

painting over a blue background. Though you may use a brush, a power sprayer will produce the most even results. Allow the paint to dry thoroughly according to the manufacturer's instructions.

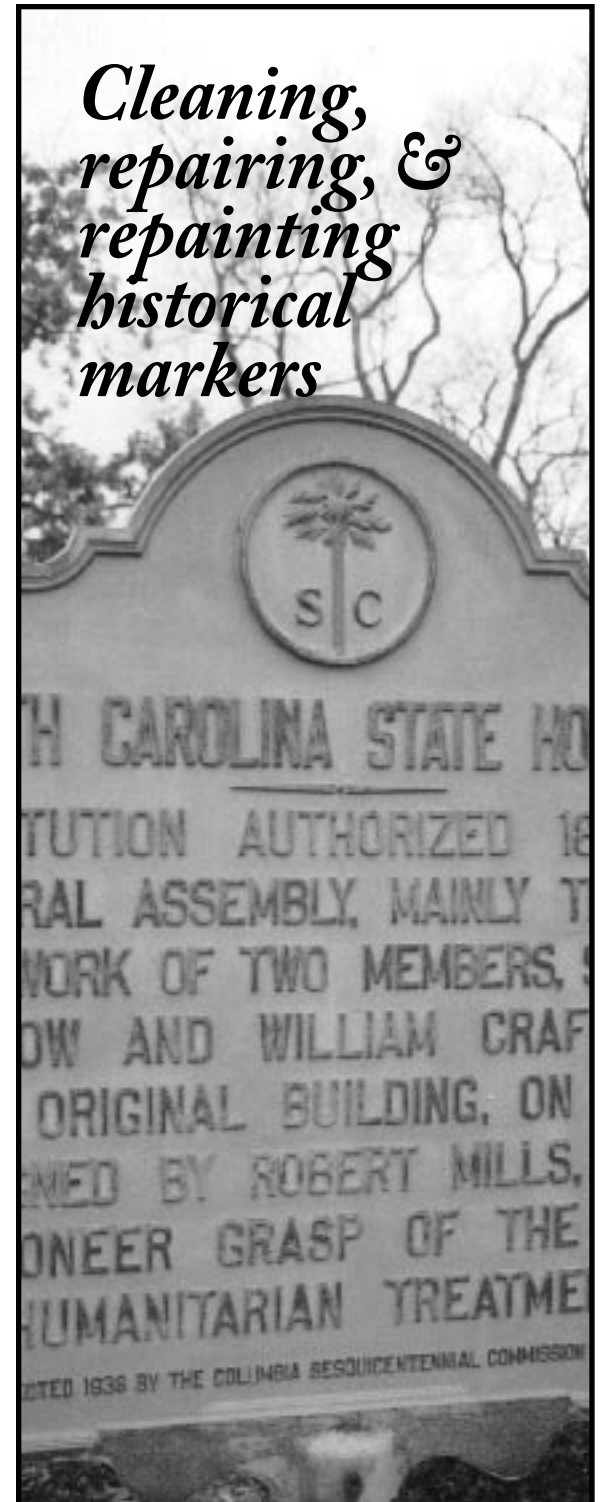
Lettering

Paint the letters, borders, and other trim (including the South Carolina State Flag in the triangular crest on markers erected after 1954) with **black air-dry automobile enamel**, such as DuPont. Though you may use a brush, a hand-held rubber roller available at most paint and painting supply stores will be more efficient, rolling the paint over the tops of the letters and other raised surfaces.

For more information

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Cleaning, repairing, and repainting historical markers

The South Carolina Historical Marker Program began in 1905 when the legislature created the Historical Commission of South Carolina and gave it “direction and control of the marking of historic sites, or houses, or localities.”

The program expanded when the South Carolina Historical Marker Survey began in 1936. Then in 1954, passage of the Archives Act gave the newly-created South Carolina Department of Archives and History responsibility for “the approval of the inscriptions for all historical markers or other monuments erected on state highways or other state property.” Since its inception, this popular program has approved more than thirteen hundred markers. Most are erected on a state highway right-of-way, while others are on private property.



Marker style pre-1954

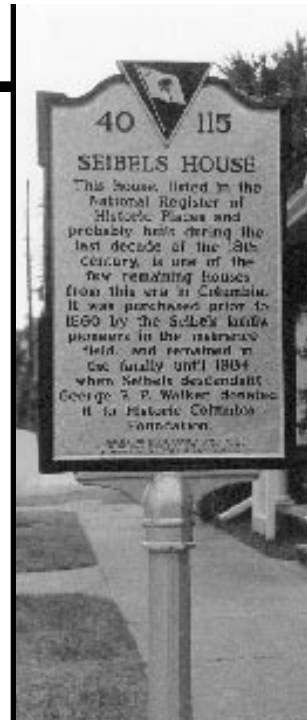


organizations sometimes maintain their markers. Some county historical societies, however, will assume responsibility for maintenance if a sponsor lives some distance from the marker or if a sponsoring agency ceases to exist.

Description

Markers are cast with aluminum. Before 1954, the

Marker style post-1990



Marker style 1954-1990

Maintenance

Although markers need maintenance from time to time — especially those that have stood for as long as sixty years or so — the state has made no provision for this work. Sponsoring

markers carried black letters on a silver base; from 1954 until 1990, they carried silver letters on a navy-blue base; then in 1990, the Archives and History Commission, with recommendations from a blue-ribbon study committee, returned to the design of black letters on a silver base.

Repairs

If the cast aluminum is damaged, some machine shops can weld it. If the marker has holes in it — some are damaged by bullets — fill the holes with a metal filler, then paint the filler. To ease repairs, remove markers by loosening the Allen-set screws at their base where they are attached to the posts.

Cleaning

If your marker needs cleaning only, scrub it with a bristle brush soaked in a solution of mild automotive detergent and warm water and rinse with clear water. Your local branch of the state highway department may be able to lend you a high-pressure sign cleaner and may even help you clean the marker itself.

Repainting

Before you repaint, clean the marker as described above and let it dry thoroughly.

Backgrounds

Markers with **silver backgrounds and black lettering and trim** (erected 1936-1954 and again from 1990 to the present) withstand the elements better than those with **dark blue backgrounds and silver lettering and trim** (erected 1954-1990).

We now recommend painting all historical markers, no matter what their original color scheme, with **silver backgrounds and black lettering and trim**.

Remove the marker tablet from the post by loosening the Allen-set screws at the base. Paint the entire tablet with **silver air-dry automobile enamel**, such as DuPont. More than one coat will probably be necessary if