the depression, Sinclair emerged as a leader by 1935 (Sinclair Oil Corp. 2013: 26-33).

Following World War II, the town of Ridgeland continued to develop like much of the nation with building booms in the suburbs and commercial town centers. During this period of growth, J.E. Padgett purchased the Sinclair Service Station property from Dr. Smith for \$9,000 in 1946

Sinclair Service Station

Jasper Co., S.C.

Name of Property

County and State

(Smith 1946: 336). This same year, he signed an agreement with William J. Ellis, a former Ridgeland Mayor and State Senator from 1944 to 1948, to purchase the property and the Sinclair Service Station provided that the lease agreement between Dr. Smith and Sinclair would be upheld. The original ten-year agreement expired at the end of 1947 with the potential to extend it for five more years. The property deed between Mr. Padgett and Mr. Ellis was signed in 1946 and filed in 1950 (Padgett 1950:23/11; JCCCC: 72). The Ellis family continued to operate the service station under the agreement and improvements were made to the business to maintain a level of service consistent with the changes to automobiles and increasing tourist travel (Smart to Johnson 2014).

The property passed on to Ivy A. Ellis and Dorothy Anne Ellis Smart, following the death of William Ellis in 1961 (Jasper County Will File No. 10, Item No. 3; some records list “Ivey” Ellis; “Ivy” was selected in this text for consistency). Around this time, construction of Interstate 95 began, following paths of old north-south routes from Maine to Florida. Within South Carolina, construction of the new interstate took place from 1969 to 1976 (Wood 2006). The new route was sited approximately one mile east of the project site. This location, immediately east of Ridgeland in the 1970s, led to increased growth and modernization of the town resulting in new storefronts and modifications to existing structures. These attempts were made to try and keep up with an emerging commercial corridor moving closer to Interstate 95.

Following completion of the new interstate, demand for the Sinclair Service Station declined as modern gas stations erected closer in proximity to I-95 increased in supply. Interstate 95 emerged as the dominant transportation route for non-local transit, over U.S. Highway 17, and by the 1970s, the gas station was no longer being used to service vehicles but for other retail uses including a fruit stand.

Architecture

The Sinclair Service Station is significant in the area of **architecture** as a well-preserved example of the Mission Revival style prototype developed for the Sinclair Oil Corporation. The stylistic variant specific to Sinclair replaced the traditional curvilinear Mission Revival style parapet with stepped columns that pierced the gable roof line creating a crenellated effect and thus, became known as the “castle” style. The castle style also used a vehicular canopy to capture attention from passersby. Together, this combination of form and style conveyed the true identity of the commercial enterprise of Sinclair Corporation in an era of competition and major growth in transportation. As a prototype, it was reproduced throughout the West, South, and Eastern parts of the country. This marketing technique provided visible continuity of services by the corporation who was in constant competition with rival oil companies during first half of the 20th century, all trying to capitalize on the increasing demands of the growing auto-centric public. Through the retention of original form, context, materials and Mission Revival style features, the former service station continues to convey its architectural significance and is a well-preserved example of the castle style prototype developed by the Sinclair Oil Corporation in the 1930s.

Sinclair Service Station

Name of Property

Jasper Co., S.C.

County and State

The Sinclair Refining Co. created their own variant on the Mission Revival style to be used as a prototype for their service station buildings during the late 1920s through the 1930s. The Mission Revival style was most popular in the United States from 1890 through 1920. The earliest Mission Revival style structures borrowed from old Spanish Colonial Missions to create a new revival of the earlier character. Most common in the southwest and Florida, the Mission Revival style was first used in these areas and spread elsewhere in the first quarter of the 20th century. Character defining features include a curvilinear parapet, red tile roofing, wide overhanging eaves, usually with exposed rafters, large square piers supporting porch roofs, with exterior walls surfaced in stucco.

The Mission Revival style appearance was used in Sinclair Stations throughout the Mid-west, South, and East Coast to express its engagement in the growing roadside architecture collection of structures. The castle style prototype was developed by Sinclair Oil Corporation in the early 1930s. The castle prototype combined Mission Revival style elements on a rectangular gas station form, and featured a vehicular canopy. Instead of the curvilinear Mission style parapet, the Sinclair prototype featured tall columns extending above the gabled parapet creating a crenellated appearance and thus, became known as the "castle style." Architectural elements of the castle style included a distinctive pump island and vehicular canopy, false-pitched roof parapet, cream-colored stucco exteriors and green decorative tiles. It was most popular during the 1930s and fierce competition during this period led to similar aesthetics by other oil companies. The building type most often used with this style featured a house with bays and a canopy executed in the Sinclair Service Station in Ridgeland (Russell 2013: 102, 159; Jones 2003: 58, 76; Jakle 1978: 522-3).

The castle style Sinclair Service Station in Ridgeland was true to the prototype. It featured a pump island within the vehicular canopy in front of the building with two gas pumps. It had an open service bay on the south side, wide enough for two vehicles at the time of its construction. The service bay featured two work bays; one for greasing and one for washing vehicles (Dean to Johnson 2014). At the time of its construction, during the mid 1930s, other gas station chains such as Standard Oil and Exxon, began to emulate this model of marketing in a similar architectural design (Russell 2013: 158). Consistent application of the castle style and use of the open vehicular canopy at the entrance popularized Sinclair stations and made them a recognizable brand. Unfortunately, due to the growing size and popularity of tourist trailers and trucks, the canopy, which was synonymous with the castle style prototype and Sinclair, became a deterrent to users of the station. By the mid-1940s, the Sinclair castle style prototype with the Mission Revival style aesthetic was no longer in use and was replaced by a more modern oblong box form (Russell 2013: 102, 130; Jones 2003: 76).

Sinclair Service Station
Name of Property

Jasper Co., S.C.
County and State

Developmental history/additional historic context information (if appropriate)

Current trends from 1980 to 2015

Over time, changes in occupancy occurred as Ridgeland experienced periods of growth and periods of decline. Dorothy E. Smart and Curtis L. Smart became trustees of the property in 1983 and owners in 1986 upon the death of Ivy Ann Ellis (Ellis 1983: 86/869; Jasper County Will File No. 86: 101). In the early 1990s, the Smarts renovated the property. The auto service bay was enclosed to create an office/commercial space. Tile flooring was installed over the old floor, along with drop ceilings, wood frame interior walls surfaced in drywall and replacement windows and doors. The underground fuel tanks were also removed (Smart to Johnson October 2014). The property was identified in the 1996 Survey of Jasper County (Brockington and Associates 1996: 45, 76) as a Service Station (site 428 0024). At that time it was not occupied and all signage and gas pumps were removed.

In 2004, the Smarts sold the property to Palmetto Check Advance (PCA) Holdings, LLC who maintained their office inside the former gas station (Smart 2004: 290/153). The property again transferred to Richard B. Allen as the trustee of the Daniel O. Morris, South Carolina Low Country Heritage Trust in 2007 (PCA 2007: 538/190). They made repairs to the building and a new stucco finish was applied to the entire exterior in 2009; however, the space has remained unoccupied. The owner is currently rehabilitating the service station for an educational and administrative space for the Daniel O. Morris South Carolina Low Country Heritage Trust. A major component of that plan is to preserve the historic integrity of the building and interpret the history of U.S. Highway 17 and Ridgeland.

Sinclair Service Station
Name of Property

Jasper Co., S.C.
County and State

9. Major Bibliographical References

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

Brockington and Associates, Inc. *An Architectural and Historical Survey of Jasper County, South Carolina*. Jasper County Planning Department, Lowcountry Council of Governments, September 1996.

Dean, Claude. Interview by Deborah Johnson, October 14, 2014.

Ellis, Ivy A. Deed of Sale to Dorothy E. Smart and Curtis L. Smart, Trustees, September 20, 1983 (filed October 18, 1983), Jasper County, South Carolina, Deed Book 86, page 869. Register of Deeds Office, Jasper County Government Building, Room 119, Ridgeland, South Carolina.

Jackle, John A. "The American Gasoline Station, 1920 to 1970," *Journal of American Culture*, Volume 1, Fall, 1978, No. 3 (pages 520-542). Bowling Green State University, Bowling Green, Ohio.

Jasper County, South Carolina, Administrative Services Division. Register of Deeds (ROD) Office and Will Files. Jasper County Government Building, Ridgeland, South Carolina.

Jasper County Confederate Centennial Commission (JCCCC). *Moving Finger of Jasper*, Golden Jubilee Edition, no date.

Jasper County Historical Society. *Reflections of People, Places, and Events, Jasper County, South Carolina*. Jasper County Historical Society, Ridgeland, South Carolina 2000.

Jones, W. Dwayne. *A Field Guide to Gas Stations in Texas*. Knight & Associates for Texas Department of Transportation, Environmental Affairs Division, Historical Studies Report No. 2003-3, October 2003.

Padgett, J.E. Deed of Sale to W.J. Ellis, December 1946 (filed December 27, 1950), Jasper County, South Carolina, Deed Book 23, page 11. Register of Deeds Office, Jasper County Government Building, Room 119, Ridgeland, South Carolina.

Palmetto Check Advance (PCA) Holdings LLC. Deed of Sale to Richard B. Allen, Trustee of the Daniel O. Morris, South Carolina Low Country Heritage Trust, April 2, 2007 (filed April 11, 2007), Jasper County, South Carolina, Deed Book 538, page 190. Register of Deeds Office, Jasper County Government Building, Room 119, Ridgeland, South Carolina.

Perry, C.E., S.B. Owens, and W.J. Miller, Trustees of the Ridgeland Baptist Church. Deed of Sale to Dr. C.E. Smith, May 20, 1925 (filed May 22, 1925), Jasper County, South

Sinclair Service Station

Jasper Co., S.C.

Name of Property

County and State

Carolina, Deed Book 7, page 10. Register of Deeds Office, Jasper County Government Building, Room 119, Ridgeland, South Carolina.

Randl, Chad. *Preservation Brief 46: The Preservation and Reuse of Historic Gas Stations*. Heritage Preservation Services, U.S. Department of the Interior, National Park Service, Washington, D.C., September 2008.

Russell, Tim. *Fill'er Up!: The Great American Gas Station*. Second edition, Crestline, New York, 2013.

Sinclair Oil Corporation. "Sinclair History," www.sinclairoil.com/history. Copyright, 2013, accessed October 14, 2014.

Smart, Curtis L, and Dorothy E., Trustees. Deed of Sale to PCA Holdings, LLC, January 23, 2004 (filed February 4, 2004), Jasper County, South Carolina, Deed Book 290, page 153. Register of Deeds Office, Jasper County Government Building, Room 119, Ridgeland, South Carolina.

Smart, Dorothy E. Interview by Deborah Johnson, October 16, 2014.

Smart, Dorothy A. Deed of Sale to Ivy A. Ellis, July 28, 1978 (filed September 18, 1978), Jasper County, South Carolina, Deed Book 79, page 932. Register of Deeds Office, Jasper County Government Building, Room 119, Ridgeland, South Carolina.

Smith, Dr. C.E., Lease Contract to American Oil Company, July 16, 1930 (filed July 17, 1930), Jasper County, South Carolina, Deed Book 9, page 241. Register of Deeds Office, Jasper County Government Building, Room 119, Ridgeland, South Carolina.

Smith, Dr. C.E. and Alice Inez Smith, Lease Contract to Sinclair Refining Company, June 16, 1937 (filed July 15, 1937), Jasper County, South Carolina, Deed Book 13, page 82. Register of Deeds Office, Jasper County Government Building, Room 119, Ridgeland, South Carolina.

South Carolina Historic Site Survey. Service Station, Site No. 428 0024, South Carolina Department of Archives and History, State Historic Preservation Office, Reference (attached).

Wood, Dorothy. "A Look at the Current State of One of the Nation's Busiest Interstates." Southeast Construction, McGraw Hill Construction, July 2006. Available via: http://southeast.construction.com/features/archive/0607_Feature6.asp# accessed January 27, 2015.

Sinclair Service Station
Name of Property

Jasper Co., S.C.
County and State

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 0.08 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|-------------------------|------------------------|
| 1. Latitude: 32.480410° | Longitude: -80.980213° |
| 2. Latitude: _____ | Longitude: _____ |
| 3. Latitude: _____ | Longitude: _____ |
| 4. Latitude: _____ | Longitude: _____ |

Sinclair Service Station
Name of Property

Jasper Co., S.C.
County and State

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary consists of tax parcel 063-26 -31-001, further described as the lot of land at the southeast corner of Main Street and U.S. Highway 17 bound on the North by Main Street for a distance of 42.72 feet; East by land 76.80 feet; South by lands 73.73 feet, and West by U.S. Highway 17 for 77.73 feet.

Boundary Justification (Explain why the boundaries were selected.)

The boundary was selected to encompass all aspects associated with the former Sinclair Service Station building.

11. Form Prepared By

name/title: Sarah P. Ward, AICP, Preservation Principal
organization: Ward Architecture + Preservation
street & number: 413 East 34th Street
city or town: Savannah state: Georgia zip code: 31401
e-mail: sward@wardarch.com
telephone: 912/596-4240
date: February 24, 2015

Sinclair Service Station
Name of Property

Jasper Co., S.C.
County and State

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Sinclair Service Station

City or Vicinity: Ridgeland

County: Jasper County State: South Carolina

Photographer: Sarah P. Ward

Date Photographed: August 2015; Photos 3-8 and 20 were taken January 2015

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 56. West (front) and north facades, looking east.

2 of 56. North and west (front) facades, looking southeast.

3 of 56. Context view, Main Street, looking east.

Sinclair Service Station

Name of Property

Jasper Co., S.C.

County and State

- 4 of 56. Context view, west side of Jacob Smart Boulevard/U.S. Highway 17, looking northeast.
- 5 of 56. Context view, Jacob Smart Boulevard/U.S. Highway 17, looking north.
- 6 of 56. Context view, intersection of Jacob Smart Boulevard/U.S. Highway 17 and Main Street, looking west toward Main Street.
- 7 of 56. Context view, south side of Main Street, looking west.
- 8 of 56. Context view, Jacob Smart Boulevard/U.S. Highway 17, looking southwest.
- 9 of 56. West (front) and north facades, looking east.
- 10 of 56. North facade, looking southwest.
- 11 of 56. North facade, looking south.
- 12 of 56. North facade, detail looking south.
- 13 of 56. West façade (front), looking east.
- 14 of 56. West (front) and south facades, looking northeast.
- 15 of 56. Vehicular Canopy, detail of south facade, looking north.
- 16 of 56. Vehicular Canopy, detail of parapet on south facade, looking north.
- 17 of 56. Vehicular Canopy, detail of parapet on north facade, looking southwest.
- 18 of 56. Vehicular Canopy, detail of northwest column from interior, looking northwest.
- 19 of 56. Vehicular Canopy, detail of northwest column, looking southwest.
- 20 of 56. Vehicular Canopy, detail of gas pump island, looking northwest.
- 21 of 56. Vehicular Canopy, detail of gas pump island, looking southwest.
- 22 of 56. West (front) and north facades, detail of canopy and storefront, looking southeast.
- 23 of 56. West (front) facade, detail of storefront in office area, looking east.
- 24 of 56. North façade, detail of fenestration, looking southwest.
- 25 of 56. North façade, detail of column, tile work, and parapet, looking south.
- 26 of 56. Interior, office area, detail of storefront, looking northwest.

Sinclair Service Station

Name of Property

Jasper Co., S.C.

County and State

- 27 of 56. Interior, office area, looking southeast.
- 28 of 56. Interior, office area, detail of rear (east) wall, looking east.
- 29 of 56. Interior, office area, detail of bathroom and storage room, looking northeast.
- 30 of 56. Interior, office area, detail of ceiling, looking north.
- 31 of 56. Interior, office area, detail of bathroom and storage room, looking north.
- 32 of 56. Interior, office area, detail of storage room and rear entrance, looking north.
- 33 of 56. Interior, office area, detail of bathroom and window, looking north.
- 34 of 56. Interior, office area, detail of main entry, wall and trim, looking west.
- 35 of 56. Interior, office area, detail of walls and trim, looking northwest.
- 36 of 56. Interior, office area, detail of floor below, looking west.
- 37 of 56. West (front) façade, detail of service bay with garage door, looking east.
- 38 of 56. West (front) façade, detail of open service bay, looking east.

- 39 of 56. West (front) façade, detail of parapet, column and bracket where the vehicular canopy connects to the main building, looking northeast.
- 40 of 56. West (front) façade, detail of flared column, roof and infill within the service bay, looking southeast.
- 41 of 56. West (front) façade, detail of recess within the service bay, looking south.
- 42 of 56. West (front) façade, detail of recess within the service bay, looking north.
- 43 of 56. West (front) façade, detail of brick banding and recess within the service bay, looking northeast.
- 44 of 56. West (front) and south façades, garage door, looking northeast.
- 45 of 56. West (front) and south façades, open service bay, looking northeast.
- 46 of 56. South façade, looking northwest.
- 47 of 56. South façade, detail of flared column, looking northwest.
- 48 of 56. Interior, service bay, looking southwest.

Sinclair Service Station

Name of Property

Jasper Co., S.C.

County and State

49 of 56. Interior, service bay, detail of open service bay, looking east.

50 of 56. Interior, service bay, looking southeast.

51 of 56. Interior, service bay, looking northeast.

52 of 56. Interior, service bay, looking northwest.

53 of 56. Interior, service bay, detail of partition separating office space, looking north.

54 of 56. Interior, service bay, detail of floor.

55 of 56. Interior, service bay, detail of ceiling.

56 of 56. Interior, service bay, detail of ceiling.

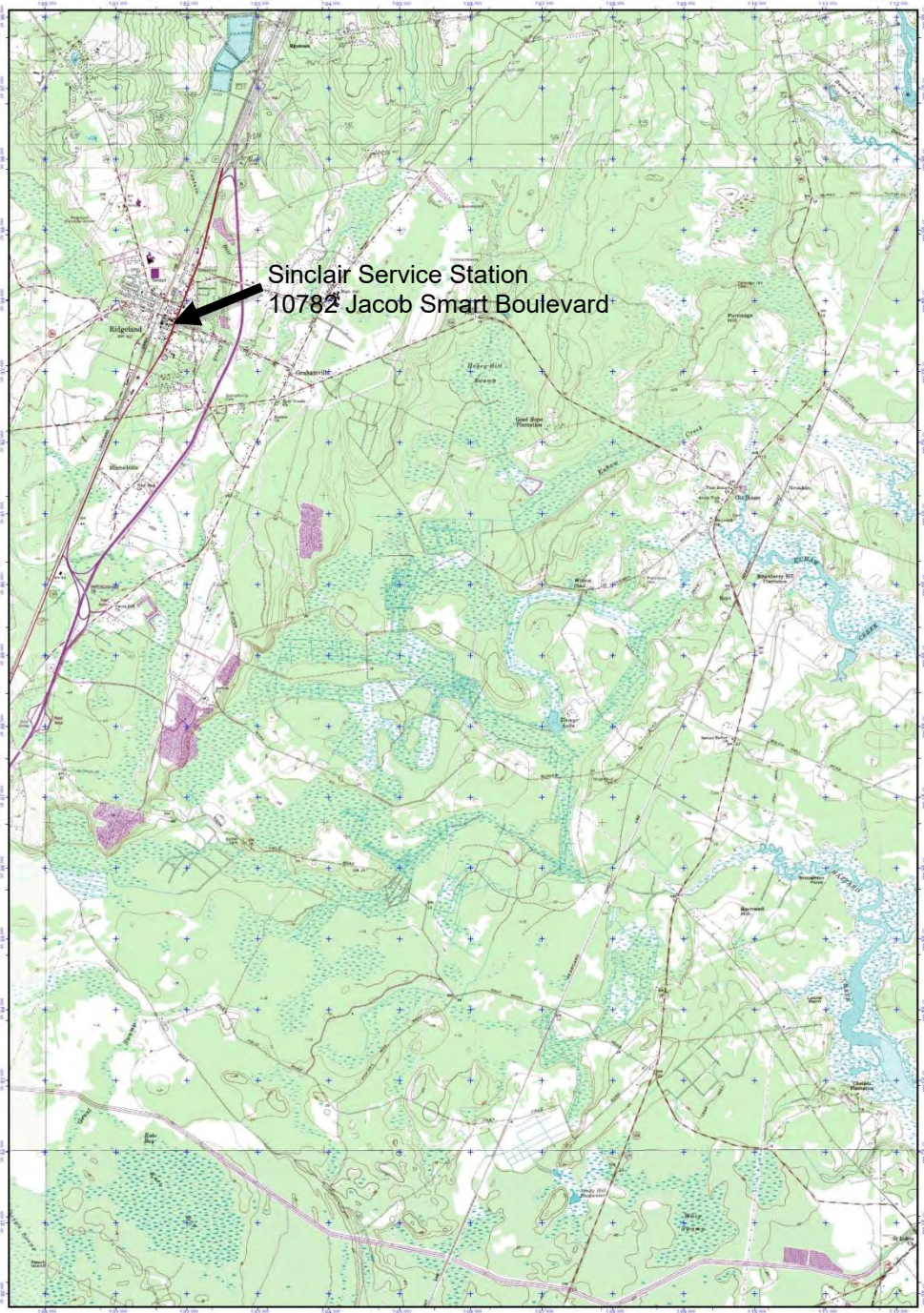
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Sinclair Service Station, Jasper County, South Carolina

RIDGELAND TOPOGRAPHICAL QUADRANGLE MAP

Produced in 2011 by the
U.S. Geological Survey, Department of the Interior.



Ridgeland
03208048

mytopo
A TRIMBLE COMPANY

Vicinity Map



Index Map



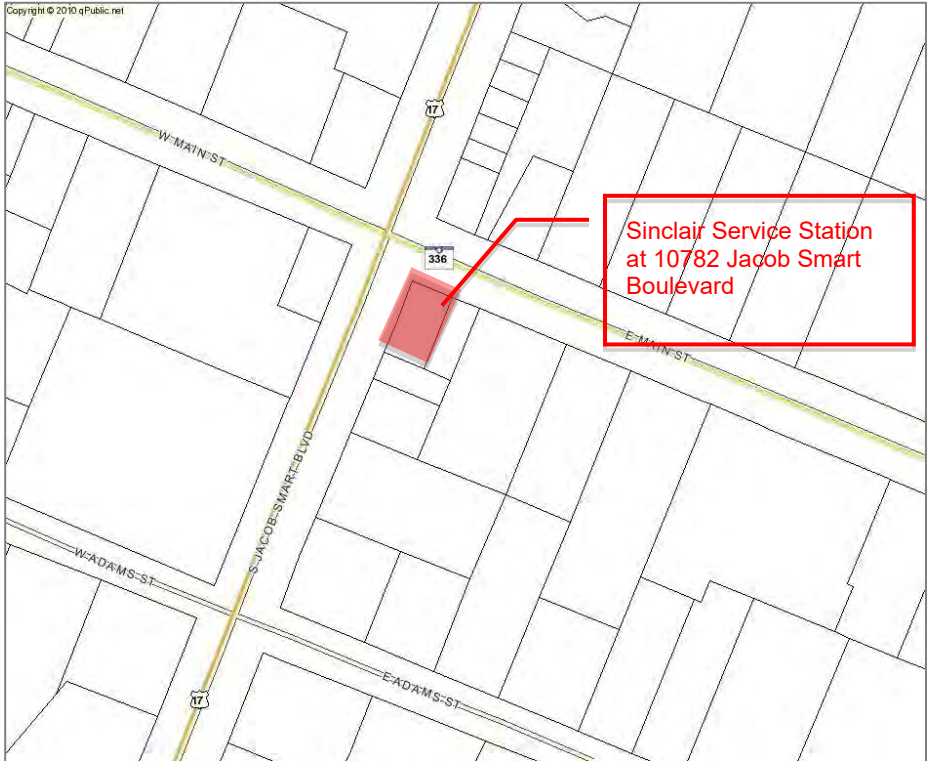
Vertical Datum: NAVD83
Horizontal Datum: NAD83
Scale: 1:25,000
Projection: UTM
Zone: 18N
Units: Meters

Sinclair Service Station, Jasper County, South Carolina

JASPER COUNTY TAX ASSESSOR MAP AND AERIAL

Tax Parcel 063-26-31-001

NRHP Boundary shown in red



Sinclair Service Station

Ridgeland, Jasper Co., S.C.

W Main St

17

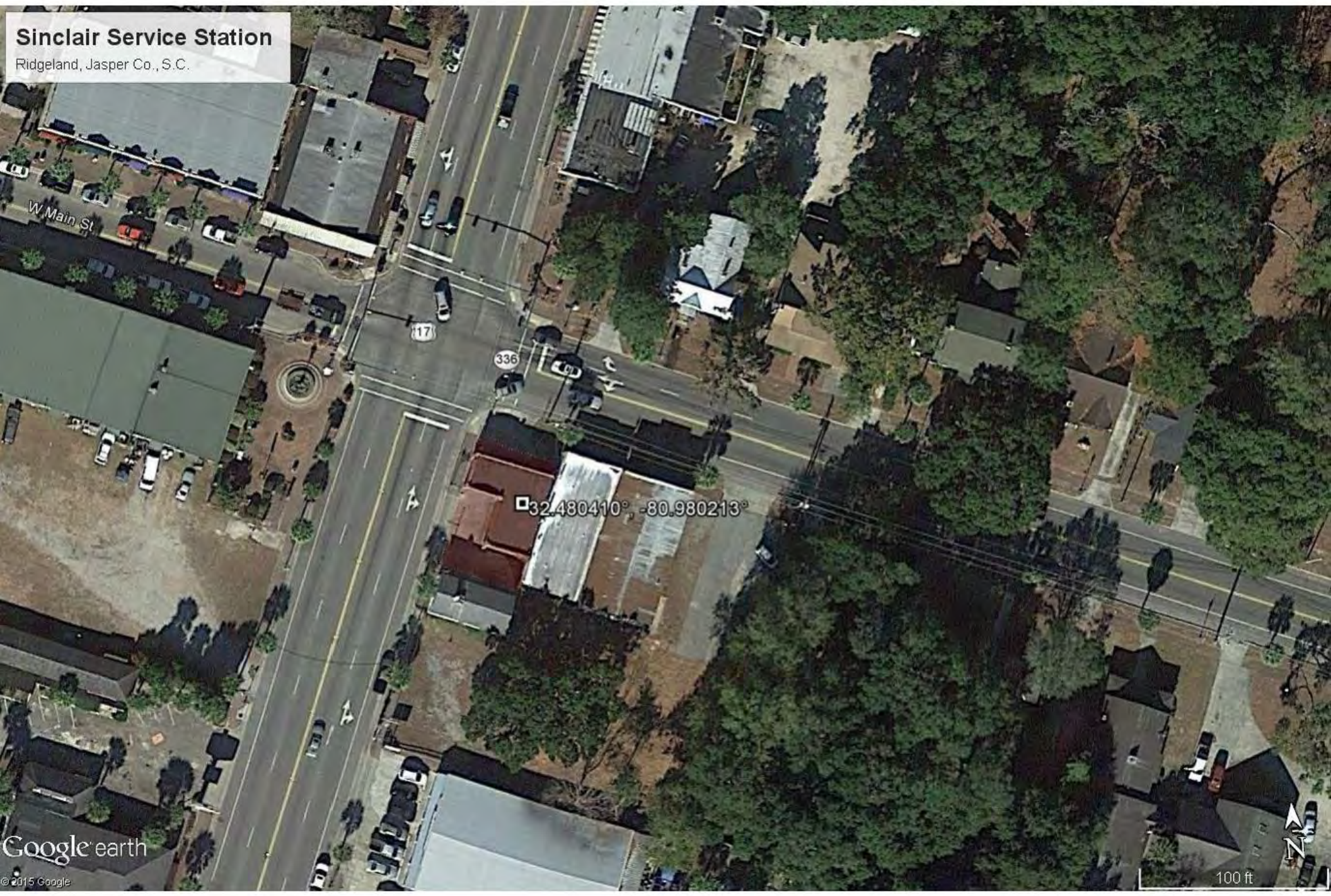
336

32.480410°, -80.980213°

Google earth

© 2015 Google

100 ft



Sinclair Service Station

Ridgeland, Jasper Co., S.C.



Ridgeland

32.480410° , -80.980213°

95

Jasper Hwy

1000 ft

Google earth

© 2015 Google



M MORRIS CENTER
FOR LOWCOUNTRY HERITAGE

10782



MORRIS CENTER
FOR LOWCOUNTRY HERITAGE

MORRIS CENTER
FOR LOWCOUNTRY HERITAGE

Beaufort
Hilton Head 30

EAST
336

INTERSTATE
95

♿



↑ Beaufort
Hilton Head 30

EAST
SOUTH CAROLINA
336
↑

INTERSTATE
SOUTH CAROLINA
95
↑









West 2nd Street

West 2nd Street

SPEED LIMIT 30

Vintage



JALISCO
RESTAURANTE

Real Estate





MORRIS CENTER
MORRIS CENTER

EAST 336
95



 MORRIS CENTER
FOR LOWCOUNTRY HERITAGE

 MORRIS CENTER
FOR LOWCOUNTRY HERITAGE

MORRIS CENTER



 **MORRIS CENTER**
FOR LOWCOUNTRY HERITAGE

PALMS
MOTEL
RESTAURANT

MORRIS CENTER
FOR LOWCOUNTRY HERITAGE

ROOMS
AVAILABLE



 **MORRIS CENTER**
FOR LOWCOUNTRY HERITAGE

1078





MORRIS CENTER
FOR LOWCOUNTRY HERITAGE

M MORRIS CENTER
FOR LOWCOUNTRY HERITAGE

↑ Beach Blvd 30
EAST
336
↑

95





MORRIS CENTER
FOR LOWCOUNTRY HERITAGE





 **MORRIS CENTER**
FOR LOWCOUNTRY HERITAGE



R
HERITAGE







LAYS
HOTEL
RESTAURANT

SPORT
SOUTH

 **MORRIS CENTER**
FOR LOWCOUNTRY HERITAGE





10782



 MORRIS CENTER
FOR LOWCOUNTRY HERITAGE









EXIT







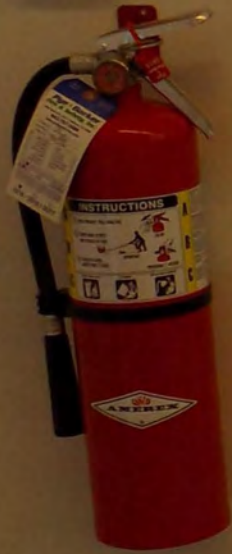


ELECTRICAL
ROOM

















10782








ERITAGE





 **MORRIS CENTER**
FOR LOWCOUNTRY HERITAGE



 **MORRIS CENTER**
FOR LOWCOUNTRY HERITAGE









A long, low, white, ribbed display table in the foreground, holding a white plastic bag and some small objects.

A white display case with a glass top, positioned against the left wall.

A large window wall on the right side of the room, providing a view of a street with palm trees and buildings.

A whiteboard mounted on the left wall, partially obscured by the display case.

Handwritten text on the glass display case, including "1900-1910", "1910-1920", and "1920-1930".





Tillman 9
Coopersville 8
POCOTALIGO 13
Hardeeville 15
BEVERLY 18





EXIT









UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Sinclair Service Station
NAME:

MULTIPLE
NAME:

STATE & COUNTY: SOUTH CAROLINA, Jasper

DATE RECEIVED: 8/28/15 DATE OF PENDING LIST: 9/17/15
DATE OF 16TH DAY: 10/02/15 DATE OF 45TH DAY: 10/13/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000736

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 10-13-15 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

August 24, 2015

RECEIVED 2280

AUG 28 2015

Nat. Register of Historic Places
National Park Service

Dr. Stephanie Toothman
Keeper of the National Register of Historic Places
U.S. Department of the Interior
National Park Service
1201 Eye (I) Street, NW (2280)
Washington, DC 20005



Dear Dr. Toothman:

Enclosed is the National Register nomination for the Sinclair Service Station, Ridgeland, Jasper County, South Carolina. The property was approved by the South Carolina State Board of Review as eligible for the National Register of Historic Places under Criteria A and C at the local level of significance at a Review Board meeting held on July 24, 2015. We are now submitting this nomination for formal review by the National Register staff. The enclosed disk contains the true and correct copy of the nomination for the Sinclair Service Station to the National Register of Historic Places.

If I may be of further assistance, please do not hesitate to contact me at the address below, call me at (803) 896-6182, fax me at (803) 896-6167, or e-mail me at efoley@scdah.state.sc.us.

Sincerely,

A handwritten signature in black ink, appearing to read "Ehren Foley". The signature is stylized and fluid.

Ehren Foley, Ph.D.
Historian and National Register Co-Coordinator
State Historic Preservation Office
8301 Parklane Rd.
Columbia, S.C. 29223