

(Oct. 1990)
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

2070



1. NAME OF PROPERTY

HISTORIC NAME: Jenkins-Harvey Super Service Station and Garage
OTHER NAME/SITE NUMBER: Firestone Auto Supply and Service Store; Griffin Auto Storage

2. LOCATION

STREET & NUMBER: 124 South College Avenue
CITY OR TOWN: Tyler
STATE: Texas **CODE:** TX **COUNTY:** Smith **CODE:** 423 **ZIP CODE:** 75702
NOT FOR PUBLICATION: N/A
VICINITY: N/A

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.)

[Handwritten Signature]

4-15-2002
Date

Signature of certifying official
State Historic Preservation Officer, Texas Historical Commission
State or 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 commenting or other official
Date

State or Federal agency and bureau

4. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet	_____	_____
<input type="checkbox"/> determined not eligible for the National Register	_____	_____
<input type="checkbox"/> removed from the National Register	_____	_____
<input type="checkbox"/> other (explain): _____	_____	_____

5. CLASSIFICATION

OWNERSHIP OF PROPERTY: Private

CATEGORY OF PROPERTY: Building

NUMBER OF RESOURCES WITHIN PROPERTY:	CONTRIBUTING	NONCONTRIBUTING
	1	0 BUILDINGS
	0	0 SITES
	0	0 STRUCTURES
	0	0 OBJECTS
	1	0 TOTAL

NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER: 0

NAME OF RELATED MULTIPLE PROPERTY LISTING: Historical and Architectural Resources of Tyler, Smith County, Texas

6. FUNCTION OR USE

HISTORIC FUNCTIONS: COMMERCE/Specialty store = Auto Repair Garage and Storage

CURRENT FUNCTIONS: COMMERCE/Specialty store = Auto Repair Garage and Storage

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: Modern Movement: Art Deco

MATERIALS: FOUNDATION BRICK, CONCRETE
WALLS BRICK, CAST STONE, STONE/limestone
ROOF ASPHALT
OTHER GLASS, CONCRETE, METAL, WOOD

NARRATIVE DESCRIPTION (see continuation sheets 7-5 through 7-6).

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Tyler, Smith County, Texas

DESCRIPTION

Built in 1929, the Jenkins-Harvey Super Service Station and Garage is a landmark in downtown Tyler and is the only known Art Deco auto service and parking garage in the city. The Jenkins-Harvey Super Service Station and Garage is a two-story garage building with a partial basement designed by local architect James P. Baugh and constructed by an unknown contractor. Located at what was then the southwest edge of Tyler's central business district, the now painted buff brick building occupies a corner lot at West Elm Street and South College Avenue, one block southwest of the courthouse square. The building's design incorporates a largely open first floor articulated by a series of square brick piers that raise the second floor parking area above ground floor auto service functions. Metal frame windows and restrained cast concrete Art Deco ornamentation at the cornice provide visual interest. The garage capitalized on its location amid Tyler's business and mercantile core. During the 1940s, in addition to gasoline, auto repair and sales of tires and batteries, customers could purchase major and minor appliances in the building. Today, the garage is known as Griffin's Auto Storage, and it provides parking on the second level for tenants of People's National Bank and vehicle repair on the ground floor. Alterations are few and confined to a single coat of paint applied to the brick, removal of the gasoline pumps in the mid 1980s and modifications to the small internal office on the first floor. The building is preserved in good condition, retaining its architectural and historic integrity to a high degree.

GEOGRAPHICAL SETTING

As the largest city (U.S. Census 1999 population est. 83,796) and seat of government in Smith County, Tyler is about 90 miles southeast of Dallas. The surrounding East Texas topography consists of timbered, rolling hills of gray clay and red sandy soils. Intermittent creeks water the area before draining into the Sabine and Neches rivers on the north and west of town, respectively. The Jenkins-Harvey Super Service Station and Garage is in the heart of downtown Tyler one block southwest of the courthouse square. Sited on the northeast corner of South College Avenue and West Elm Street, and fronting onto the corner, the building's blocky, asymmetrical facade with brick piers, metal frame windows and Art Deco detailing remains a prominent visual presence in an area containing a mix of parking lots, and one-to-15 story historic and non-historic commercial, civic and religious buildings. Tyler's 1904 Carnegie Library (NR 1978) is directly west across South College Avenue, and the 1890 Marvin Methodist Church (NR 2000) is two blocks northwest. One block north is the People's National Bank Building, currently being nominated to the National Register. On the southwest corner of the College/Elm intersection is the 1980s Tyler Public Library. Directly east, behind the Jenkins-Harvey building is a 10-story retail and office building dating from the early 1950s. The 1949, three-story Elks Club Building, currently being nominated to the National Register, is one block southeast on South Broadway. The remaining surrounding development reflects construction or major exterior remodeling of primary facades in the post 1951-period. No historic commercial district survives in Tyler's central business district due to the demolition of the imposing 1909 Classical Revival Smith County Courthouse and its replacement in 1956 with a modest Modernist style building; at that time the courthouse block was divided to allow the extension of Broadway through the center of the square and the construction of the new courthouse on the east parcel. The focal point of the current square is the 1956 courthouse, located on the east side of Broadway, and the landscaped park west of Broadway. Further changing the historic character of the square is the 1980s redevelopment of all of one block and portions of another facing the square and extensive on-going alterations to most 19th and early 20th century buildings fronting the square.

THE JENKINS-HARVEY SUPER SERVICE STATION AND GARAGE

The Jenkins-Harvey Super Service Station and Garage faces southwest onto the corner of West Elm and South College and was built in 1929 by an unknown contractor for Judge Samuel A. Lindsey, one of Tyler's most prominent businessmen, from plans drawn by local architect James P. Baugh. The building features a utilitarian facade arrangement

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detailed with restrained Art Deco styling and sturdy brick piers that divide the west facade into three bays and the south facade into five bays. Primary materials are poured concrete and hollow tile curtain walls faced with buff brick on the street elevations and red brick on the north and east elevations; the roof is a wood truss type. The building's rectangular form reflects the parcel on which it is built (**Figure 1**) and the facade treatments accommodate the gently sloping site and building function. Topped with a truss roof hidden by the raised parapet wall, the building's solid, volumetric form is lightened by the asymmetrical massing articulated via open bays on the first floor--three on the west facade (**Photo 1**) and two on the south facade (**Photo 2**). The dividing brick piers rise from ground level to the building parapet, which features a restrained foliate design (**Photo 3**). Between the piers pilasters define each window, and both piers and pilasters project slightly above the parapet wall. Fenestration throughout the building is symmetrical. Above the open first floor bays on the west facade are three sets of three multipane, metal-frame awning windows (**Photo 1**), one set per bay. The south elevation repeats this pattern, with the eastern most ground level bay serving as entry to the partial basement (**Photo 2**). The east facade (**Photo 2**) and the north facade (no photo possible) use this same fenestration pattern. The building (**Figure 1**) measures 70 feet fronting on South College Avenue 122 feet fronting on West Elm Street (Smith County Appraisal District b) and reflects the corner lot's shape. Sited in an urban block, the area's commercial nature precluded any landscaping or outdoor amenities. The block north of the garage is fully developed with one-to-three story late 19th and early 20th century commercial buildings, all of which have been incompatibly altered. Across Elm Street to the south, the entire block between Broadway and College is a paved parking lot.

The Jenkins-Harvey Super Service Station and Garage's conservative styling, detailing and exterior finishes emphasize the functional and visual division between first floor and upper floor uses. The open bays permitted easy auto access to gasoline pumps originally located at the corner just inside the building, and continue to provide access to the first floor repair facility and the second floor parking area via a concrete ramp at the north end of the west facade. The basement level space on West Elm originally housed a tire recapping service. It is now a storage area. On the corner pier at Elm and College is a brick cornerstone brick into which the words "James P. Baugh, Architect" are pressed.

Inside, the first floor (**Figure 2**) of the Jenkins-Harvey Super Service Station and Garage contains a small wood and glass office (**Photo 4**), positioned to face the corner orientation of the original service station, small restrooms and a large garage space accessed via a short concrete ramp. The second floor (**Figure 3**) is spanned by a steel truss and roof with wood. It is one large space, which, when it was built, had room to park 85 automobiles. A metal fireman's pole at the northwest corner of the building provides quick descent from the parking garage to the first floor. The partial basement is at the rear of the building and consists of an open area fronting enclosed storage space. Interior floor and wall surfaces are poured concrete and hollow tile. The first floor office was altered in the early 1960s from its original crescent shape to its current irregular form with plate glass windows and a variety of framing and wood surfaces from different eras. Some window panes on the north elevation are painted and one is partially boarded up for security reasons. White paint was applied at an unknown date to the exterior buff brick on the west, south and part of the east elevations. Remaining exterior walls are unpainted red brick. The paint on window glass could be removed and the paint on the exterior brick walls, which is thin and peeling, also could be removed with a gentle water washing.

SUMMARY OF PHYSICAL CONDITION AND INTEGRITY

With few alterations since its construction in 1929, the Jenkins-Harvey Super Service Station and Garage is an excellent example of a transportation-related commercial building. Designed by local architect James P. Baugh, the building blends conservative Art Deco massing and details with functional elements and displays a high level of craftsmanship. The building's exterior and interior character-defining elements—brick and concrete work, window materials and fenestration patterns, and parapet detailing—are maintained in good condition and retain a high level of integrity of location, materials, design, workmanship, feeling and association within the period of significance.

8. STATEMENT OF SIGNIFICANCE

APPLICABLE NATIONAL REGISTER CRITERIA

- 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 VALUE, 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: N/A

AREAS OF SIGNIFICANCE: Community Planning and Development, Architecture

PERIOD OF SIGNIFICANCE: 1929-1952

SIGNIFICANT DATES: 1929

SIGNIFICANT PERSON: N/A

CULTURAL AFFILIATION: N/A

ARCHITECT/BUILDER: Baugh, James P. (architect)

NARRATIVE STATEMENT OF SIGNIFICANCE (see continuation sheets 8-8 through 8-14).

9. MAJOR BIBLIOGRAPHIC REFERENCES

BIBLIOGRAPHY (see continuation sheets 9-15 through 9-17).

PREVIOUS DOCUMENTATION ON FILE (NPS): N/A

- 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 (*Texas Historical Commission*)
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository:

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Jenkins-Harvey Super Service Station and Garage
Tyler, Smith County, Texas

STATEMENT OF SIGNIFICANCE

Jenkins-Harvey Super Service Station and Garage was constructed in 1929 to serve a growing number of motorists during one of Tyler's most prosperous eras. Tyler architect James P. Baugh designed the distinctive Art Deco style building with its stylized foliate designs at the cornice level. Financed by prominent businessman and judge Samuel A. Lindsey, the garage continues to provide auto repair and storage services. As Tyler's population and prosperity increased in the 1920s, Lindsey continued his acquisition of developable land, and in particular lots on the east side of the 100 block of South College Avenue. With an economy grounded in agriculture, manufacturing and distribution, local entrepreneurs were confident in the late 1920s of continuing prosperity. Small oil and gas strikes within 75 miles of Tyler and continuing exploration in what would become the East Texas field also fueled the economy and business prospects. Unlike most of the country, predictions by Tyler businessmen for continued economic growth came true when the discovery of the East Texas Oil Field in 1930-31 created a whole new industry in the region and largely pushed the hardships of the Great Depression out of Tyler and East Texas. The garage's design and stylistic treatment is significant for its modest interpretation of the Art Deco style and is significant for its associations with the Tyler business community during a period of rapid population growth and economic development. It derives its primary significance from its architectural forms and its association with Tyler's agriculture, manufacturing and oil boom economy which fostered intensive community development. For these reasons, the Jenkins-Harvey Super Service Station and Garage is eligible for listing in the National Register of Historic Places at the local level under Criteria A and C in the areas of significance of community development and architecture within a period of significance extending from 1927 to 1952.

COMMUNITY DEVELOPMENT IN TYLER

Settled in 1846, when Smith County was created from Nacogdoches County, Tyler incorporated in 1850 and served as the seat of Smith County as well as the site of branches of State and Federal courts. From its earliest settlement in the 1840s, when businesses located around the courthouse square, until the arrival of the railroad in 1873 the marketing and shipping of Smith County agricultural products formed the basis for Tyler's economy. But almost at once this base was augmented by small scale manufacturing such as blacksmithing, milling, logging and tanning as well as legal and government services. As a result Tyler's economy was diversified at an early date, even though the scope was small and the territory served limited. With the arrival of the International & Great Northern Railroad in 1873 and the establishment of the Tyler Tap Railroad in 1877 and its subsequent merger into the St. Louis South-western Railway (Cotton Belt, thereafter), manufacturing, food processing, food distribution, saw and planing mills, and banking and insurance firms became important components of Tyler's economy (Whisenhunt 1983:29). The railroad made an enormous impact on Tyler and the surrounding area, more than doubling business (Smallwood 1995:ch.15a, p. 11). In the late 19th century this diverse economy fostered 15 labor unions representing workers in various fields (Smallwood 1999:426). Local bank failure occurred in 1891 and then the nationwide Panic of '93 slowed the economy but by mid-decade economic troubles eased and Tyler's position as a Federal, state and local government and legal services center bolstered the economy and Tyler's influence statewide. "During the last quarter of the nineteenth century Tyler enjoyed a reputation as the political capital of Texas: the so-called 'Tyler Crowd' furnished governors, senators and lesser officials galore, and for more than a generation, its influence in both [Democratic] party and state affairs had to be reckoned with." (White 1940:1245).

The area around the courthouse square remains Tyler's commercial core, and retains many pre-1900 buildings. However, most have been altered with facade modernizations dating to the 1950s and 1960s. These changes significantly modify understanding of the original, or historically significant, roles of many buildings. A few downtown buildings have been restored or rehabilitated to reveal underlying historic fabric that once again connects the historical record with the physical artifact. Additional buildings may benefit from future restoration. Among the few unaltered surviving 19th century commercial buildings in Tyler is the one-story brick Kamel Building on East Ferguson Street, just off the square.

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Surviving, intact early 20th century commercial warehouse buildings include the Moore Grocery Co. and the Tyler Grocery Co. buildings on adjacent North Broadway parcels.

Throughout the 1890s and for the next 30 years, agriculture, manufacturing, wholesale and retail commerce, banking, insurance and legal services fueled the economy. The Tyler Chamber of Commerce was established in 1900 as the Tyler Commercial Club to promote business. Meat processing, storage and shipment, canning, storage and distribution of grain, fruit and vegetables were joined by several wholesale grocery firms in the early 1900s including the Moore Grocery Company, which was established prior to 1900. The wholesale grocery industry expanded in 1903 when John B. Mayfield, a resident of what would become the Charnwood Residential Historic District started a second wholesale grocery, the Mayfield Grocer Co. By 1914 Mayfield's firm had grown to six branch facilities (Tyler Public Library d:215). Telephone service was established in Tyler in 1896, and Tyler had two phone companies until the 1940s. One was the S.A. Lindsey Telephone Company, which by 1905 had 25 miles of telephone lines in city (Texas State Library b). Samuel A. Lindsey was a prominent attorney, judge and businessman also involved in land speculation in south Tyler including a portion of what would become the Azalea District. In 1932 Lindsey developed the 15-story People's National Bank, a Tyler landmark and testament to Tyler's economic health during one of the worst years of the Great Depression.

Better roads throughout Texas facilitated commerce and in 1918 a Tyler-Dallas motor truck service was established to carry freight and passengers. The seven hour, 106-mile trip included several stops (Texas State Library c). As roads continued to improve truck, bus and auto travel became more attractive spurring by the 1920s development of gas stations and vehicle repair garages throughout central Tyler. By the mid 1920s Tyler retail enterprises included 30 businesses involving the automobile, eight auto salesrooms, five hotels, 12 barber shops, four bakeries, 18 cafes and restaurants, eight furniture stores, six hardware stores, 27 grocers, three theaters, eight shoe stores, 10 drug stores, three large department stores, three banks, 24 drygoods stores and many more (St. Louis Southwestern Railway:14). Suburban development included neighborhood grocery stores, dry cleaners, laundries and other service establishments. Tyler remained a legal center with a U.S. District Court, as well as the various Smith County courts; none of the associated buildings survive. The Blackstone Hotel opened in 1921 and was demolished in 1985; a parking lot now occupies the site. Its companion, the 1938 Blackstone Building, survives on North Broadway. It included offices and Tyler's first union bus station. The Tyler Chapter of the Texas Association of Business was established in 1922 in response to a booming business climate (Whisenhunt 1983:59). The Crescent Laundry relocated within Tyler and built a modern plant to accommodate a growing business. In the late 1920s the Minnelee Bus Lines operated from 110 North Broadway (Tyler Public Library b), providing inter-city transit service. In 1929 the Jenkins-Harvey Super Service Station and Garage was erected to serve the growing number of motorists. Between 1920 and 1930, significant growth in Tyler and Smith County occurred in dairying operations. Rose culture remained important and developed more rapidly after irrigation was introduced in 1924. Tomatoes, pecans, and peanuts also became important crops. Two fertilizer plants used cottonseed meal to make their products, and the Sledge Manufacturing Co. had more than 100 employees.

In 1930, Tyler was on the threshold of its greatest economic era, a 30-year-plus period of unprecedented growth and development. In October 1930 oil was found in nearby Rusk County when Dad Joiner's Daisy Bradford #3 proved to be a producing well. In March 1931 Guy Vernon Lewis brought in the first producing oil well in Smith County, located near the community of Arp, southeast of Tyler. As more wells came in drillers, riggers, geologists, pipers, surveyors and others moved to Tyler, and refineries and exploration companies developed headquarters in Tyler. The boom affected just about every aspect of life in East Texas, and oil added greatly to the Tyler and Smith County economy (UT, Austin PCL:a). While the population increased from 9,255 in 1920 to 13,009 in 1930, Tyler received a huge influx of people between 1930 and 1950. In 1940 the population reached 20,879 and in 1950 it had grown to 28,854 (U.S. Census). The population continued to increase through the 1950s and 1960s.

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Tyler benefited greatly from the discovery of the East Texas Oil Field. As the largest town in the five county oil field area before the oil boom, it provided the most developed infrastructure and a wide range of business and professional services. At the junction of several state and U.S. Highways, Tyler had good communications, rail and truck service, a number of banks and related financial institutions, hotel and office space, a system of paved roads, and a variety of neighborhoods offering housing types to people of all income levels. As a result Tyler became the East Texas headquarters for many oil companies beginning with the discovery of the Van gas field west of Tyler in the 1920s expanding the need for almost every type of business and service industry. With the discovery of the East Texas field in 1930-31, 33 companies established offices in Tyler and almost all of the larger independent operators in the field set up land-leasing headquarters. Although Tyler had several office buildings and two large hotels, the Tyler and the Blackstone, neither existing hotel rooms nor the office space would prove adequate to meet new demands. In 1932 Samuel A. Lindsey, Chairman of the Board of People's National Bank, financed the construction of a 15-story bank and office building immediately west of the courthouse. In 1932 "the Blackstone [Hotel] added nine stories to accommodate the newcomers" (Clark:131), and in 1938 Edmond P. McKenna, owner of the Blackstone Hotel, and a group of investors active in the Chamber of Commerce financed the construction of the Blackstone Building, containing a union bus terminal on the first floor and five floors of office space.

The East Texas Field fostered construction of refineries, and a rail network around the field made it possible to move the oil efficiently. The field's crude oil was of good quality needing only minimal equipment to make gasoline. At least 95 small refineries were initially built, but after a few years as production evened out, that number dropped to 76. One of these was just east of downtown Tyler. Called LaGloria, the refinery turned out gasoline and originally was known as the McMurrey Refinery; it remains in operation. Trucking also became big business, with big rigs hauling gasoline from local refineries.

Legal services became even more important after the discovery of oil as related law suits and corporate activities surged; the need for office space grew. Throughout the 1930s agriculture, especially dairying, continued to be important to Tyler's economy. By the mid 1930s, 48 dairies had permits to retail or wholesale dairy products in Tyler. Roses, blackberries, peaches, pecans, and vegetables also were important local crops. Lumber and related milled wood products significantly contributed to local prosperity with 25 saw mills county-wide in 1937 (UT Austin PCL:a). Additional principal industries in the county in the 1930s included canning factories, foundries, machine shops, a rail car factory, a grist mill, peanut products, and the manufacturing of crates, boxes mattresses, work clothing and house dresses. Services included 16 passenger auto agencies, six commercial auto agencies, 19 auto tire dealers, seven bakers, 33 cigar stands, 36 confectioners, 13 delicatessens, 15 department stores, 26 druggists, 38 dry goods stores 134 independent grocers and seven chain grocers, seven lumber companies, and 59 restaurants, and a pottery, and several laundries and dry cleaners, among many others (Tyler Public Library:f).

In the 1940s oil and gas production and services related to that industry were the primary economic engines. In February 1940, the East Texas Industrial Exhibit Association sponsored the second annual Industrial Exhibit to showcase Tyler manufacturing, distribution and service capabilities. In addition, a number of local industries expanded in 1940, adding more space and personnel. Prominent among these are Sledge Manufacturing Company and Tyler Iron and Foundry Company. Both had government contracts associated with pre-World War II mobilization activities. Surveys were made of plant and tool capacities in Tyler to assist local firms in securing national defense contracts. To attract business and support local companies seeking government work, the Tyler Chamber of Commerce's Industrial Committee prepared facts and statistics for certain defense industries sending briefs to government bureaus and agencies reporting the advantages of Tyler including its large supply of surface water and underground water available from reservoirs at Blackburn Dam on the Neches and Prairie Creek Reservoir in Smith County (Tyler Chamber of Commerce b).

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Writing in the early 1940s, Tyler's business boosters could boast of the community's great economic advantages. The Chamber of Commerce described Tyler as the "Center of the East Texas Oil Industry," a statement well founded. "The people of Tyler and of all other cities and towns within or adjacent to the oil field have been told that they have not known what the late depression meant" (Tyler Public Library d). As a result of the boom, Tyler school population increased from 4,261 students in 1930 to more than 6,000 in 1936. Assessed valuations for 1930 were \$17,477,254, for 1935 they were \$28,679,113 (Tyler Chamber of Commerce b). While prosperity was a reality for those involved in the oil business, other aspects of the economy were affected, with minorities, unskilled laborers and tenant farmers largely bypassed by the boom.

As important as the East Texas field was to the local and regional economy it proved vital to the success of the Allies in World War II. Texas oil fields produced 80 percent of all oil needed by the Allies, and the East Texas Field provided the major portion. As World War II began, oil producers and the government realized overland transit of oil was the only safe way to ship oil from the fields to east coast ports, from where it would be transferred to the battlefield. To secure transit, two pipelines were laid, one from the East Texas Field to the refineries of New York and the Philadelphia area, stretching about 1,400 miles. Called Big Inch, it measured 24 inches in diameter and every day during the war it delivered almost 300,000 barrels of crude oil. The other pipeline was known as Little Inch, and it measured 20 inches in diameter. It ran from Beaumont to Big Inch near Little Rock, Arkansas. From there it paralleled Big Inch eastward. Every day of the war it delivered almost 200,000 barrels of aviation gasoline, motor gasoline and other refined products for use by the Allies (*New Handbook of Texas*:774). U.S. military presence also fueled the Tyler economy through the local Signal Corps Radio Operator Training School, the U.S. government's lease of the Tyler airport for use as a government field, and the establishment in 1943 of Camp Fannin (Whisenhunt 1983: 69-78), an infantry training center northeast of Tyler that employed 2,500 civilians. In 1945, the camp became a military separation center and the airport returned to civilian use.

By the mid 1940s Tyler had three banks, two large hotels--the Blackstone with 200 rooms and the Tyler with 75 rooms--offices of more than 30 oil companies, refineries, garment factories, box and crate factories, canning plants, an airport, two commercial colleges, two colleges for African Americans--Butler College and Texas College, one daily and one weekly newspaper, two rail lines, four bus lines and several truck freight lines (Tyler Public Library e:235). Residential development boomed with new areas of substantial brick dwellings in revival styles appearing in south Tyler and northwest Tyler. One of the city's most visible neighborhoods from this era is the Azalea District, in south central Tyler, which contains a large concentration of Tudor Revival and Colonial Revival brick dwellings. This area was Tyler's elite address between the 1930s and early 1960s, housing oil company executives, oil entrepreneurs and others associated with the oil industry or made wealthy by it. It remains one of the community's most prestigious residential neighborhoods.

Oil and gas, industrial and manufacturing enterprises and the machine shops of the St. Louis and Southwest Railway (Cotton Belt) were Tyler's primary post-World War II businesses. The railroad was the largest industrial employer in the city in 1947 with 523 employees and an annual payroll of more than \$1,000,000. Other large firms included the Sledge Manufacturing Co., the Woldert Company, the Tyler Pipe and Foundry Company, and the McMurrey Refining Co., Delta Drilling Co., Thompson Manufacturing Co., the Richardson Co., the Bryant Heater Co., American Clay Forming Co., the East Texas Cotton Oil Co., and the East Texas Crate and Basket Manufacturing Co. The Mayfield Grocery Co., still in business with four branch offices, was joined by two competitors. The Wadel-Connally Co., a wholesale hardware distributor, had nine branch offices (Woldert 1948:148-149). In the late 1940s the State of Texas located a tuberculosis sanitarium at former Camp Fannin (later the Tyler Chest Hospital and now University of Texas, Tyler Health Center), and the McMurrey Refinery announced plans to build a \$40,000 plant in Smith County. Both facilities added to Tyler's economic diversity and created new jobs. Business and residential development continued as new office buildings were erected in the late 1940s and the 1950s. One of the most visible is the 1953 modernist

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Petroleum Building on South Broadway. The Benevolent and Protective Order of Elks, a prominent social and service club present in Tyler since 1891 erected a Modernist lodge building in 1949 on south Broadway, opening their doors to the community for dances, private parties and other activities. Residential construction continued as in-fill in established neighborhoods throughout south Tyler, including the Azalea District and in northwest Tyler. New neighborhoods of tract-type housing also appeared in southeast and northwest Tyler.

By the end of 1931 there were 3,607 wells in the East Texas field, and more than 109,000,000 barrels of oil were produced. Members of the Texas Geological Society met in Tyler December 17, 1931, and 59 geologists gave papers estimating the field's potential barrels. The average estimate was 2.1 billion barrels. In time the field proved to have far more oil than these experts predicted. "Cumulative production of crude oil and natural gas liquids in northeastern Texas through 1950 was approximately 4 billion barrels. By January 1, 1993, when the Texas Railroad Commission calculated the field at 100 percent production, it had produced more than 5 billion barrels of oil (*New Handbook of Texas*:774). After more than 60 years, some wells still operate.

THE JENKINS-HARVEY SUPER SERVICE STATION AND GARAGE

The Jenkins-Harvey Super Service Station and Garage was built in 1929 and developed in response to a boom economy that steadily increased population and demand for services in Tyler between 1920 and 1960. Located on lot 27 of Block 7, the garage is within the original Tyler town plat, just one block south of the courthouse square. Samuel A. Lindsey purchased the garage site and the lot immediately north in July 1922 from Eliza Weir, who inherited this property from her mother, Sarah Scott. The garage parcel was developed with a two-story dwelling converted to a boarding house, and the adjacent lot contained the two-story Pickwick Hotel. Lindsey continued to operate these establishments, turning the hotel into offices by 1928 (UT Austin CAH a). In 1931 Lindsey redeveloped the hotel parcel with the Gulf States Telephone Co. Building (Smith County Deed Records).

Sometime in early 1929 Lindsey obtained the services of local architect James P. Baugh, had the dwelling razed and began construction on the garage. Lindsey leased the completed garage to William Jenkins and L. G. Harvey, who operated a filling station and repair garage on the first floor and basement levels. Auto storage was available on the second floor. Jenkins was a Firestone tire dealer who operated a service station and garage on North Spring Street and L. G. Harvey was recently relocated to Tyler from Dallas and a brother of Sledge Manufacturing Co. manager Michael J. Harvey. Jenkins was well regarded by the business community as evidenced by following newspaper assessment. "...Jenkins...has built his business here in the past upon the basis of merit... (Tyler Public Library a). The newspaper went on to describe the newly opened garage in glowing terms. "Architecturally, the Jenkins-Harvey Service Station is beautiful; and with that, it is conveniently arranged, so much so that patrons may easily obtain service in the minimum of time. It is interesting to note the different divisions or departments of service under this roof..." (Tyler Public Library a) including brakes, tires, Magnolia oil and gas, batteries, wash and greasing.

By 1931 a portion of the second floor auto storage area may have been used by Lindsey for his telephone company repair trucks (Griffin interview). The Jenkins-Harvey partnership continued into late 1932, when Jenkins and Harvey entered into a consignment agreement with the Tyler Super Service Store, a lessee of a portion of the garage (Smith County Deed Records). Jenkins and Harvey apparently ended their partnership shortly thereafter with Jenkins relocating his business to West Front Street under the name Bill Jenkins, Inc. In 1933 Tyler residents A.C. Webster, N.A. Mounce and O.O. Oxford leased the garage, advertising "complete automotive service" (**Figure 4**) and auto hotel (Tyler Public Library c). By 1940 and continuing into the mid-1950s the first floor and basement of the building housed the Firestone Auto Supply and Service Store, which sold auto and home products including Firestone tires, batteries, radios, refrigerators, electric and gas stoves, washing machines and vacuums, air conditioning units, and performed brake service, washing and lubrication (Tyler Public Library c). Auto storage continued to be available, and the second floor also may

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have been used for dances. One story has it that alcoholic beverages were sold at dances from a temporary wooden concession stand under the guise of medicinal use (Griffin interview) as Tyler was at that time, as still is, dry. Tire recapping was handled in the basement level.

In 1959 James Earl Griffin began operating a auto repair business out of the garage under the management of Rudy Jones, who owned another garage at Broadway and Locust (Griffin interview). In 1968 Griffin bought Jones' business at College and Elm. Griffin took his son Thomas into the business in 1980, and the garage has been known for many years as Griffin's Auto Storage. Although the gasoline pumps were removed in the 1980s, the first floor is still used for vehicle repair, and the second floor for parking. The basement is storage. Many of the patrons of the auto storage facility are tenants of the People's National Bank Building, construction of which was financed by Judge Lindsey (Smith County Historical Society a). The garage building remains part of the Lindsey family, currently owned by a Lindsey-Wolf family trust for Judge Lindsey's great-grandsons.

Although business in most areas of the United States plummeted with the onset of the Great Depression, Tyler's economy suffered less than many communities and the garage building continued to operate. When oil was discovered in 1930-31, and thousands of people moved into Tyler and East Texas, and auto repair and storage facilities were important to the growing population. After World War II auto ownership increased making repairs, tires, and gas and oil an important business. With the decline of downtown Tyler as a shopping destination in the 1960s and 1970s and the relocation of much of the population to the southern part of the city, business activity declined, but the garage was well located just south of the square and Tyler's largest office building and held its own by servicing and repairing vehicles belonging to downtown workers.

Erected in response to Tyler's growing agricultural economy in the late 1920s and boosted by the oil-based economy and military presence during the 1930s and 1940s, the Jenkins-Harvey Super Service Station and Garage is associated with important regional economic and development trends and an era of prosperity unprecedented in Tyler's history. It directly served thousands of residents who settled in Tyler and the surrounding area as a result of the oil industry and World War II and the business was dependent upon those customers for its continued success. A number of other filling stations were erected in the late 1920s and early 1930s on nearby parcels, including a station at Broadway and Elm, and another on the south side of Elm at College. (Smith County Title Co.) None of those contemporary buildings survive, leaving the Jenkins-Harvey garage as the sole reminder of the impact of the auto on downtown Tyler.

Architecturally, the garage is important for its utilitarian form embellished with restrained cast concrete Art Deco ornamentation and as the only known auto repair and storage facility to survive from the pre-1950 period. The building reveals the architect's skill and knowledge of *au courant* trends and is a visual asset within the downtown business district. The building is a good local example of the Art Deco style. It rectangular massing with a largely open first floor articulated with square piers is enhanced by stylized Art Deco foliate designs at the cornice level. Arranged in panels between the piers and pilasters that project slightly above the parapet wall, the Art Deco detailing adds visual interest to what otherwise would be a plain rectangular box. These elements and the steel frame awning windows are primary elements and characteristic of Art Deco design.

The Art Deco style is a modernistic architectural form that grew out of early 20th century attempts to redefine the character of architectural design. This style is not considered truly modern by architectural historians, but rather a transitional form that bridges the thinking of historicism and International Style modernism. The first major American impetus for modernistic design was in 1922 when the Chicago *Tribune* sponsored a world-wide competition for a new headquarters design. Although the Tribune selected a Gothic Revival design, "...second prize went to an Art Deco design by a young Finnish architect, Eliel Saarinen. His design was widely publicized and much of the architectural profession felt that he deserved the first prize..." (McAlester:465). As a result Art Deco styling became the most fashionable

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architectural form of the 1920s and 1930s, and it laid the ground work for the rejection of historicism and the acceptance of the unadorned, volumetric designs known as Modernism, or the International style.

Art Deco design uses boxy massing, typically more vertical than horizontal and flat roofs. Skyscrapers and other large, urban buildings often have stepped parapets to increase light and air circulation within the building and at the same time enhance the verticality and ornamental quality of the building. High style examples incorporate much interior and exterior ornamental detail in exotic metals, glass, carved stone and cast stone. Geometric ornament includes zigzags, chevrons, stylized flowers, fruit, vines and leaves, classical columns and pilasters, lozenges, fluting, reeding, sunrise and sunburst patterns and elements that reference mechanization including gears and wheels. The blend of compact massing, modified to improve interior conditions by increasing light and air, and exuberant ornament reflect both historical references and contemporary life and illustrate Art Deco's appeal and its position as a transitional architectural form. Most Art Deco design was applied to commercial buildings, with few residential examples. Tyler has 13 Art Deco influenced buildings, all commercial or governmental resources; the Jenkins-Harvey Super Service Station and Garage is one of Tyler's most visible examples.

SIGNIFICANT INDIVIDUALS

Architect James P. Baugh worked in Tyler from the late 1920s through 1936. By 1937 Baugh was no longer listed in city directories. A 1944 directory of registered Texas architects shows him living in Waco. Nothing else is known about him or his work. Tyler building permits do not list architects, making the newspaper and city directories the best, if somewhat unreliable, sources for data on architects working in Tyler. A search of city directories for Dallas and Waco revealed no further data on Baugh. Despite an extensive search, no building permit or mechanic's lien records were located for the garage and therefore the name of the contractor was not discovered.

Samuel Asbury Lindsey (1866 (or 1863)-1961) was one of Tyler's most successful businessmen. A lawyer who became a judge, and a land developer who also was a financier, Lindsey served in many capacities beginning in 1887 and continuing until the late 1950s. Lindsey was a native of Homer, Louisiana and came to Tyler in 1870 with his parents. Shortly thereafter the family moved to Oklahoma. At the age of 13 Lindsey set out on his own, working at any job he could find and educating himself. He attended Huntsville (Texas) Normal School and read law, passing the bar and beginning a practice in Tyler in 1887. He ran for Smith County attorney in 1890 but was elected to the state legislature serving one term. In 1902 he served as a Smith County judge, and then retired from public life, turning his energies to business ventures. In 1915 he bought controlling interest in People's National Bank and was its president until 1917 when he was appointed Secretary of the Federal Land Bank in Houston. He went on to become the president of National Bank of Commerce in Houston, resigning in 1922 to return to Tyler. He had retained his interest in Tyler's People's National Bank, and eventually served as Chairman of the Board. He organized the Gulf States Telephone Company (Davis: 236), the Gulf State Lumber Co., developed land in south Tyler and in the central city (Smith County Deed Records) and financed construction of many buildings including the 1929 Jenkins-Harvey garage and the 1932 People's National Bank. He died in Tyler in 1961 having lived a long and successful life.

JUSTIFICATION OF SIGNIFICANCE

The Jenkins-Harvey Super Service Station and Garage is an important local landmark signifying the relationship between community development and Tyler's prosperous agriculture, manufacturing and oil based economy from the late 1920s through the 1950s. The garage was constructed in 1929 from plans drawn by Tyler architect James P. Baugh using modest Art Deco detailing.

No alterations have been made to the building except for the application of a thin coat of white paint to the buff brick (which could be removed) and modifications to the small office area on the first floor. The garage retains its

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Jenkins-Harvey Super Service Station and Garage
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exterior and interior character defining elements--brick and concrete work, window materials and fenestration patterns and parapet detailing--in good condition. The building has very high levels of integrity of location, materials, design, workmanship, feeling and association within the period of significance. The setting of the garage property has been affected by the demolition or alteration of nearby commercial buildings but these changes have heightened the property's visibility in an area of parking lots and vacant land. The garage remains one of Tyler's most distinctive properties.

The Jenkins-Harvey Super Service Station and Garage conveys not only the rich heritage of early 20th century architectural styling, but provides an understanding of community development trends driven by a growing economy. For these reasons the nominated property is eligible for listing in the National Register of Historic Places under Criteria A and C at the local level of significance. The complex is worthy of preservation as an intact local landmark that through its auto service and repair and auto and home appliance sales functions documents the impact of Tyler's agriculture, manufacturing and oil based economy on local population growth and development patterns and provides interpretation of local social and architectural trends between 1929 and 1951.

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Jenkins-Harvey Super Service Station and Garage
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Smith County Appraisal District

- a) Tax parcel map.
- b) Building files.

Smith County Clerk

- a) Smith County Deed Records.
- b) Smith County Mechanic's Liens Records.
- c) Smith County Plat Records.

Smith County Historical Society, Tyler, Texas.

- a) Vertical File, S. A. Lindsey
- b) Photograph files.

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Texas State Library, Austin, Texas

- a) U.S. Census 2000, estimated population figures.
- b) Smith County Tax Rolls, various dates.
- c) *Tyler Tidings*, 1918.

Tyler Area Chamber of Commerce.

- a) Tyler, February 1941.
- b) Tyler, April 1940.
- c) *37th Annual Report*, 1937.

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- a) *Tyler Journal*. September 9, 1929, p. 8.
- b) *Tyler Journal*. May 22, 1931.
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Interviews

Freidlander, Loren. Personal interview with Diane Williams, February 12, 2001.
Griffin, Thomas. Telephone interview with Diane Williams, February 18, 2001.
Harvey, Richard. Telephone interview with Diane Williams, February 27, 2001.

Visual Documentation

Tyler Public Library, Tyler, Texas, Local History Department.
a) Tyler city directory, 1933.

10. GEOGRAPHICAL DATA

ACREAGE OF PROPERTY: 0.2109 acres

UTM REFERENCES	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
	15	283440	3581340

VERBAL BOUNDARY DESCRIPTION: Lot 27 of Block 7, City of Tyler, Texas

BOUNDARY JUSTIFICATION: Nomination includes all property historical associated with the building

11. FORM PREPARED BY

NAME/TITLE: Diane Elizabeth Williams

ORGANIZATION: for the City of Tyler and Historic Tyler, Inc.

DATE: June 20, 2001

STREET & NUMBER: PO Box 49921

TELEPHONE: (512) 458-2367

CITY OR TOWN: Austin

STATE: Texas

ZIP CODE: 78765

ADDITIONAL DOCUMENTATION

CONTINUATION SHEETS

MAPS

PHOTOGRAPHS (see continuation sheet Photo-22)

ADDITIONAL ITEMS (see continuation sheets Figure-18 through Figure-21)

PROPERTY OWNER

NAME: Samuel Wolf Trust #1 and #2 c/o Sam Wolf

STREET & NUMBER: PO Box 831500

TELEPHONE: (903) 597-9879

CITY OR TOWN: Tyler

STATE: Texas

ZIP CODE: 75283-1500

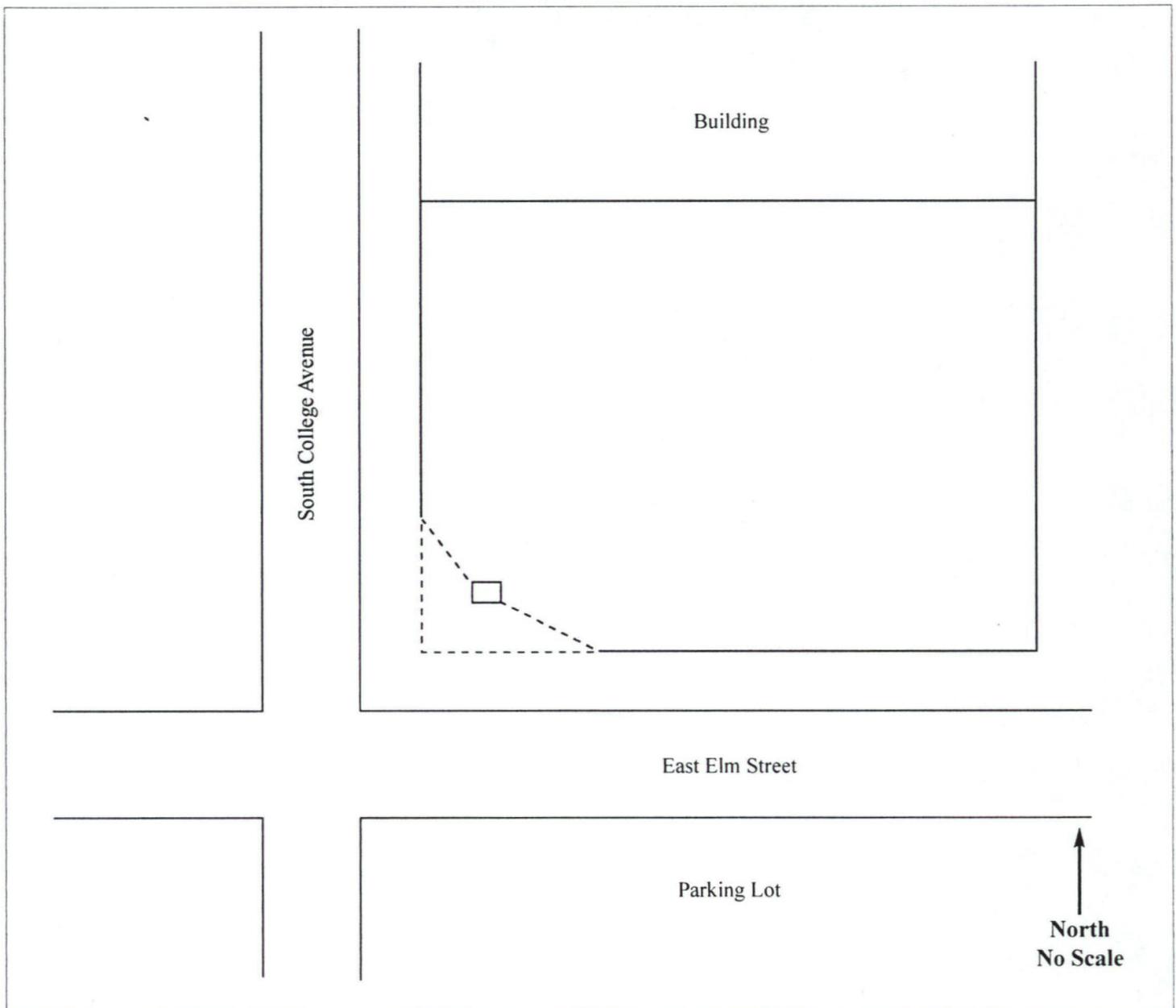
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Section FIGURE Page 18

Jenkins-Harvey Super Service Station and Garage
Tyler, Smith County, Texas

Figure 1: Site Plan
(Source: Diane E. Williams)



Jenkins-Harvey Garage
124 South College Avenue, Tyler, Texas
Site Plan

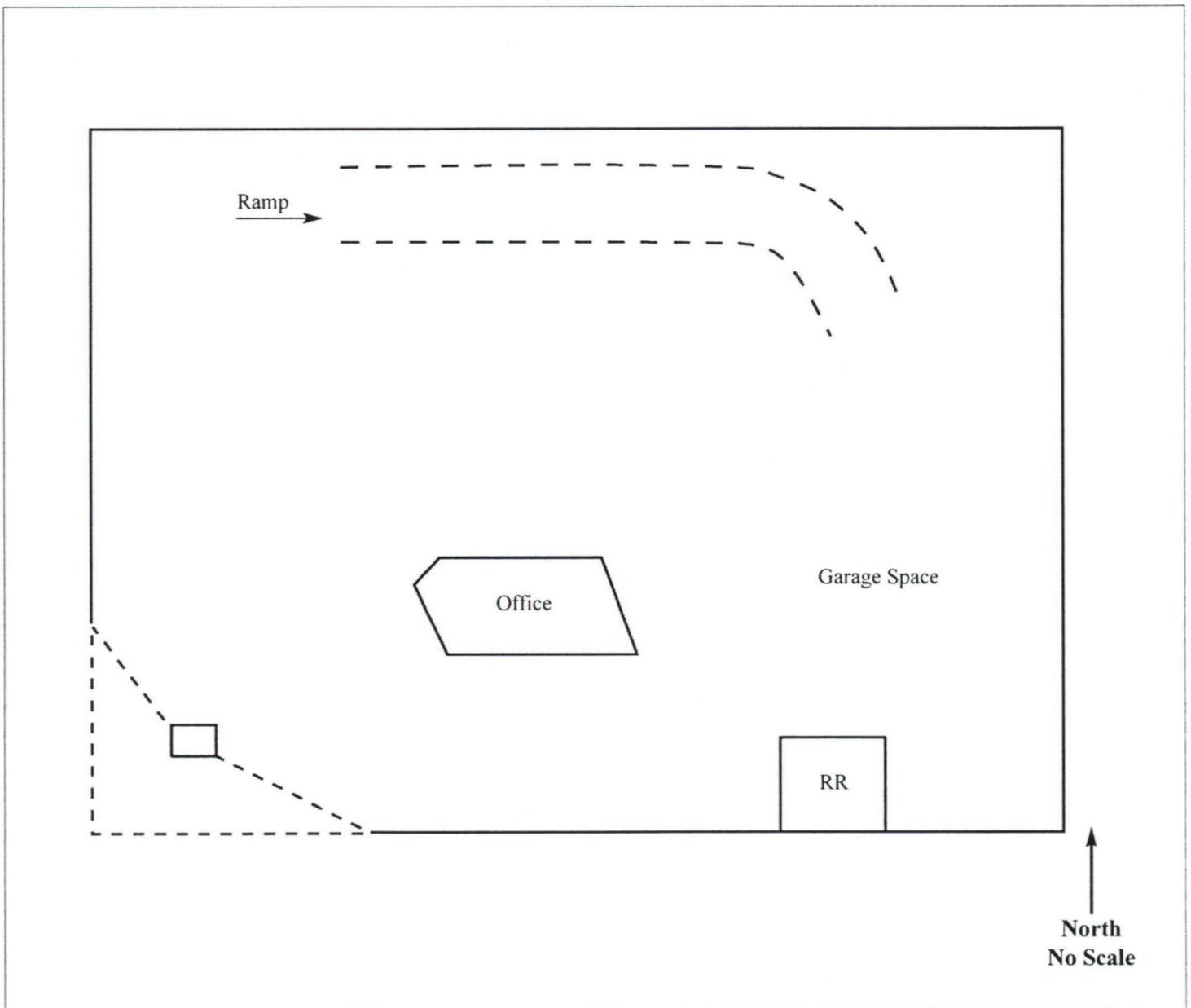
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Section FIGURE Page 19

Jenkins-Harvey Super Service Station and Garage
Tyler, Smith County, Texas

Figure 2: First Floor Plan.
(Source: Diane E. Williams)



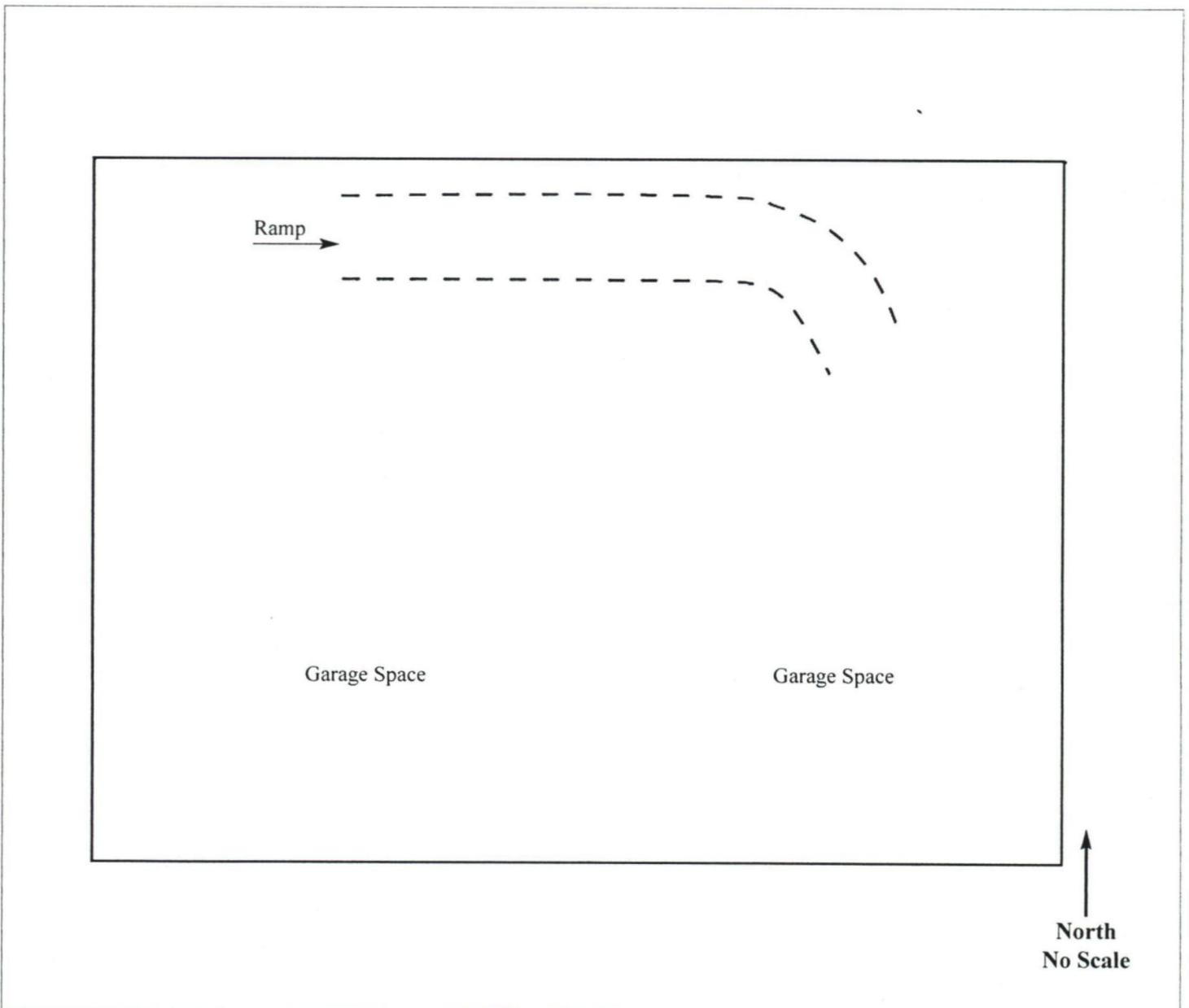
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Section FIGURE Page 20

Jenkins-Harvey Super Service Station and Garage
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Figure 3: Second Floor Plan.
(Source: Diane E. Williams)



Jenkins-Harvey Garage
Floor Plan, Second Floor

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Section FIGURE Page 21

Jenkins-Harvey Super Service Station and Garage
Tyler, Smith County, Texas

Figure 4: Advertisement, 1933.
(Source: Tyler City Directory, 1933)

AUTO HOTEL

Complete Automotive Service

Fireproof Storage, U. S. Tires and Batteries
Gasoline and Oils

"Repairing by Wise" Wrecker Service

124 S. College at Elm Tels. 2466-2467

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Section PHOTO Page 22

Jenkins-Harvey Super Service Station and Garage
Tyler, Smith County, Texas

PHOTO INVENTORY

JENKINS-HARVEY SUPER SERVICE STATION AND GARAGE
TYLER, SMITH COUNTY, TEXAS
DIANE ELIZABETH WILLIAMS, PHOTOGRAPHER
DECEMBER 2000, JANUARY 2001
ORIGINAL NEGATIVES ON FILE WITH THE TEXAS HISTORICAL COMMISSION

PHOTO 1 OF 4:
West elevation looking east.

PHOTO 2 OF 4:
South and east elevations looking northwest.

PHOTO 3 OF 4:
Detail, parapet, west elevation looking east.

PHOTO 4 OF 4:
Detail, interior office, south elevation looking northwest.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Jenkins--Harvey Super Service Station and Garage

MULTIPLE NAME: Tyler, Texas MPS

STATE & COUNTY: TEXAS, Smith

DATE RECEIVED: 4/30/02 DATE OF PENDING LIST: 5/16/02
DATE OF 16TH DAY: 6/01/02 DATE OF 45TH DAY: 6/14/02
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 02000646

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 6/14/02 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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



AUTO
Repair

SELECT
REGULAR

SELECT

Mechanic
ON
DUTY

AUTO
Repair

Tyler, Smith Co, Ia
Jenkins Hawley Station
Photo 1 of 4



Jules, Smith Co. Ia
Jenkins-Hawley Station
Photo 2064





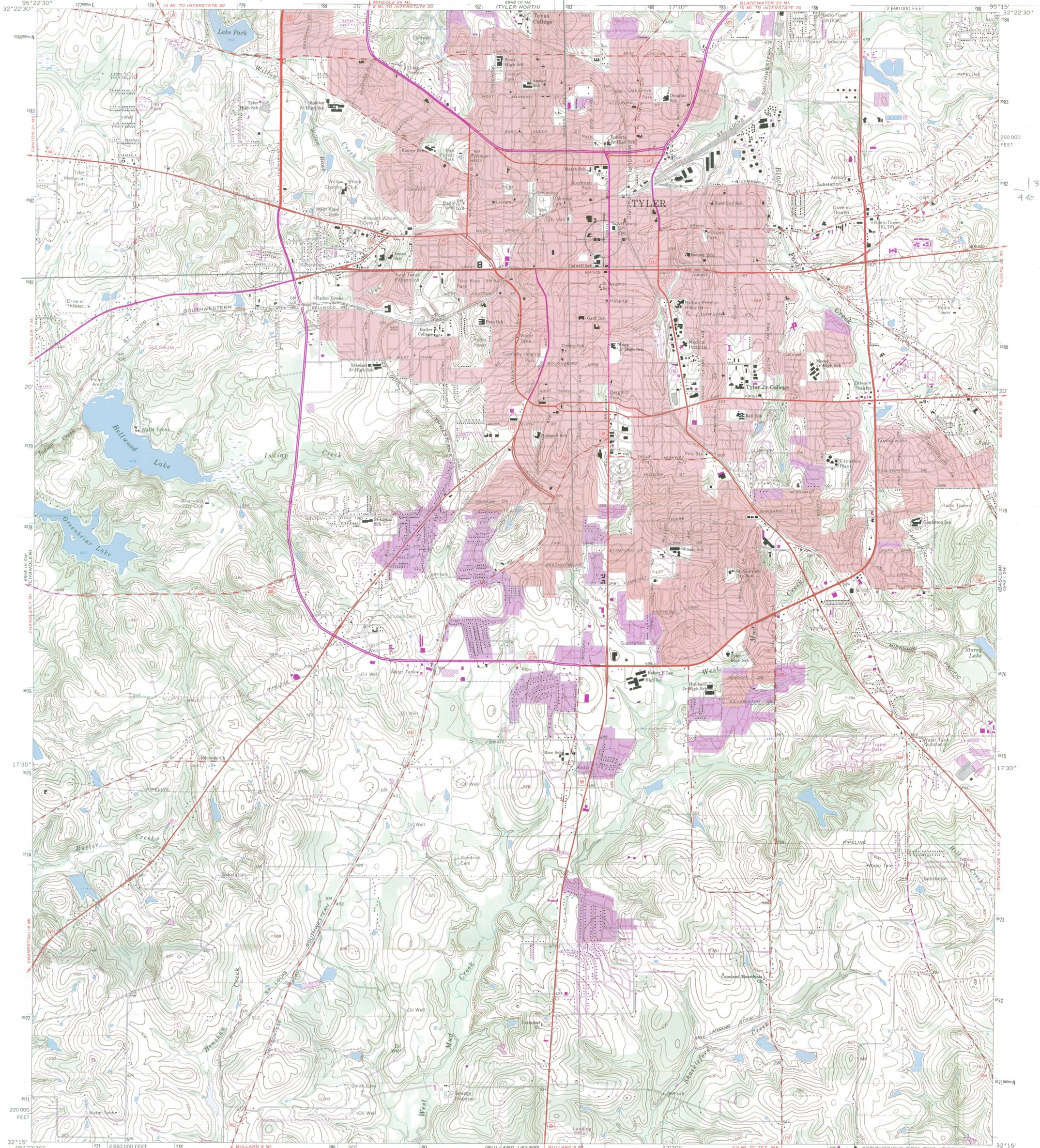
Auto
INSPECTIONS

Motorcycle
INSPECTIONS

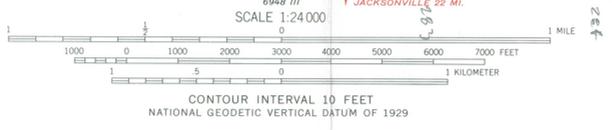
Mechanic
ON
DUTY

WRONG
WAY

Jules, Smith Co, Tx
Jenkins-Hawley Station
Photo 404



Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1965. Field checked 1966
Polyconic projection. 1927 North American datum
10,000-foot grid based on Texas coordinate system,
north central zone
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue
Red tint indicates areas in which only landmark buildings are shown
Fine red dashed lines indicate selected fence lines
Revisions shown in purple compiled from aerial photographs
taken 1973. This information not field checked
Purple tint indicates extension of urban areas



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
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