INTENSIVE LEVEL SURVEY
FOR
DOWNTOWN PONCA CITY



Ponca City, Oklahoma about 1946. Photographer and copyright holder not known. Postcard from collection of Michael Cassity.

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1. Abstract

This survey of buildings in Downtown Ponca City was conducted in order (1) to develop an inventory of buildings which includes an evaluation of those buildings for their eligibility for the National Register of Historic Places, either as an individual property or as a contributing resource in a historic district, and (2) to determine if there is the potential for a Downtown Historic District Nominate. The survey was conducted between December 2007 and July 2008. A total of 183 buildings were surveyed and evaluated. Of those buildings forty-five were evaluated as non-contributing resources, thirty-two were determined to be individually eligible for the National Register and another 106 were identified as contributing resources to a possible downtown historic district. The study concludes that a Downtown Ponca City Historic District is possible.

2. Introduction

It has been some fifteen years since a survey of historic buildings in Downtown Ponca City has been conducted and in that time two fundamental shifts have occurred. One is that more and more historic buildings have been lost. Some buildings have been modified in a way that they no longer retain integrity and some have been razed or have otherwise fallen prey to social and physical forces of decay. At the same time, however, Ponca City has awakened a new spirit of historic preservation and revitalization of the downtown core of the community. In some notable instances, for example, in the successful effort to save and restore the landmark Poncan Theater it even appears that the tide may be turning. And there are even instances where properties that earlier would have been determined non-contributing to a historic district have been sensitively rehabilitated so that they now meet the standards for the National Register of Historic Places. In any case, as a result of these changes, the city determined that it was necessary to update the older survey and this current effort was launched beginning in December 2007.

The hope of this project has been to develop an inventory of historic buildings within the general Downtown Ponca City area with an eye to determining, first of all, which buildings meet the standards for the National Register, either as an individual building or as a contributing feature in a historic district. This proved to be a greater task than probably anyone recognized seven months ago. It was anticipated that there would be 103 buildings to be surveyed within the study area, and after discussion of some

potentially eligible buildings that would be excluded, the boundary lines were redrawn slightly to include possibly another half dozen buildings. This final report, however, examines a total of 183 buildings and structures, none of them outside the bounds set forth in December. There are a few instances where reasonable people, using the same professional standards, could possibly arrive at different conclusions as to whether a building counts as one or two; in such a case, the number of individual buildings included in this survey would doubtless increase, not decrease.

As with any other work involving historical research, there is always room for discussion and suggestion and any comments and questions will be welcomed in order to continue to make this report's conclusions and recommendations as accurate and useful as possible.

3. Research Design

Any serious inquiry into the past and the forces at work in shaping the development of the world in which we live, including an examination of the historic resources of Downtown Ponca City, requires a systematic effort to assure (1) conformity to national standards and requirements within the framework of the National Register of Historic Places, (2) comprehensive coverage, (3) consistency of evaluation, (4) awareness of historical concepts and contexts appropriate to understanding social change, and (4) professional historical research techniques. In any survey, and especially with a survey that includes a small multitude of potential resources, a fundamental challenge is to keep a focus on both the forest and the trees. A systematic approach can help achieve exactly that and that is the research design guiding this project.

This survey was designed to be as systematic as possible and to proceed along a course that hopefully maximized those results and included (1) Reading broadly in the history of the community and others like it in Oklahoma and elsewhere to understand what contours of change might be expected, (2) identifying sources of information—both primary and secondary—about buildings, people, and developments in Ponca City, and especially in its commercial core, (3) examining previous surveys and nominations prepared in Ponca City; (4) conducting a foot-reconnaissance of the study area to identify social, economic, and architectural, patterns in the buildings and structures of the possible historic district; (5) photographing each potential resource and making notes as appropriate; (6) completing an Oklahoma Landmarks Inventory Form on each building or structure that includes a specific evaluation of the property's eligibility for the National

Register of Historic Places. The key to the research design becomes clear at the end just as at the beginning. The object is to put all of this information together in a way that it will be useful and usable, so that the reader will be able understand the broad patterns of change in Downtown Ponca City and also the relationship of individual buildings to those patterns. And that is what this narrative report endeavors to convey, with a special emphasis on the Historic Context section.

4. Project Objectives

The current survey can be put to a variety of uses, but the core objectives shaped the kinds of information gathered and the interpretations of that information. One objective was the simple compilation of an inventory of potentially historic resources in Downtown Ponca City. More important, however, the survey aspired to identify meaningful boundaries for a Historic District within the framework of the National Register of Historic Places. This involved the further objective of locating the points at which eligible buildings are no longer concentrated in sufficient density to justify district status and also, as a matter of course, identifying which individual buildings are eligible and which are not eligible throughout the study area.

5. Area Surveyed

The area surveyed includes a section of the commercial district of Ponca City, Oklahoma generally within two blocks north and south of Grand Avenue, historically the main commercial avenue of the community, with some exceptions. The precise boundaries used begin at the intersection of Oak with the alley north of Grand Avenue, forming the northwest corner of the study area. From that point, the boundary goes south on Oak to Grand, then east one half block and from there south to Central. At Central, the boundary proceeds east to the railroad right-of-way and then south along the tracks to include the Atchison, Topeka, and Santa Fe Railroad Depot before continuing east along Oklahoma Avenue to the corner of Oklahoma and South Sixth. From that intersection the boundary continues north one block to Central then one block east to Seventh Street; as the boundary continues north two blocks, it forms the eastern edge of the study area and then turns west on Cleveland. At the corner of Cleveland and Fifth, the boundary turns north for one block before turning west on Chestnut, creating the north edge of the study area. The original configuration stopped that line at First Street, but preliminary discussions with the Development Services Department of the City of Ponca City raised questions about whether the boundary should exclude the buildings west of First between Chestnut and Cleveland. To resolve the matter, it was agreed that the two buildings in question would be examined and either included or not depending upon the findings of the researcher. Ultimately, the researcher surveyed those buildings and added them to the inventory included in this report, so that the boundary of the study area on Chestnut proceeded westward from Fifth Street all the way to the railroad tracks west of First before turning north to Cleveland. At Cleveland the line turned west from the railroad

tracks and proceeded to Pine, then north a half block to the alley, and then turned west one block to the original starting point. An outline of the study area imposed on aerial photography of the downtown district is included below.



Aerial View of Downtown Ponca City with outline showing boundaries of study area for 2008 Historic Property Survey of the Downtown, Ponca City, Oklahoma. Image provided courtesy of Office of Development Services, City of Ponca City.

6. Methodology

Some of the tasks included in this survey involved the gathering of information to be recorded on the Oklahoma Landmarks Inventory form and some required the development of a framework in which those data and other information fit together and make sense. The two tasks are not entirely separate and the researcher is continually going back and forth to the physical resources and the documentary record, as well as to the forms and reports to be submitted. The methodology employed in the actual work process was one familiar to professional historians since it involved the usual steps associated with research in archival and secondary materials, only in this case that research is supplemented with field work where physical artifacts can be examined in light of the documentary record. At that point decisions and evaluations within the framework of the National Register of Historic Places could be made.

The research in documents included secondary materials as well as primary sources and in some instances databanks of information made available by public agencies. The first step was to examine the various published and unpublished histories of the community, including especially the photographic volumes that have been published, such as Bret A. Carter's recent volume, *Kay County's Historic Architecture* (Chicago: Arcadia Publishing, 2007) and an older collection of photos published by the Ponca City News, *History of a Proud Heritage: Ponca City, Oklahoma: A Pictorial History, 1893-1960* (Ponca City: Ponca City Publishing Company, Inc., 1999). In addition, the project was able to draw upon previous nominations and surveys of historic resources, some of which have included properties or property types important to

understanding the community's residential and commercial past. Beyond these secondary sources, it was possible to draw upon a variety of primary source materials. One of the most valuable of those was the collection of maps put together by the Sanborn Fire Insurance Map Company, maps that show individual buildings and their configurations and materials at periodic intervals. Put these maps together with the *Polk City Directory* that was published annually and that listed individual businesses by their address, and it is possible to gain a comprehensive picture of the change and continuity in the downtown area, often building-by-building. In addition, the professionals in the Development Services Department of the City of Ponca City secured map information from the Kay County Assessor's office that provided even more information, including sometimes an estimated date of construction and date of remodeling for individual buildings.

Armed with this information, it was possible for the researcher to journey into the field, studying each resource, taking notes and using camera to record buildings and their features. At that point, specific references in the data either gain new meaning or raise more questions and often it is necessary to study a particular site closely and return to it to determine exactly what the history of the resource was or why and how it took the shape that we now see. In this way much of the information required for the Oklahoma Landmarks Inventory form was acquired.

The next step in the process was to evaluate the property within the framework of the National Register of Historic Places. One of the key objectives of the survey was to determine the eligibility of the various resources within the study area for the National Register. The requirements for eligibility are ostensibly straightforward and clear. A

property generally has to be at least fifty years old, has to retain integrity, and must fall within one of four criteria. These four criteria are the standard against which all properties must be evaluated for their historic significance and are a part of the everyday vocabulary of the cultural resource professional. The properties need meet only one of the four criteria to be eligible, but they must be properties, as the National Register Bulletins say over and over again:

"*A. That are associated with events that have made a significant contribution to the broad patterns of our history; or*

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded or may be likely to yield, information important in prehistory or history."

Criterion A and Criterion C are the criteria that are most relevant to this study because they include the patterns of history (Criterion A) that resources may reflect and the architectural and engineering features (Criterion C) that resources may represent. Criterion B, the association with a significant individual, may be relevant since this also includes individuals who are locally significant—not just state or national figures—but Criterion B eligibility is complex and requires demonstrating not just the significance of the individual but also requires documenting why the particular resource is the best resource to demonstrate the significance of the person; this makes it a daunting process

and usually a property significant under Criterion B will also be significant already under Criterion A. Criterion D usually is reserved for the evaluation of archaeological properties, a category of resource which was not included in this study of Downtown Ponca City. This meant that the eligibility of each property especially hinged on its demonstrable association "*with events that have made a significant contribution to the broad patterns of our history*" or its embodiment of "*the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or [are resources] that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.*"

There are several general observations about these criteria and about the determination of eligibility that need to be made explicit. One is the importance of Criterion A. Some researchers examine the resources solely for their architectural significance and base their decision on eligibility on the physical features of a building alone. And certainly it is true that external appearances often provide a guide to the age and significance of a building; on the other hand the historical significance usually can not be determined by looking only at the physical features, and research in the documentary record is necessary to determine that significance. Moreover, and exactly to the point, many more resources can reasonably be considered significant for their association with the broad patterns of history than for their architecturally distinctive qualities since the buildings are tangible evidence of the power and pervasiveness of those patterns. Whether they are a seven-story building, an ornate theater, a gasoline filling station, or a humble planing mill, they can sharply reveal powerful forces at work in the nation's and the community's past. This survey attempted to consider those broad

patterns that the buildings reveal as well as the architectural features they exhibit.

Another key element in the evaluation process, aside from the four criteria, has to do with integrity. Simply put, to be eligible for the National Register, a historic resource must retain integrity of "location, design, setting, materials, workmanship, feeling, and association." Actually, the resource will often not meet all seven of those elements, but the integrity must be clear and demonstrable. It can easily be eroded by even the most well-intentioned of custodians who seek to "improve" the resource in one way or another just as much as it can be undermined by neglect or abuse.

The question of integrity becomes especially problematic in the case of a potential historic district in a commercial area; many buildings over time are modernized in one way or another and some features, such as the ubiquitous clerestories that once provided illumination for store interiors, are hidden or removed while fashions changed to emphasize the sleek, clean lines provided by metal or synthetic siding. When a building is no longer recognizable, at least as it appeared during its period of historic significance, it has clearly lost integrity. But what of those many resources in which changes have been partial? Where to draw the line with them? Which resources are contributing (eligible) and which are non-contributing (not eligible)? This study has relied heavily on the guidance provided by district nominations approved by the Oklahoma State Historic Preservation Office and listed on the National Register. This guidance can best be seen in the nomination for the downtown Durant, Oklahoma historic district, and which in itself is based on the nomination for the Sapulpa Historic Downtown District:

> Over the years, many modifications have been made to individual buildings within the district. Although each building is assessed for its overall individual retention of integrity, there are several common alterations that affect a property's designation as contributing or non-

contributing.

> The most frequent alterations are the replacement or covering over of historic wood windows and doors and the application of new materials to the original facade. Radical alterations to the placement, size, or shape of the window completed after the period of significance seriously detract from the historic character of the façade. Multiple story buildings with the application of new materials such as modern brick or stucco are usually counted as contributing if changes were made during the period of significance and/or as long as the upper floors retain their integrity.
>
> Because of the commonality of such alterations, single story buildings are generally classified as contributing as long as the majority of the façade is not obscured. The retention of historic architectural details along the upper wall is a significant factor in determining the status of one-story buildings.[1]

This survey has attempted thus to consider historic as well as architectural significance and has attempted to separate non-contributing features from contributing in a manner consistent with that used in the evaluation of other buildings and districts, and in doing so has drawn upon a methodology that uses both field research and the examination of the documentary record.

[1] Correspondence from Ms. Kelli Gaston, Interim National Register Coordinator and Historian/Survey Coordinator, Oklahoma State Historic Preservation Office, April 9, 2008.

7. Results

This study has produced several results. One is a comprehensive inventory of buildings and structures within an area of approximately twenty-eight city blocks in downtown Ponca City, Oklahoma. One hundred eighty-three properties have been identified, recorded on the Oklahoma Landmarks Inventory Form, and photographed. Further, these one hundred eighty-three properties have been evaluated for their eligibility for the National Register of Historic Places individually and collectively as a historic district.

Summary of Inventoried Resources in Downtown Ponca City

Contributing to Historic District	Contributing to Historic District and also Individually Eligible	Non-Contributing to Historic District	Total
106	32	45	183

These numbers only tell part of the story. In examining the results more closely, it is clear, first of all, that many of the historic resources of Downtown Ponca City have retained sufficient integrity to qualify them as contributing features to a historic district. Moreover, of the one hundred thirty-eight properties that are contributing features, thirty-two of them are also individually eligible for the National Register. This is an impressive number and a workable ratio of contributing to non-contributing resources in a district, but there is even more. This inventory is just a beginning because, in fact, that number of individually eligible properties could increase with further study. For example, the hotels

of downtown Ponca City, a group of businesses once critical to the petroleum economy, cry for further study. The most familiar hotels, like the Jens-Marie and the Arcade, are gone but others remain, including a number of modest operations that catered to the business travelers in the downtown area. At least fifteen hotels appear on this list of properties with only a few determined individually eligible. But further study could increase that number by examining the rise and decline of the lodging industry in the downtown and the role that the various hotels played in the evolution of the downtown district, sometimes transforming into rooming or apartment houses, sometimes into offices, but sometimes into derelict buildings that seemed no longer able to provide a useful function in the new organization of society. Likewise with the restaurants and cafés, and the grocers and meat markets, businesses that were once everywhere downtown, but now amount to just a slight presence compared to what once had been the core of a walking, working, living downtown community. The corner café and the market down the street once served vital functions, and the buildings that provide a physical record of those functions, and the social arrangements that they nurtured, are threatened in downtown Ponca City just as they are imperiled everywhere in the twenty-first century United States. The more these businesses are studied, the more significance we will be able to attach to the buildings that housed them.

8. Kinds of Historic Properties Present in the Surveyed Area

The area of study includes a variety of resources that reflect the social, economic, and architectural currents at work in shaping and reshaping the community in the last decade of the nineteenth century and the first half or so of the twentieth century. Most of these buildings, almost by definition, are commercial buildings, a broad set that includes office buildings, retail sales stores, gas stations, hotels, the railroad depot, automobile dealerships, and examples of small industry like the ice plant, two planing mills, and a host of plumbing, repair, and service businesses. Indeed, one of the central qualities of Ponca City's business district in the period from World War I to the decade following World War II was the rich diversity of trades and buildings situated downtown. In addition, it is important to note, some of the buildings were residential in nature, either providing lodging for the traveler or permanent abodes for the considerable number of people who chose to live in the business district. One of the obvious trends in the growth of the community was the way that business buildings displaced older single dwellings. A brief perusal of the Sanborn maps shows the dwellings consistently disappearing as businesses expanded. In the current study only two (and possibly three) single dwelling structures remained, one of them a hold-out against expansion and the other one (or two) occupying quarters that could have or did house businesses previously. Architecturally, the late nineteenth and early twentieth century forms of commercial architecture still predominate with one and two-story commercial buildings on virtually every block. There are a few Art Deco buildings (see the Junior High School, the Pat Murphy Buick dealership, and the Post Office, for examples) and at least one Art Moderne building (the

Andersen Building) and at least one church drew upon Classical Revival architecture in its design. The Mission / Spanish Colonial Revival is evident, and conspicuous with stucco and shaped parapets and occasionally some red tile can be seen at various places downtown, from the small Clem and Cliff Service Station to the elaborate, and aptly named, Royalty Building, and the half-block large First Christian Church, reflecting an important architectural style popular elsewhere in the community especially in the 1920s. The variety of architectural styles, like the variety of businesses, is not a weakness in considering the potential of the buildings for a historic district. The buildings need not be homogenous. They need not be the same size. They need instead to provide an insight into the past by their form and / or function.

9. Specific Properties Identified and the Techniques of Information Collection

The techniques of information collection have been discussed in the section on Research Design. The one hundred eighty-three individual properties identified are listed below by street and their contributing status is indicated.

ADDRESS	PROPERTY NAME	CONTRIBUTING STATUS
First Street		
108 NORTH FIRST	ACTON PRODUCE AND FEED CO.	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF CHANGES TO BUILDING APPEARANCE.
109 NORTH FIRST	JIM CHITTUM'S GUN SHOP	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
110 NORTH FIRST	NONNAMAKER REAL ESTATE	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF CHANGES TO BUILDING APPEARANCE.
111 NORTH FIRST	GOODYEAR TIRE CENTER	NON-CONTRIBUTING TO DISTRICT DUE TO AGE
118 NORTH FIRST	MCVAYS	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF CHANGES TO BUILDING APPEARANCE.
122 NORTH FIRST	MIRES TIRE CO.	NON-CONTRIBUTING TO DISTRICT DUE TO ALTERATIONS IN APPEARANCE
200 NORTH FIRST	QUALITY GROCERY MARKET	NON-CONTRIBUTING TO DISTRICT DUE TO ALTERATIONS
201 NORTH FIRST	HAWKINS HOTEL	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
203 NORTH FIRST	HOWE BAKING COMPANY BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
205 NORTH FIRST	CADILLAC HOTEL	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
209 NORTH FIRST	ELDRIDGE IMPLEMENT / HOLBERT OLDSMOBILE BLDG	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
220 NORTH FIRST	PONCA CITY ICE	CONTRIBUTING TO DOWNTOWN

	PLANT	HISTORIC DISTRICT.
110 SOUTH FIRST	BERT MCCARTY FURNITURE BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
114 SOUTH FIRST	WALDRIP GARAGE	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
200 SOUTH FIRST	HINTON TIRE SERVICE BUILDING	NON-CONTRIBUTING TO DISTRICT DUE TO ALTERATIONS
201 SOUTH FIRST	GENTRY AUTO PARTS	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
203-205 SOUTH FIRST	MANHATTAN CAFÉ / PONCA CITY CLEANERS, HATTERS	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
207 SOUTH FIRST	COZART HOTEL	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
208 SOUTH FIRST	FARHA WHOLESALE BUILDINGS	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF AGE.
209 SOUTH FIRST	COLORADO HOTEL	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
211 SOUTH FIRST	HOUSER PHARMACY BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
213-215 SOUTH FIRST	HOTEL METROPOLITAN	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
Second Street		
105-107 NORTH SECOND	NORTH SECOND COMMERCIAL BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
112 NORTH SECOND	TRAVELERS HOTEL	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
116-118 NORTH SECOND	PALACENE HOTEL / APARTMENTS	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
122 NORTH SECOND	GILL FUNERAL HOME	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
200 NORTH SECOND	ANDERSEN BUILDING	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
201 NORTH SECOND	UNION BUS STATION	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
205 NORTH SECOND	SELLERS CAFÉ	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.

207 NORTH SECOND	STATE EMPLOYMENT OFFICE BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
209 NORTH SECOND	CRYSTAL BAR	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
211 NORTH SECOND	DREYFUS BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
212 NORTH SECOND	FIRST NATIONAL BANK BRANCH	NONCONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF AGE.
213 NORTH SECOND	COURIER PRINTING COMPANY	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
217 NORTH SECOND	RIP VAN WINKLE BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
221 NORTH SECOND	SOUTHWEST BELL TELEPHONE BUILDING	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
104 SOUTH SECOND	FIRST NATIONAL BANK	NON-CONTRIBUTING TO DISTRICT DUE TO ALTERATIONS
112 SOUTH SECOND	WIGTON / PARKINSON MOTOR COMPANY BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
121 SOUTH SECOND	SECURITY MOTOR BANK	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF AGE.
207 SOUTH SECOND	WENTZ GARAGE BUILDING	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF ALTERATIONS
208 SOUTH SECOND	MERTZ BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
210 SOUTH SECOND	MERTZ MACHINE SHOP 1	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
211-213 SOUTH SECOND	MILLER HOTEL BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
217 SOUTH SECOND	DICK & RUNT BAR-B-Q BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
Third Street		
111 NORTH THIRD	MOOSE BUILDING	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
112 NORTH THIRD	PONCA CITY GAS DISTRIBUTING CO. BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
114 NORTH THIRD	QUALITY MEAT MARKET / BEACH GROCERIES	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
116 NORTH THIRD	PONCA	CONTRIBUTING TO DOWNTOWN

	CAFETERIA	HISTORIC DISTRICT.
117 NORTH THIRD	PEGGS CAFÉ	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
118 NORTH THIRD	CURTIS FURNITURE	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
119 NORTH THIRD	WALTON GROCERY BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
120 - 122 NORTH THIRD	LAHOMA HOTEL	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
121 NORTH THIRD	ANTHONY MOTOR COMPANY BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
201 NORTH THIRD	WILBANKS APARTMENTS	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
205 NORTH THIRD	GLADSTONE HOTEL	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
206 NORTH THIRD	HUFF RESIDENCE	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
211 NORTH THIRD	TEXAS HOTEL	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
212 NORTH THIRD	CHILDERS GIFT SHOP	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
213 NORTH THIRD	PARISIAN CLEANERS BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
215 NORTH THIRD	GIBSON CLINIC	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
120 SOUTH THIRD	PONCA CITY SAVINGS & LOAN BUILDING	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
202 SOUTH THIRD	STAR CAFÉ BUILDING	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF ALTERATIONS.
204 SOUTH THIRD	SOFTWATER SERVICE BUILDING	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF ALTERATIONS.
207 SOUTH THIRD	COMMERCIAL WAREHOUSE	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF AGE.
212 SOUTH THIRD	SALVATION ARMY CITADEL	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
Fourth Street		
113 NORTH FOURTH	PARIS FURNITURE ANNEX	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
114 NORTH FOURTH	HOWE BUILDING	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A

115 NORTH FOURTH	SAFEWAY STORE	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
116 NORTH FOURTH	ODD FELLOWS / KROGER BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
211 NORTH FOURTH	FIRST CHRISTIAN CHURCH	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
200 SOUTH FOURTH	PULLIAM MARKET BUILDING	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF ALTERATIONS
214 SOUTH FOURTH	HYATT BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
220 SOUTH FOURTH	CLEM & CLIFF SERVICE STATION	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
Fifth Street		
116 NORTH FIFTH	PAT MURPHY BUICK BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
104 SOUTH FIFTH	BURROW GROCERY / GOODYEAR TIRE STORE BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
114 SOUTH FIFTH	SUTTON LINCOLN-MERCURY DEALERSHIP BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
221 SOUTH FIFTH	FIRST BAPTIST CHURCH	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
Sixth Street		
118 NORTH SIXTH (ALSO LISTED AS 515 EAST GRAND)	PONCA CITY LIBRARY	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
200 SOUTH SIXTH	FIRST METHODIST CHURCH	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
218 SOUTH SIXTH	FIRST BAPTIST CHURCH EDUCATIONAL BUILDING	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF AGE.
Central Avenue		
101 EAST CENTRAL	FIRST NATIONAL	NON-CONTRIBUTING TO HISTORIC

	BANK MOTOR BANK	DISTRICT BECAUSE OF AGE
204 EAST CENTRAL	BLACK TIRE COMPANY BUILDING	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF ALTERATIONS.
220 EAST CENTRAL	CITIES SERVICE FILLING STATION NO. 2	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF ALTERATIONS.
300 EAST CENTRAL	MONSOUR'S SUPERMARKET BUILDING	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF ALTERATIONS
314 EAST CENTRAL	JAQUA AND SHRIVER BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
400 EAST CENTRAL	COMMERCIAL FEDERAL BANK BUILDING	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF AGE.
114 WEST CENTRAL	PONCA CITY MILLING COMPANY ELEVATOR	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
117 WEST CENTRAL	PONCA CITY MILLING CO. FEED / SEED WAREHOUSE	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
Cleveland Avenue		
315 EAST CLEVELAND	FIRESTONE SERVICE STATION BUILDING	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF ALTERATIONS
214 WEST CLEVELAND	PONCA CITY MACHINE SHOP	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
216-218 WEST CLEVELAND	COOLEY PLUMBING BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
217 EAST CLEVELAND	PONCA CITY NEWS BUILDING	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION C AND CRITERION A
Grand Avenue		
100 EAST GRAND	BRETT IMPLEMENT COMPANY	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
101 EAST GRAND	FIRST NATIONAL BANK BUILDING	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF ALTERATIONS,

		ESPECIALLY TO CORNICE.
104 EAST GRAND	PONCAN THEATRE	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION C AND PREVIOUSLY LISTED
105 EAST GRAND	KRESS BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
109 - 111 EAST GRAND	HAYWARD BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
113-117 EAST GRAND	MOONEY BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
119 - 121 EAST GRAND	DONAHOE / SOULIGNY BUILDING	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
123 EAST GRAND	SECURITY STATE BANK	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A
200 EAST GRAND	HART BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
201 EAST GRAND	PABST BUILDING	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A
202 EAST GRAND	BRUNSWICK BILLIARD BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
203 EAST GRAND	SAM LEE'S CLOTHING STORE BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
204 EAST GRAND	RECREATION BILLIARDS BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
205 EAST GRAND	CANN BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
206-208 EAST GRAND	MURRAY THEATER	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF ALTERATIONS.
207 EAST GRAND	HARTER BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
209 EAST GRAND	STILES BLOCK BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
210 EAST GRAND	SHANNON BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
211 EAST GRAND	GOTT HARDWARE / STANLEY JEWELRY STORE BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
212-218 EAST GRAND	SECURITY / EASTMAN BANK ANNEX	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF AGE.
213 EAST GRAND	GERMAIN BUILDING	NON-CONTRIBUTING BECAUSE OF ALTERATIONS.
215-217 EAST GRAND	HATFIELD'S	NON-CONTRIBUTING TO HISTORIC

	GROCERY / OK MEAT MARKET	DISTRICT
219 EAST GRAND	HUMES REXALL DRUG BUILDING	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF ALTERATIONS.
222 EAST GRAND	MASONIC BUILDING	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
223 EAST GRAND (ALSO LISTED AS 110 NORTH THIRD)	COMMUNITY BUILDING	CONTRIBUTING TO DOWNTOWN Ponca CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
300 EAST GRAND	STEWART BUILDING	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
302-306 EAST GRAND	J. C. PENNEY STORE BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
305-307 EAST GRAND	HUTCHINS & HANLEY BUILDING	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A
309 EAST GRAND	HARSH & BUSH GROCERY BUILDING	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF ALTERATIONS.
310 EAST GRAND	C. R. ANTHONY STORE BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
311 EAST GRAND	OLD POST OFFICE	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF ALTERATIONS.
312-314 EAST GRAND	GRAND HOTEL / ASSOCIATED MILLINERY CO. BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
313 EAST GRAND	HUDSON SHOE COMPANY BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
315 EAST GRAND	MAJESTIC THEATER	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
317 EAST GRAND	MILLY & MUSIC BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
318 EAST GRAND	HOTEL PONCA	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
319 EAST GRAND	DE WITT'S CLOTHES HOSPITAL BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
322-324 EAST GRAND (ALSO LISTED AS 102-112 SOUTH FOURTH)	MARLAND BUILDING	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
401 EAST GRAND	ROYALTY BUILDING	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
404 EAST GRAND	PONCA CITY	CONTRIBUTING TO DOWNTOWN PONCA

	POST OFFICE	CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
409 EAST GRAND	PARIS FURNITURE BUILDING	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
410 EAST GRAND	SUTTLE MEAT MARKET BUILDING	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF ALTERATIONS.
419 EAST GRAND	MONTGOMERY WARD BUILDING	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
423 EAST GRAND	BILL & JEANE'S CAFÉ	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
516 EAST GRAND	PONCA CITY MUNICIPAL BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
612 EAST GRAND	PONCA CITY JUNIOR HIGH SCHOOL	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
612 EAST GRAND	PONCA CITY JUNIOR HIGH SCHOOL	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
615 EAST GRAND	OLD SCHOOL ADMINISTRATION BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
101 WEST GRAND	C.F. CALKINS / IOOF BUILDING	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
104 WEST GRAND	O'REILLY AUTO PARTS	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF AGE
107 WEST GRAND	BILL TROUP FURNITURE	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
111 WEST GRAND	SCHOOL DISTRICT ADMINISTRATION BLDG	NON-CONTRIBUTING TO DISTRICT DUE TO ALTERATIONS
118 WEST GRAND	GEORGE BRETT IMPLEMENT COMPANY (2)	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
200 WEST GRAND	ORVILLE SAVAGE MOTOR COMPANY	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT; ALSO ELIGIBLE INDIVIDUALLY UNDER CRITERION A AND CRITERION C
201 WEST GRAND	BOWKER USED AUTO REPAIR BLDG	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
205 WEST GRAND	NONNAMAKER HALL	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO

		INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
206 WEST GRAND	RITZ THEATER	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
210 WEST GRAND	AUTO REPAIR SHOP	NON-CONTRIBUTING TO HISTORIC DISTRICT DUE TO AGE
214 WEST GRAND	PETER PAN CLEANERS	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
215 WEST GRAND	WESTSIDE BAR	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
216 WEST GRAND	MORRIS CAFÉ	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
218 WEST GRAND	WESTSIDE TIRE SHOP	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
219 WEST GRAND	AVON HOTEL	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
223 WEST GRAND	JITNEY JUNGLE / TUCKER HOTEL	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
300 WEST GRAND	MOCK FASHION FLOORS & INTERIORS	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF AGE.
301 WEST GRAND	WESTSIDE DRUG STORE	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
304 WEST GRAND	MORELAND GARAGE	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF AGE.
305 WEST GRAND	GUARANTEE PRODUCE CO.	NON-CONTRIBUTING DUE TO ALTERATIONS IN APPEARANCE.
307 WEST GRAND	JAY'S MINI STORAGE (NORTH)	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF AGE
308 WEST GRAND	JAY'S MINI STORAGE (SOUTH)	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF AGE
319 WEST GRAND	SAFEWAY STORE	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
Oklahoma Avenue		
111 EAST OKLAHOMA	COMMERCIAL BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
115 EAST OKLAHOMA	AXLE WHEEL ALIGNING COMPANY	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT
211 EAST OKLAHOMA (ALSO LISTED AS 221 SOUTH SECOND)	O'MEALY BODY & PAINT BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
215 EAST OKLAHOMA	PATTERSON BATTERY & RADIATOR BUILDING	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
RAILROAD EASEMENT, 100	ATCHISON,	CONTRIBUTING TO DOWNTOWN PONCA

BLOCK WEST OKLAHOMA	TOPEKA, AND SANTA FE RAILROAD DEPOT	CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A
Pine Street		
113 NORTH PINE	WEGNER PLANING MILL	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
115 NORTH PINE	PONCA CITY MOTORCYCLE SHOP	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
117 NORTH PINE	CONNER SHEET METAL WORKS	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
123 NORTH PINE	VAN'S SERVICE STATION	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
113 SOUTH PINE	AFFORDABLE CARPET STORAGE	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF AGE.
105 SOUTH PINE	CONTINENTAL FILLING STATION NO. 2	NON-CONTRIBUTING DUE TO ALTERATIONS AFTER PERIOD OF HISTORIC SIGNIFICANCE.
112 SOUTH PINE	DOUGLASS APARTMENTS	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
114 SOUTH PINE	DOUGLASS APARTMENTS	CONTRIBUTING TO DOWNTOWN PONCA CITY HISTORIC DISTRICT; ALSO INDIVIDUALLY ELIGIBLE UNDER CRITERION A AND CRITERION C
115 SOUTH PINE	PAYNE MOTOR COMPANY	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
126 SOUTH PINE	PHILLIPS 66 SERVICE STATION	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
127 SOUTH PINE	VANCE MOTOR COMPANY	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
120 1/2 SOUTH PINE	BRYANT ELECTRIC COMPANY	CONTRIBUTING TO DOWNTOWN HISTORIC DISTRICT.
Union Street		
110-120 NORTH UNION	HELTON QUONSET HUTS	NON-CONTRIBUTING TO DISTRICT BECAUSE OF AGE.
112 SOUTH UNION	WESTERN BODY WORKS	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF ALTERATIONS.
114 SOUTH UNION	USED CAR SALES OFFICE	NON-CONTRIBUTING TO HISTORIC DISTRICT BECAUSE OF AGE.

10. Individual Properties and Historic Districts

that meet the National Register Criteria for Eligibility

Historic District Identified

A Downtown Ponca City Historic District has been identified as a result of this study. While there will necessarily remain some non-contributing properties, those properties are sufficiently scattered and generally of such a scale as to not overwhelm the historic resources. The boundaries of this district are generally the same as the boundaries of the study area, except that Blocks 2 and 3 in the Lynchville Addition are excluded. Some additional areas on the peripheries of this study, identified and discussed in Section 12, require additional study; their inclusion will likely expand the district boundaries slightly to the north and south on Pine and First and more substantially to the west on Grand.

Buildings Determined Individually Eligible

The following thirty-two buildings stand out from others in Downtown Ponca City because they possess qualities that make them individually eligible for the National Register. They may be eligible for their association with the pattern of events that shaped the downtown area during the period of significance (1893-1958) or they may exhibit qualities that make them eligible under Criterion C. The buildings are discussed briefly and the appropriate Criterion and Area of Significance by which they would be considered eligible are specified.

1. Andersen Building,
   200 North Second



Andersen Building, Ponca City, Oklahoma
Photo: Michael Cassity, 2008

This building is eligible under Criterion A in the Area of Significance Commerce because it represents later construction (1951) in the downtown. The postwar years constituted a transitional period for downtown Ponca City; that construction was on Cleveland rather than Grand, and the building generated considerable excitement when it was opened. It is also eligible under Criterion C in the Area of Significance Architecture because it is a fine example of Art Moderne architecture.

2. Atchison, Topeka, and Santa Fe Railroad Depot
   100 Block of West Oklahoma



Atchison, Topeka, and Santa Fe Railroad Depot, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008

This building is eligible under Criterion A in the Area of Significance Commerce and in the Area of Significance Transportation. Constructed at the beginning of the oil boom in Ponca City, the depot became a hub of commercial activity and a funnel for passenger and freight transportation during those hectic years. During the Depression, that traffic declined but was reinvigorated by the demands of World War II to the extent that it underwent a remodeling by the end of the war.

3. Barnes Building
   301-303 East Grand Avenue



Barnes Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008

Constructed in 1910 or 1911, this building is eligible under Criterion A in the Area of Significance Commerce, representing as it did the increased commercial activity in the downtown area after statehood. Barnes operated a grocery store downstairs while the upstairs, typical of other buildings in the area, provided office space. It is also eligible under Criterion C in the Area of Significance Architecture since the building, designed by noted architect Solomon Andrew Layton, is a two-part commercial block building that set the style and standard for other buildings. It retains strong integrity and displays the many features for which it was, and remains, distinctive.

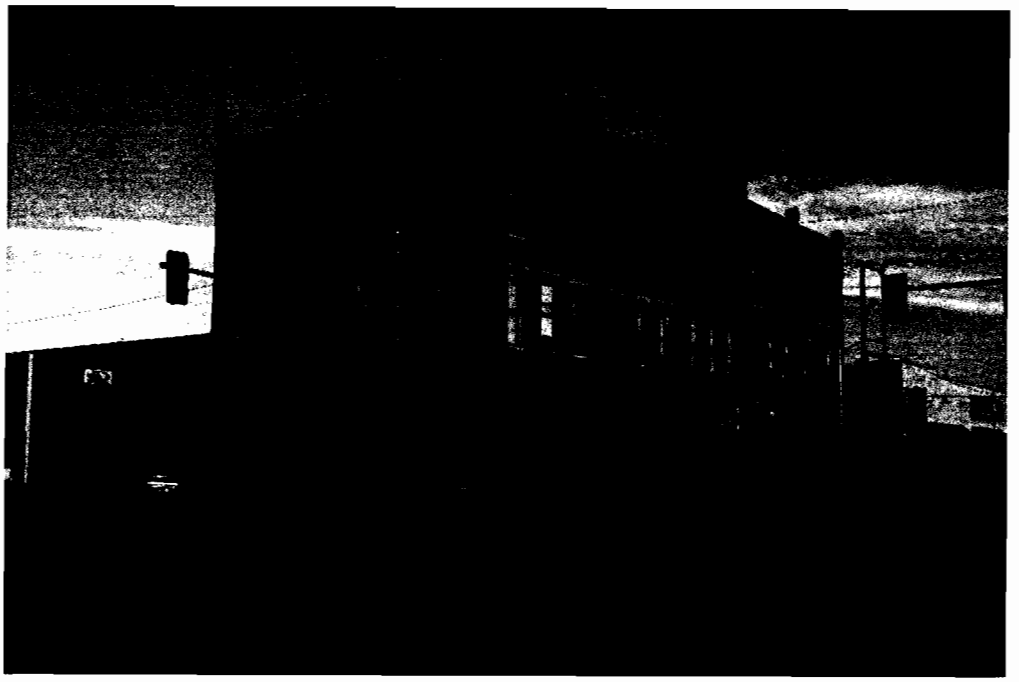
4. Brett Implement Company
   100 East Grand



Brett Implement Company Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

There were two locations used by the Brett Implement Company and this was the first. It is eligible under Criterion A in the Area of Significance Commerce and also Agriculture. Brett's implement company served a broad area and was the largest such dealer in this part of the state. Brett's business also keenly demonstrates the transition from Ponca City as an agricultural-service community to a commercial center. Its position was pivotal, near the railroad to receive shipment of goods, yet right on Grand Avenue alongside other merchants. The building has changed over the years and it is not entirely clear which changes came during the period of significance. The most notable alteration was made in the 1930s or 1940s, and that was the enclosure of the cutaway entrance at the corner; subsequently the corner (including the windows in the storefront) was rebuilt. This building may also be eligible under Criterion C in the Area of Significance Architecture because of its stone materials and careful workmanship from that pre-1900 period.

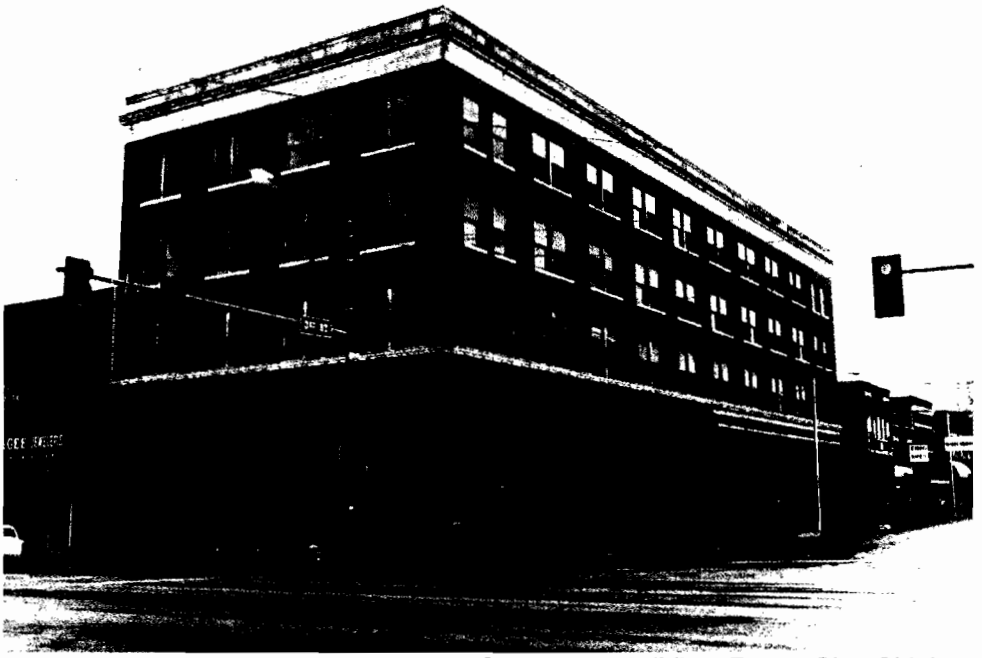
5. C. F. Calkins / IOOF Building
   101 West Grand



C. F. Calkins / IOOF Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

Located across the intersection diagonally from the Brett Implement Company Building, the Calkins Building, now often forgotten by many who pass by its elegant exterior, once served as a center for commercial and social activity in the community. Some of the most prominent individuals, commercial and civic in their leadership responsibility, retained office space in the floors above while an assortment of retail operations, especially grocers and meat markets, served the needs of customers at street level. And the building provided a home and office for the local chapter of the International Order of Odd Fellows, a fraternal order of considerable importance in the community. For these reasons, the building is eligible under Criterion A in the Areas of Significance Commerce and Social History. Although the building's clerestories have been covered and the storefront has been redone in recent years, the architectural qualities with stone sills and lintels and intricate corbeling and stone caps in the cornice combine to make this an outstanding building and it is also eligible under Criterion C in the Area of Significance Architecture.

6. Community Building
   223 East Grand (also listed as 110 North Third)



Community Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is significant under Criterion A for the important role it played in the development of the commercial, and especially professional, community of Ponca City. Built as the oil boom was continuing to grow, the building offered modern office space for the businesses and professionals who were serving the needs of the community. Indeed, when it filled it to capacity, the Masonic Building across the street was built. In later years after the boom subsided, it still remained an important feature in the city and numerous physicians, dentists, and attorneys used it as their base before the creation of separate clinics spread around town became popular. The building is also eligible under Criterion C in the Area of Significance Architecture for its craftsmanship and design. Despite the fixed canopy that stretches out at the southeast corner of the building over the storefronts below, the character-defining features above remain clear and robust and impressive, from the dentiled cornice to the water table, and the canopy on the east elevation is original.

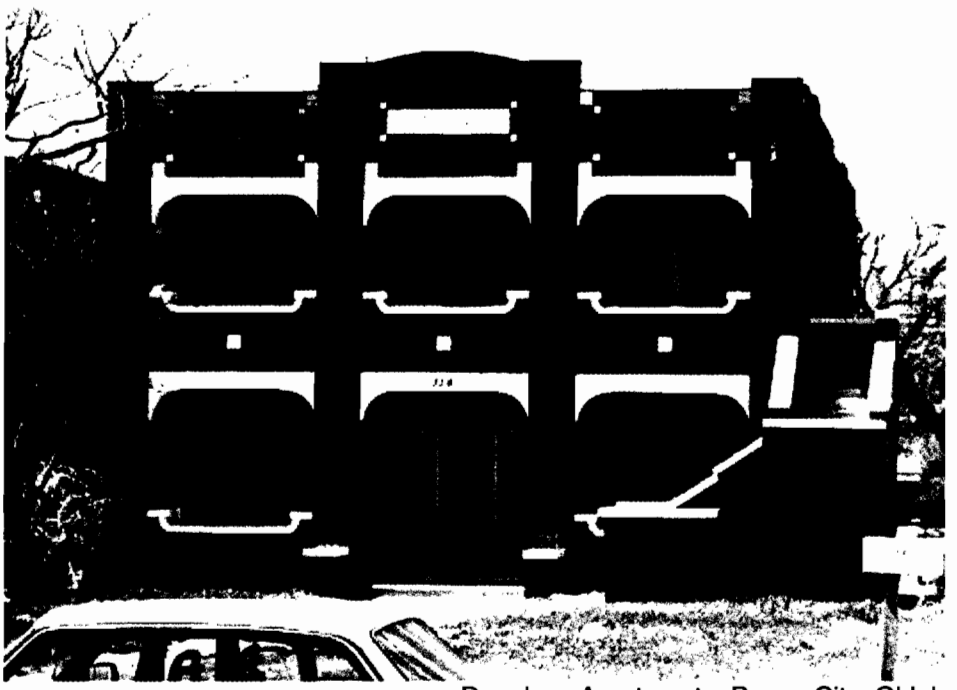
7. Donahoe – Souligny Building
   119-121 East Grand



Donahoe – Souligny Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion A in the Area of Significance Commerce. The building is clearly associated with the commercial development of downtown, and indeed of the entire city, and that association began early, in 1909, well before the oil boom. And the Donahoe brothers and J. P. Souligny, as realtors, were key figures in shaping the development that took place and their activities took place upstairs in this building, above the various retail stores that operated below. An elegant example of commercial construction, the oriel windows, the cornice with etched dentiling, and the twin parapets also make this building eligible under Criterion C in the Area of Significance Architecture.

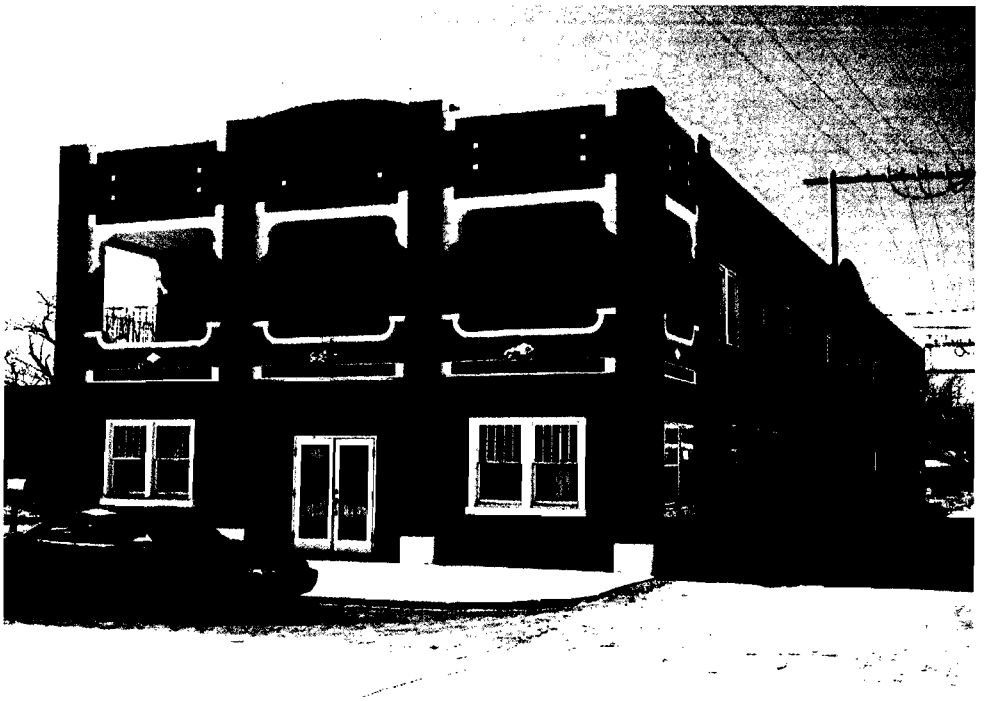
8. Douglass Apartments
   114 South Pine



Douglass Apartments, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

The south building of the Douglass Apartments is eligible under Criterion A in the Area of Significance Commerce. This commercial operation built and operated by a local physician (Douglass) was designed to cater to the needs of the city's burgeoning population during the oil boom and thus both reflected and shaped the development of the city. Moreover, it was an integral part of the growing downtown business sector and the denizens of the apartments provided the workforce for downtown retail establishments and the clientele for downtown retailers. It is also eligible under Criterion C in the Area of Significance Architecture because of its craftsmanship and design. The combination of white stone and red brick and the use of a dramatic balcony on the east elevation with the name of the building engraved in stone made the building a singular feature then and continues to do so.

9. Douglass Apartments
   112 South Pine



Douglass Apartments, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion A in the Area of Significance Commerce. Evidently constructed two years after the building immediately south, this larger unit also contained a retail section at the front of the units with two separate storefronts in classic urban commercial fashion. It is also eligible under Criterion C in the Area of Significance Architecture, repeating many of the distinctive features of its neighbor. Any nomination of one should include both buildings, treating them simply as different features.

10. Gill Funeral Home
122 North Second



Gill Funeral Home, Ponca City, Oklahoma.
Photo: Michael Cassity.

Gill Funeral Home, or, as the tablet near the parapet announces, Gill's Mortuary, is eligible under Criterion A in the Area of Significance Commerce. Constructed in 1925 during the oil boom, the erection of this building provided concrete evidence of the community's commercial growth and the growing needs of its population, even if those needs sometimes wore a dark mantel. It is also eligible in the Area of Significance Social History since the mortuary reflected the shift of the mortician and burial agent from the furniture store to a separate profession. This building is further eligible under Criterion C because of its distinctive classical form; at the time of its construction it was both one of the largest and one of the most sophisticated buildings in downtown Ponca City.

11. Howe Building
114 North Fourth



Howe Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion C in the Area of Significance Architecture. With its dramatic use of arches, urns, torches, and columns, this building, small in comparison with some other downtown buildings, is one of the most distinctive buildings in the downtown and even in the community. It is also eligible under Criterion A in the Area of Significance Commerce. The building previously housed Union Bus Station, with a dry cleaning establishment in the building at the back of the lot, but around 1941 or 1942 Howe Bakery moved in and reflected the shifting development within the community.

12. Hutchins and Hanley Building
305-307 East Grand



Hutchins and Hanley Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion C in the Area of Significance Architecture. Shortly after the construction of the Barnes Building to the West, this building emerged with the same lines and details to the extent that the two even appear to be a single building. Thus a nomination of one should include the other.

13. Marland Building
322-324 East Grand



Marland Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion A in the Area of Significance Commerce. Directly attributable to the lack of office space in the community as a result of the oil boom, this building was financed by E. W. Marland. Very shortly it held the offices of physicians, insurance agents, petroleum companies, and other business and professional people. It is also eligible under Criterion C in the Area of Significance Architecture. A compact commercial building with retail spaces at street level and offices above, the building connected traditional styles and features, such as the stone sills and universal clerestories, with a modern sleek appearance, employing crisp corners and angular lines in an Art Deco influenced parapet.

14. Masonic Building
222 East Grand



Masonic Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion A in the Area of Significance Commerce. Constructed during the oil boom explicitly to meet the demand for office space, the building is literally the towering representative of that period of growth, change, and ultimately also, contraction. It is also eligible in the Area of Significance Social History since it provided a home for the local Masonic Lodge and its related fraternal and sororal organizations and the top floor was designed and arranged to accommodate the rituals of the organizations. It is also eligible under Criterion C in the Area of Significance Architecture. Designed by noted commercial and public building architects Smith and Senter, the building is a two-part vertical block commercial structure with an impressive cornice and careful detailing throughout. A major renovation occurred in 1956, during the period of significance, and changes since then have been largely restricted to the level below the water table.

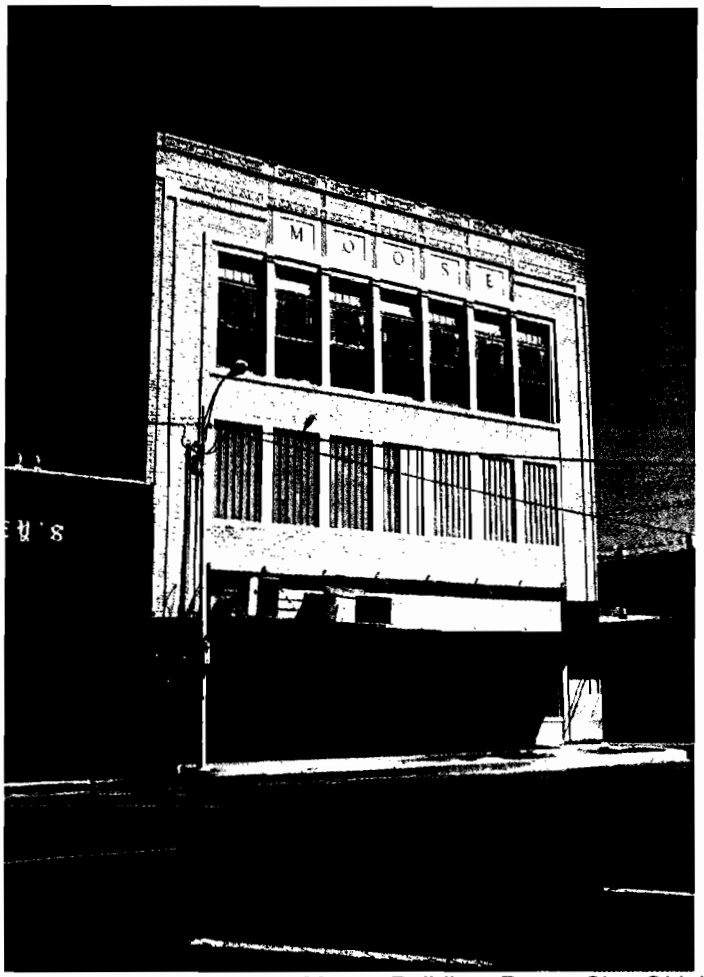
15. Montgomery Ward Building,
419 East Grand



Montgomery Ward Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion A in the Area of Significance Commerce. Constructed at the end of the 1920s, it reflected the expansion of the consumer-goods retail stores in downtown Ponca City, and the expansion of the downtown district as it inched forward to the east, one building at a time. A large building, it offered competition to the existing department stores by providing a home for the local Montgomery Ward chainstore. It is also eligible under Criterion C in the Area of Significance Architecture. This commercial building is subtle but powerful upon close inspection; the stone pilasters at the corners are fluted columns that rise to a stone cornice carved with a flower-motif which is then repeated in the stone lintel above the clerestories.

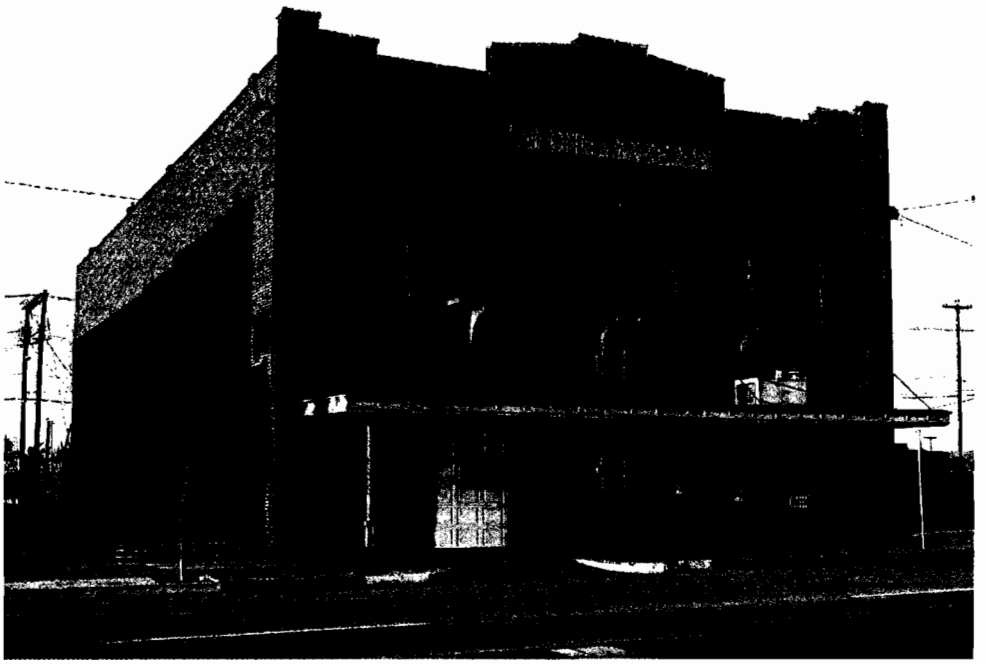
16. Moose Building
111 North Third



Moose Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion A in the Area of Significance Social History and also in the Area of Significance Commerce. Constructed by the local chapter of the Loyal Order of Moose in 1920, this building served mainly as the home for the lodge's fraternal, social, and recreation functions and appears to have increased in popularity and membership during the 1920s. Downstairs the building housed a variety of businesses, many of them recreational such as billiards and even bowling. The building is also eligible under Criterion C in the Area of Significance Architecture. Another Solomon Andrew Layton building, a striking two-part block commercial building, the façade dominates much of the block with its engraved letters spelling the name of the fraternal order and with additional engraving in the cornice.

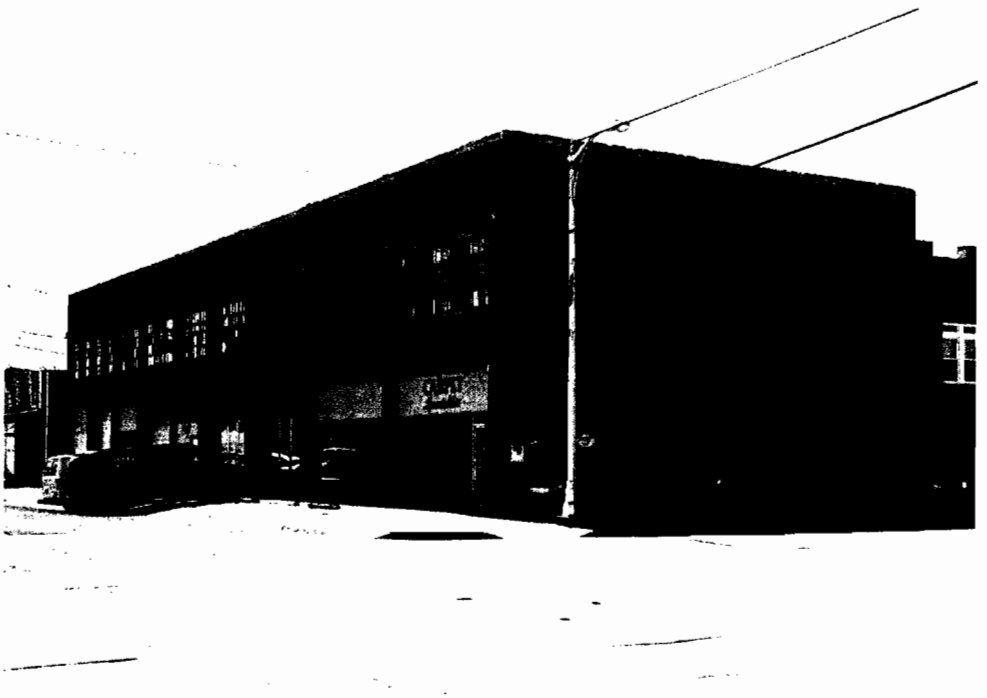
17. Nonnamaker Hall
209 West Grand



Nonnamaker Hall, Ponca City, Oklahoma.
Photo: Michael Cassity

This building is eligible under Criterion A in the Area of Significance Entertainment / Recreation and in the Area of Significance Commerce. Built in 1929 by Floyd Nonnamaker, the building responded to the influx of population into the downtown area, and in the community broadly, and housed a variety of music schools starting with Plummer's Violin School and Verne Denney's general music instruction, and continuing with Nonnamaker himself offering music classes in the upstairs section of the building. After World War II the building was noted on Sanborn maps as a dance hall. Meanwhile, downstairs, a series of retail businesses operated and for a while the local Oil Workers International Union Local kept offices there. Situated adjacent to a restaurant and then bar, near a handful of automobile dealers, a half block from the prominent Douglass Apartments, Nonnamaker Hall was in the midst of activity in downtown Ponca City well after the boom deflated. The building is also eligible under Criterion C in the Area of Significance Architecture. A fine example of commercial architecture, this building includes brick columns, wrought iron balconies with brackets, distinctive parapet, and careful use of contrasting brick and stone.

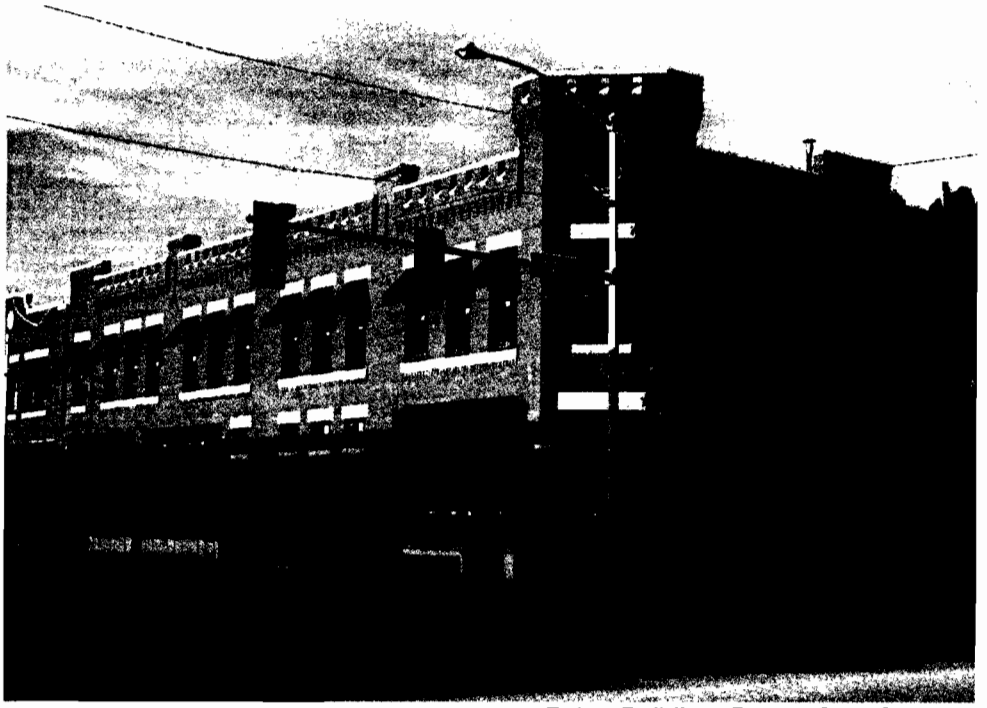
18. Orville Savage Motor Company
200 West Grand



Orville Savage Motor Company Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion A in the Area of Significance Commerce. Built at the height of the boom in a part of town that was already becoming a concentration of automobile dealerships, the Savage Motor Company reflected a major change in the economy and social dynamics of the community, one in which mobility was increasing and the automobile was becoming more and more an everyday part of life; ultimately the automobile was connected with the course of commerce in Downtown Ponca City. The building is also eligible under Criterion C in the Area of Significance Architecture. Built at a time when automobile dealerships endeavored to display their shiny new cars and also the stability and future prospects of their line of business, the building was itself something of a showpiece. Carved stone insets, contrasting brick patterns, carved lintels, pilasters, and sills enhanced the appeal of the building. Moreover, the design of the building was characteristic of dealerships of the area including the vehicle storage area on the second floor (and possibly on the roof) and the vehicle service bays on the east elevation. A service station area for gasoline sales, a feature common in the 1920s and 1930s, was located at the diagonally clipped corner of the building but was removed during the period of historic significance.

19. Pabst Building
201 East Grand



Pabst Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion A in the Area of Significance Commerce. The story of commerce in downtown Ponca City can largely be told through this building. One of the early saloons in territorial days, the first building was destroyed by the 1900 fire and was probably in the brick configuration now standing. The size of the building and its central location downtown suggests the prominence of saloon life in the early community. When Prohibition came with statehood in 1907 the saloon closed and the building found other tenants, ultimately winding up as the location of Cuzalina's Pharmacy. Although altered in places, the crenelated cornice still marks its origins as a brewery or saloon, the institutions that such work is generally associated with.

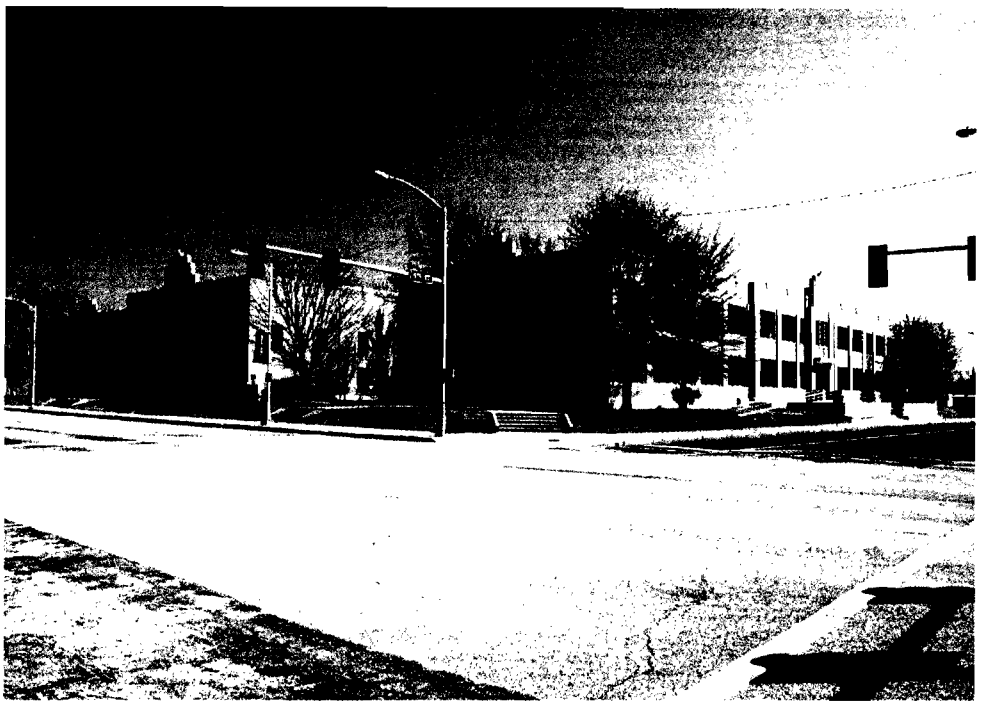
20. Paris Furniture Building
409 East Grand



Paris Furniture Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion A in the Area of Significance Commerce. E. W. Marland himself was responsible for the construction of this building. Just as he sponsored the construction of new office buildings for the growing population of professionals and business people, he also provided for the development of retail operations to supply their various needs, in this case furniture. Constructed in 1927, the building housed the preeminent furniture business owned by Jay G. Paris and did so for decades, all the way through the period of significance. It is also eligible under Criterion C in the Area of Significance Architecture. Eclectic in design, the building was the product of Marland's preferred architect, the eminent John Duncan Forsyth, and features not only commercial building configuration, but also Spanish Mission Style influences and other influences. One of the details continues to puzzle passersby who notice but are unfamiliar with the building's origin: the monogram M inside the inset blocks at the side lintels. The matching building to the east, an annex added in 1929, is a contributing part of this building.

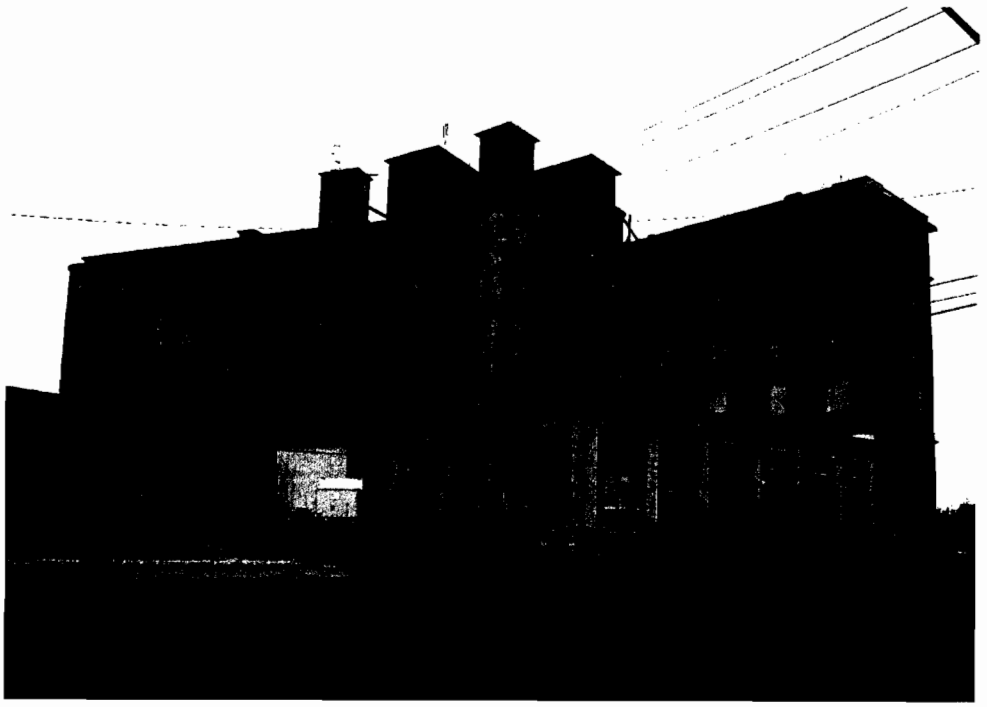
21. Ponca City Junior High School
612 East Grand



Ponca City Junior High School, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

Known since 1961 as East Junior High School, following the construction of a counterpart in the western part of Ponca City, this building is eligible under Criterion A in the Area of Significance Education. A delayed response to the boom that took place in the 1920s, this building was constructed to serve the children of the people who came to the city and started families. It continues to serve the educational needs of the community and it has often served, as schools often do, the broader community as well. Two years after it was constructed, the school auditorium was the location for the funeral service of E. W. Marland. It is also eligible under Criterion C in the Area of Significance Architecture. Together with the Post Office, this building is one of the most prominent examples of Art Deco construction in Ponca City. While the building has subsequently expanded on the south, the additions have been consistent in design and materials.

22. Ponca City Milling Company Elevator
114 West Central



Ponca City Milling Company Elevator, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This structure is eligible under Criterion A in the Area of Significance Commerce. Dating back to the years just at the beginning of the oil boom, this elevator reflected the Ponca City that existed before the growth of the Teens and Twenties with its close connection between the agricultural world and the modern markets. Situated next to the railroad it operated and grew, and in 1924 owners Donahoe Milling enlarged the elevator and built a new flourmill which created and sold Robin Hood Flour. During World War II, the elevator is reported to have had a huge V for victory sign atop it. The structure is also eligible under Criterion C in the Area of Significance Engineering. The elevator consists not just of cylindrical tanks for the storage of grain but includes an entire mechanism for the filling and emptying of the grain with headhouses and side grain dumps.

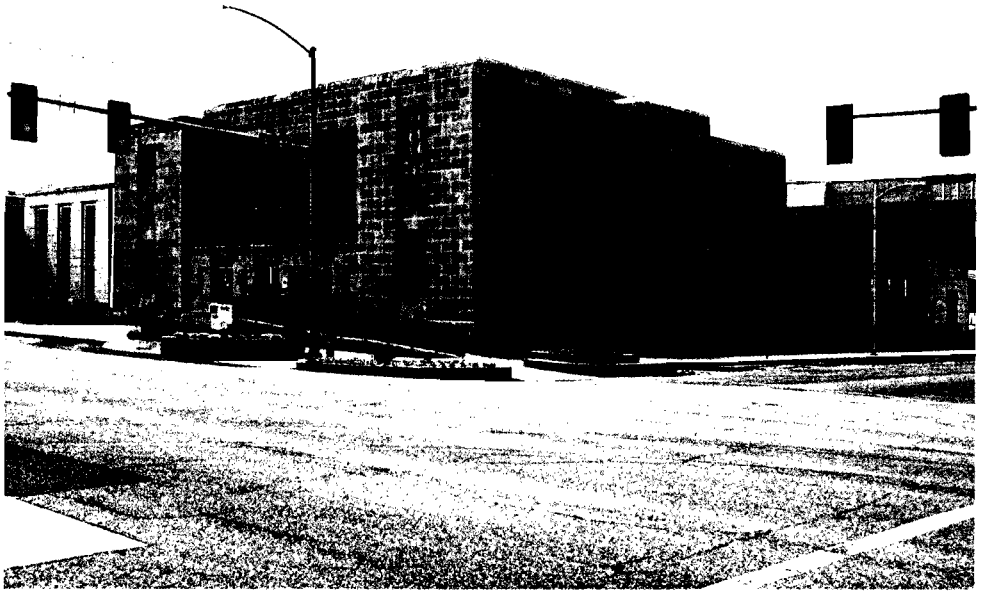
23. Ponca City News Building
217 East Cleveland



Ponca City *News* Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion C in the Area of Significance Architecture. Designed by noted architect Clyde Woodruff, this commercial building is one of the outstanding downtown features and is especially notable for its many terra cotta inlays with variously, colorful PCN monograms, cartouches, and geometric and floral designs. Its large clerestories still admit ample light into the interior and the building retains excellent integrity. The building is also eligible under Criterion A in the Area of Significance Commerce. Born in 1923 as a product of the oil boom and the political dynamics unleashed by that growth, this building was home of intense journalistic / commercial energy that vanquished its competitors.

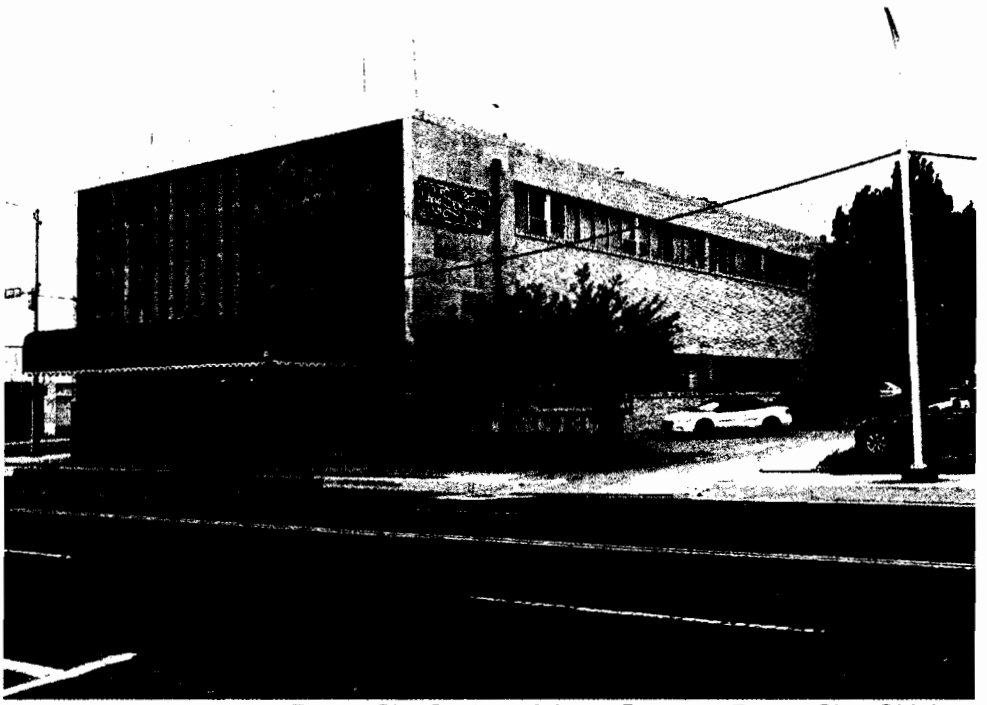
24. Ponca City Post Office
404 East Grand



U.S. Post Office, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008

This building is eligible under Criterion A in the Area of Significance Politics / Government. The U.S. Postal Service, one of the most visible and assumed functions of government, had moved around Ponca City in various buildings including a building on the north side of the 300 block of Grand and in the Moose Building, but the growth of the city during the 1920s stressed the existing facilities and repeatedly the city endeavored to get a new post office building. Ultimately they were successful and this building has served as the Post Office since 1935. The building is also eligible under Criterion C in the Area of Significance Architecture. An excellent example of Art Deco architecture popular at the time, the building was initially symmetrical (maybe perfectly so) and the smooth stone sides, themselves an important building material, were interrupted only by vertical windows. The eagle flagstands only heightened the power and the massiveness of the building.

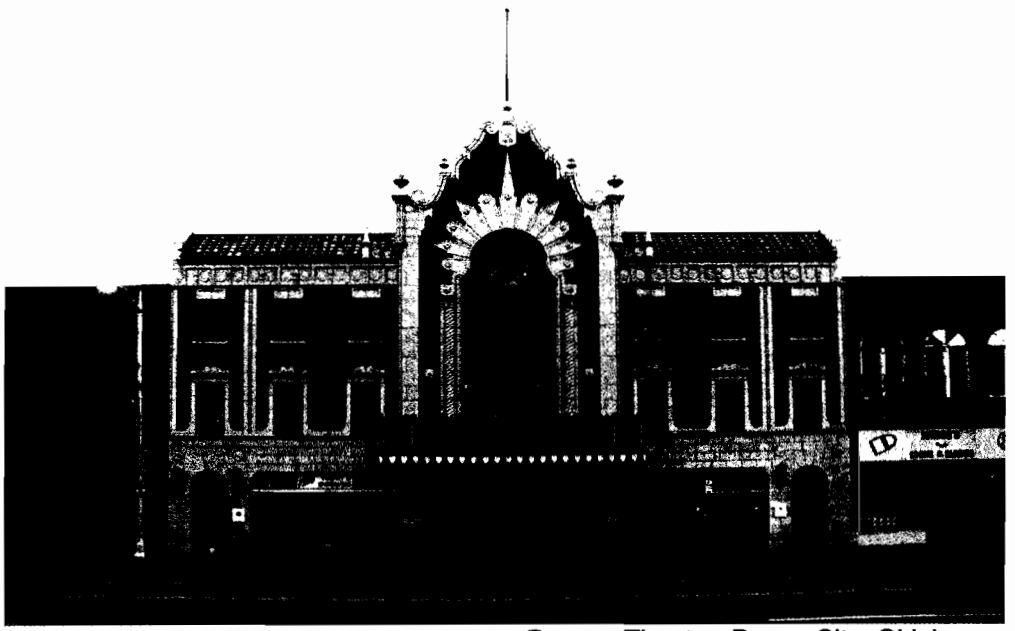
25. Ponca City Savings & Loan Building
120 South Third



Ponca City Savings & Loan Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion C in the Area of Significance Architecture. Founded in 1917, the Ponca City Savings & Loan Association, under the leadership of L. S. Barnes, grew and occupied other offices until 1956 when the association built this building as its headquarters and central building although it had branches in other communities. The design of this building incorporated modern styles and materials, using the increasingly popular V, vanes, and sleek lines common in automobiles and new service stations, even approaching the building style that came to be known as "populuxe," a streamline modern form. The materials include granite and marble as well as brick.

26. Poncan Theatre
104 East Grand



Poncan Theatre, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building, with perhaps the most decorous façade on Grand and in the city, was listed on the National Register in 1984 under Criterion C in the Area of Significance Architecture.

27. Royalty Building
401 East Grand



Royalty Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion A in the Area of Significance Commerce. The building expanded Ponca City's business district to the east and provided additional office space in 1923—in the midst of the city's petroleum boom. This was another building financed by E. W. Marland and designed by John Duncan Forsyth. The building is also eligible under Criterion C in the Area of Significance Architecture. A good example of Spanish Mission Revival Style, the building's stucco walls, arched windows, and ornate entry make it a conspicuous feature downtown.

28. Security State Bank Building
123 East Grand



Security State Bank Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion A in the Area of Significance Commerce. Built in 1905, the bank building existed prior to the boom that reshaped the downtown and the bank that it housed was but one of several in the city. In the 1910s, with directors that included E. W. Marland, Dan Donahoe, and L. K. Meek, and in the 1920s under Meek's presidency and control, the bank became largest financial institution in Ponca City. When the Masonic Building was completed, the bank moved into the ground floor of the new building and this building then offered both retail and office space for the commercial sector of the community.

29. Southwest Bell Telephone Company Building
221 North Second



Southwest Bell Telephone Company Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion A in the Area of Significance Communication. One of the pressing needs for the rapidly expanding community was functioning and efficient telephone service. In 1923 or 1924 this building was constructed to house the hub of the city's phone system and it remained there for two and a half decades. It is important to note that this was not just the administrative offices of the local telephone company but the actual telephone exchange itself. Until 1949, when Southwest Bell moved to its new building nearby, the city did not have dial telephone service; in this building, at the core of the technology of the telephone exchange, were rows of workers, usually, and perhaps always, female, who asked callers for the number or the party they wished to call when the caller picked up the telephone handset or turned the crank. In addition, this building is also eligible under Criterion C in the Area of Significance Architecture. An understated building on the periphery of Downtown Ponca City, this is a quietly elegant Italianate building with intricate brick masonry from its cornice to its arched window surrounds on the second floor to its triangular entrance accents to its brick sills.

30. Stewart Building
300 East Grand



Stewart Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion A in the Area of Significance Commerce. One of the early retail establishments, this corner location provided a prime spot for the businesses who operated out of the ground floor storefront. Built just two years after the founding of the city, this store housed an electric company, the Buster Brown Shoe Store, and, for a long time, the popular gathering place and restaurant, Jimmy's Eats and Sweets. After Jimmy Pappas (who lived upstairs) moved next door to the Kress Store, this became the location of a series of men's wear stores. Each of these activities demonstrated the association with the commercial aspects of downtown life and often more than just the provision of a good or service. The building is also eligible under Criterion C in the Area of Significance Architecture. Recently uncovered from decades of siding over the façade, two outstanding features strike the observer: the limestone building materials that characterized the earliest commercial building efforts and the cornice with both Stewart and the date of construction, 1895, engraved.

31. Union Bus Station
201 North Second



Union Bus Station, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion A in the Area of Significance Commerce and also in the Area of Significance Transportation. Constructed in the oil boom, this building was not just the station where a bus came to town and dropped off some travelers and picked up others; it was a transportation hub that soon rivaled the railroad depot. Especially during the 1930s as highway travel became easier with a federal highway program, bus lines and trucking companies took advantage of the decline of rail traffic and their business mushroomed. By 1938 this building provided service to the Southern Kansas Stage Lines, the Mo-Kans-Okla Coach Lines, and the Red Ball Bus Company. Inside was the Union Bus Station Café and upstairs was the Terminal Hotel. A careful study of the surrounding buildings also reveals that more and more hotels were locating near the bus station, again demonstrating the shift away from the railroad hub. During the war, some of the bus lines consolidated and this station appears to have replaced alternate bus stations in the downtown; by 1948 the Missouri, Kansas, and Oklahoma Trailways, the Santa Fe Trail Transportation Company, and the Turner Transportation Company operated here. In addition, however, the Veterans Cab Company and the Yellow Cab Company had their base in this building. The café and the Terminal Hotel still served travelers too. This pattern continued so that by the end of the

period of significance, 1958, there were still three bus lines and three taxi cab companies using this station. It was only around 2002 or 2003 that bus service to Ponca City, and this station, was discontinued. The building is also eligible under Criterion C in the Area of Significance Architecture. The bus station is a good example of commercial architecture but, more importantly, its construction design with waiting room and café inside and hotel upstairs reveals the particular business of transportation. The canopy over the boarding area to the north has been removed and the bus parking area is now enclosed and landscaped, but the building itself retains integrity.

32. Wigton / Parkinson Motor Company Building
112 South Second



Wigton / Parkinson Motor Company Building, Ponca City, Oklahoma.
Photo: Michael Cassity, 2008.

This building is eligible under Criterion A in the Area of Significance Commerce. Its history runs parallel to that of the Orville Savage Motor Company and others in the community in that the rise and then the departure of the companies owning them reflected fundamental contours in the history of Downtown Ponca City. Likewise, the building housing the dealership reflected the increasing status of automobiles (and, in this case, as indicated by the Fordson ghost sign etched into the window, tractors too) in society. Occupying a full quarter of a block, the Wigton / Parkinson Motor Company Building exhibits both architectural style and appeal but also has the particular qualities of an automobile dealer and repair facility integrated into its design with various features ranging from the service bay entrances to the vehicle elevator carrying cars to the roof.

11. Areas Examined that do not meet Eligibility Criteria

There are only a few areas that present eligibility problems—where there is a high concentration of non-contributing resources. In one instance, Lynchville Addition, Block 3, an entire city block has been used by a single non-contributing building, and that building is massive. Directly east of that building the two churches, First Methodist and First Baptist, have constructed large new buildings in the years since the end of historic significance. Those buildings are elegant, tasteful, and sometimes in keeping with the original style of the two buildings; moreover, the First Baptist Church has built a new educational wing on the southeast corner of the block. The original historic buildings remain, and except for the fact that they are now joined with the new structures retain integrity. Nonetheless, the old structures are clearly overwhelmed by the new and this presents a problem for the eligibility of that entire block. The only similar concentration of non-contributing resources elsewhere lies in the lots on the west side of South First in Lynchville Addition, Block 7. Although a couple of older buildings that have been modified are located on the north end of that row, most of the block is dominated by storage warehouses of very recent construction and appearance. That row of buildings may be offset by the huge grain elevator to the west and the solid row of contributing buildings to the east.

12. Identification of Properties and Potential Districts that will require additional research in order to assess National Register eligibility

While the research so far has been substantial, additional research remains to assure that the Historic District boundaries are appropriate to the historic properties associated with Downtown Ponca City. The current survey did not examine properties outside the study area and, for the most part, the boundaries originally used have closely followed the outer limit of downtown commercial development; the ratio of residential buildings and structures to commercial buildings beyond that line quickly becomes reversed. This is especially evident east of First Street. On the other hand, substantial early development of the business community in Ponca City took place next to the railroad on the nearby streets that ran parallel to the railroad, First and Pine, and also Union. On South Pine, additional study needs to be conducted to determine where densities of potentially contributing buildings decline and to determine what individually eligible properties may exist. Such a study should also include South First and the avenues between First and the railroad, an area that contains in some parts, significant concentrations of potentially historic buildings. Likewise the study should continue north on First to examine the age and distribution of potentially historic buildings. At a minimum, the extension of the boundary slightly north would allow the inclusion of the Schornden grain elevator and associated filling station as something of an anchor on that section. West Grand is problematic, given recent changes especially on the south side of the avenue. And commercial buildings on the north side amount to only a narrow string, but some of those buildings are quite significant and include automobile-related

businesses, the old hospital, a residence-turned funeral home, and a fire station. The West Grand Fire Station could provide the same kind of anchor on the west that the Junior High provides on the east.

Thus the following three areas need additional study, either prior to or during the preparation of a nomination for the Downtown Ponca City Historic District:

1. First Street (both sides) from Oklahoma south two blocks to Ponca Avenue. Ponca Avenue west (crossing the railroad tracks) to Pine Street and then north to Central. This area includes approximately five blocks.
2. First Street (west side of street) from Chestnut north to Broadway and west to the railroad tracks, and then north to a line extending Chestnut west of First so that approximately one block is included.
3. Grand Avenue (north side of avenue) west from Oak three blocks to Palm. This area includes the south half of three blocks.

13. Table of Properties Documented

PROPERTY NAME	ADDRESS	RESOURCE TYPE	ARCHITECTURAL STYLE	YEAR BUILT	AREA OF SIGNIFI-CANCE
1. ACTON PRODUCE AND FEED CO.	108 NORTH FIRST	BUILDING	COMMERCIAL STYLE	1930	COMMERCE
2. AFFORDABLE CARPET STORAGE	113 SOUTH PINE	BUILDING	NO DISTINCTIVE STYLE	C. 1980	COMMERCE
3. ANDERSEN BUILDING	200 NORTH SECOND	BUILDING	MODERNE	1951	COMMERCE
4. ANTHONY MOTOR COMPANY BUILDING	121 NORTH THIRD	BUILDING	COMMERCIAL STYLE	C. 1916	COMMERCE
5. ATCHISON, TOPEKA, AND SANTA FE RAILROAD DEPOT	RAILROAD EASEMENT, 100 BLOCK WEST OKLAHOMA	BUILDING	MISSION/SPANISH COLONIAL REVIVAL	1911	TRANSPORTATION
6. AUTO REPAIR SHOP	210 WEST GRAND	BUILDING	NO DISTINCTIVE STYLE	1964	COMMERCE
7. AVON HOTEL	219 WEST GRAND	BUILDING	COMMERCIAL STYLE	1925	COMMERCE
8. AXLE WHEEL ALIGNING COMPANY	115 EAST OKLAHOMA	BUILDING	COMMERCIAL STYLE	C. 1956	COMMERCE
9. BARNES BUILDING	301-303 EAST GRAND	BUILDING	COMMERCIAL STYLE	1911	COMMERCE
10. BERT MCCARTY FURNITURE BUILDING	110 SOUTH FIRST	BUILDING	COMMERCIAL STYLE	C. 1916	COMMERCE
11. BILL & JEANE'S CAFÉ	423 EAST GRAND	BUILDING	COMMERCIAL STYLE	C. 1957	COMMERCE
12. BILL TROUP FURNITURE	107 WEST GRAND	BUILDING	COMMERCIAL STYLE	C. 1910	COMMERCE
13. BLACK TIRE COMPANY BUILDING	204 EAST CENTRAL	BUILDING	NO DISTINCTIVE STYLE	C. 1925	COMMERCE
14. BOWKER USED AUTO REPAIR BLDG	201 WEST GRAND	BUILDING	NO DISTINCTIVE STYLE	C. 1945	COMMERCE
15. BRETT IMPLEMENT COMPANY	100 EAST GRAND	BUILDING	COMMERCIAL STYLE	1900	COMMERCE

16. BRUNSWICK BILLIARD BUILDING	202 EAST GRAND	BUILDING	COMMERCIAL STYLE	1924	COMMERCE
17. BRYANT ELECTRIC COMPANY	120 1/2 SOUTH PINE	BUILDING	NO DISTINCTIVE STYLE	C. 1952	COMMERCE
18. BURROW GROCERY / GOODYEAR TIRE STORE BUILDING	104 SOUTH FIFTH	BUILDING	COMMERCIAL STYLE	1937	COMMERCE
19. C. R. ANTHONY STORE BUILDING	310 EAST GRAND	BUILDING	COMMERCIAL STYLE	1927	COMMERCE
20. C.F. CALKINS / IOOF BUILDING	101 WEST GRAND	BUILDING	COMMERCIAL STYLE	1901	COMMERCE
21. CADILLAC HOTEL	205 NORTH FIRST	BUILDING	COMMERCIAL STYLE	C. 1923	COMMERCE
22. CANN BUILDING	205 EAST GRAND	BUILDING	COMMERCIAL STYLE	C. 1920	COMMERCE
23. CHILDERS GIFT SHOP	212 NORTH THIRD	BUILDING	COMMERCIAL STYLE	C. 1950	COMMERCE
24. CITIES SERVICE FILLING STATION NO. 2	220 EAST CENTRAL	BUILDING	COMMERCIAL STYLE	C. 1925	COMMERCE
25. CLEM & CLIFF SERVICE STATION	220 SOUTH FOURTH	BUILDING	MISSION/SPANISH COLONIAL REVIVAL	C. 1939	COMMERCE
26. COLORADO HOTEL	209 SOUTH FIRST	BUILDING	COMMERCIAL STYLE	C. 1920	COMMERCE
27. COMMERCIAL BUILDING	111 EAST OKLAHOMA	BUILDING	COMMERCIAL STYLE	1947	COMMERCE
28. COMMERCIAL FEDERAL BANK BUILDING	400 EAST CENTRAL	BUILDING	INTERNATIONAL STYLE	1974	COMMERCE
29. COMMERCIAL WAREHOUSE	207 SOUTH THIRD	U STRUCTURE	NO DISTINCTIVE STYLE	C. 2000	COMMERCE
30. COMMUNITY BUILDING	223 EAST GRAND (ALSO LISTED AS 110 NORTH THIRD)	BUILDING	COMMERCIAL STYLE	C. 1925	COMMERCE
31. CONNER SHEET METAL WORKS	117 NORTH PINE	BUILDING	COMMERCIAL STYLE	C. 1925	COMMERCE
32. CONTINENTAL FILLING STATION NO. 2	105 SOUTH PINE	BUILDING	COMMERCIAL STYLE	C. 1931	COMMERCE
33. COOLEY PLUMBING	216-218 WEST	BUILDING	COMMERCIAL STYLE	C. 1925	COMMERCE

BUILDING	CLEVELAND				
34. COURIER PRINTING COMPANY	213 NORTH SECOND	BUILDING	COMMERCIAL STYLE	C. 1929	COMMERCE
35. COZART HOTEL	207 SOUTH FIRST	BUILDING	COMMERCIAL STYLE	C. 1920	COMMERCE
36. CRYSTAL BAR	209 NORTH SECOND	BUILDING	COMMERCIAL STYLE	C. 1947	COMMERCE
37. CURTIS FURNITURE	118 NORTH THIRD	BUILDING	COMMERCIAL STYLE	1930	COMMERCE
38. DE WITT'S CLOTHES HOSPITAL BUILDING	319 EAST GRAND	BUILDING	COMMERCIAL STYLE	C. 1916	COMMERCE
39. DICK & RUNT BAR-B-Q BUILDING	217 SOUTH SECOND	BUILDING	COMMERCIAL STYLE	C. 1948	COMMERCE
40. DONAHOE / SOULIGNY BUILDING	119 - 121 EAST GRAND	BUILDING	COMMERCIAL STYLE	1909	COMMERCE
41. DOUGLASS APARTMENTS	112 SOUTH PINE	BUILDING	MISSION/SPANISH COLONIAL REVIVAL	1925	COMMERCE
42. DOUGLASS APARTMENTS	114 SOUTH PINE	BUILDING	MISSION/SPANISH COLONIAL REVIVAL	1925	COMMERCE
43. DREYFUS BUILDING	211 NORTH SECOND	BUILDING	COMMERCIAL STYLE	C. 1950	COMMERCE
44. ELDRIDGE IMPLEMENT / HOLBERT OLDSMOBILE BLDG	209 NORTH FIRST	BUILDING	COMMERCIAL STYLE	C. 1945	COMMERCE
45. FARHA WHOLESALE BUILDINGS	208 SOUTH FIRST	BUILDING	NO DISTINCTIVE STYLE	2003	COMMERCE
46. FIRESTONE SERVICE STATION BUILDING	315 EAST CLEVELAND	BUILDING	COMMERCIAL STYLE	1919	COMMERCE
47. FIRST BAPTIST CHURCH	221 SOUTH FIFTH	BUILDING	CLASSICAL REVIVAL	1949	RELIGION
48. FIRST BAPTIST CHURCH EDUCATIONAL BUILDING	218 SOUTH SIXTH	BUILDING	CLASSICAL REVIVAL	C. 1995	RELIGION
49. FIRST CHRISTIAN CHURCH	211 NORTH FOURTH	BUILDING	MISSION/SPANISH COLONIAL REVIVAL	1923	RELIGION
50. FIRST METHODIST CHURCH	200 SOUTH SIXTH	BUILDING	LATE GOTHIC REVIVAL	1925	RELIGION
51. FIRST NATIONAL BANK	104 SOUTH SECOND	BUILDING	NO DISTINCTIVE STYLE	1908	COMMERCE

52. FIRST NATIONAL BANK BRANCH	212 NORTH SECOND	BUILDING	COMMERCIAL STYLE	1972	COMMERCE
53. FIRST NATIONAL BANK BUILDING	101 EAST GRAND	BUILDING	CLASSICAL REVIVAL	1905	COMMERCE
54. FIRST NATIONAL BANK MOTOR BANK	101 EAST CENTRAL	BUILDING	COMMERCIAL STYLE	C. 1963	COMMERCE
55. GENTRY AUTO PARTS	201 SOUTH FIRST	BUILDING	COMMERCIAL STYLE	C. 1920	COMMERCE
56. GEORGE BRETT IMPLEMENT COMPANY (2)	118 WEST GRAND	BUILDING	NO DISTINCTIVE STYLE	1920	COMMERCE
57. GERMAIN BUILDING	213 EAST GRAND	BUILDING	NO DISTINCTIVE STYLE	C. 1925	COMMERCE
58. GIBSON CLINIC	215 NORTH THIRD	BUILDING	MODERN MOVEMENT	1948	HEATH/MEDICINE
59. GILL FUNERAL HOME	122 NORTH SECOND	BUILDING	CLASSICAL REVIVAL	1925	COMMERCE
60. GLADSTONE HOTEL	205 NORTH THIRD	BUILDING	COMMERCIAL STYLE	C. 1925	COMMERCE
61. GOODYEAR TIRE CENTER	111 NORTH FIRST	BUILDING	COMMERCIAL STYLE	1960	COMMERCE
62. GOTT HARDWARE / STANLEY JEWELRY STORE BUILDING	211 EAST GRAND	BUILDING	COMMERCIAL STYLE	1900	COMMERCE
63. GRAND HOTEL / ASSOCIATED MILLINERY CO. BUILDING	312-314 EAST GRAND	BUILDING	COMMERCIAL STYLE	C. 1916	COMMERCE
64. GUARANTEE PRODUCE CO.	305 WEST GRAND	BUILDING	NO DISTINCTIVE STYLE	1908	COMMERCE
65. HARSH & BUSH GROCERY BUILDING	309 EAST GRAND	BUILDING	NO DISTINCTIVE STYLE	C. 1916	COMMERCE
66. HART BUILDING	200 EAST GRAND	BUILDING	COMMERCIAL STYLE	C. 1928	COMMERCE
67. HARTER BUILDING	207 EAST GRAND	BUILDING	COMMERCIAL STYLE	1924	COMMERCE
68. HATFIELD'S GROCERY / OK MEAT MARKET	215-217 EAST GRAND	BUILDING	COMMERCIAL STYLE	C. 1900	COMMERCE
69. HAWKINS HOTEL	201 NORTH FIRST	BUILDING	COMMERCIAL STYLE	1923	COMMERCE
70. HAYWARD BUILDING	109 - 111 EAST GRAND	BUILDING	COMMERCIAL STYLE	C. 1920	COMMERCE

71. HELTON QUONSET HUTS	110-120 NORTH UNION	BUILDING	NO DISTINCTIVE STYLE	C. 1990	COMMERCE
72. HINTON TIRE SERVICE BUILDING	200 SOUTH FIRST	BUILDING	NO DISTINCTIVE STYLE	C. 1916	COMMERCE
73. HOTEL METROPOLITAN	213-215 SOUTH FIRST	BUILDING	COMMERCIAL STYLE	1920	COMMERCE
74. HOTEL PONCA	318 EAST GRAND	BUILDING	COMMERCIAL STYLE	1923	COMMERCE
75. HOUSER PHARMACY BUILDING	211 SOUTH FIRST	BUILDING	COMMERCIAL STYLE	C. 1925	COMMERCE
76. HOWE BAKING COMPANY BUILDING	203 NORTH FIRST	BUILDING	COMMERCIAL STYLE	C. 1924	COMMERCE
77. HOWE BUILDING	114 NORTH FOURTH	BUILDING	MISSION/SPANISH COLONIAL REVIVAL	1927	COMMERCE
78. HUDSON SHOE COMPANY BUILDING	313 EAST GRAND	BUILDING	COMMERCIAL STYLE	C. 1896	COMMERCE
79. HUFF RESIDENCE	206 NORTH THIRD	BUILDING	NO DISTINCTIVE STYLE	1930	COMMUNITY PLANNING AND DEVELOPMENT
80. HUMES REXALL DRUG BUILDING	219 EAST GRAND	BUILDING	NO DISTINCTIVE STYLE	C. 1900	COMMERCE
81. HUTCHINS & HANLEY BUILDING	305-307 EAST GRAND	BUILDING	COMMERCIAL STYLE	C. 1916	ARCHITECTURE
82. HYATT BUILDING	214 SOUTH FOURTH	BUILDING	COMMERCIAL STYLE	C. 1950	COMMERCE
83. J. C. PENNEY STORE BUILDING	302-306 EAST GRAND	BUILDING	COMMERCIAL STYLE	1923	COMMERCE
84. JAQUA AND SHRIVER BUILDING	314 EAST CENTRAL	BUILDING	COMMERCIAL STYLE	C. 1950	COMMERCE
85. JAY'S MINI STORAGE (NORTH)	307 WEST GRAND	U STRUCTURE	NO DISTINCTIVE STYLE	C. 2000	COMMERCE
86. JAY'S MINI STORAGE (SOUTH)	308 WEST GRAND	U STRUCTURE	NO DISTINCTIVE STYLE	C. 2000	COMMERCE
87. JIM CHITTUM'S GUN SHOP	109 NORTH FIRST	BUILDING	COMMERCIAL STYLE	C. 1946	COMMERCE

88. JITNEY JUNGLE / TUCKER HOTEL	223 WEST GRAND	BUILDING	COMMERCIAL STYLE	C. 1919	COMMERCE
89. KRESS BUILDING	105 EAST GRAND	BUILDING	COMMERCIAL STYLE	1929	COMMERCE
90. LAHOMA HOTEL	120 - 122 NORTH THIRD	BUILDING	MISSION/SPANISH COLONIAL REVIVAL	1925	COMMERCE
91. MAJESTIC THEATER	315 EAST GRAND	BUILDING	COMMERCIAL STYLE	C. 1896	COMMERCE
92. MANHATTAN CAFÉ / PONCA CITY CLEANERS, HATTERS	203-205 SOUTH FIRST	BUILDING	COMMERCIAL STYLE	C. 1925	COMMERCE
93. MARLAND BUILDING	322-324 EAST GRAND (ALSO LISTED AS 102-112 SOUTH FOURTH)	BUILDING	COMMERCIAL STYLE	1923	COMMERCE
94. MASONIC BUILDING	222 EAST GRAND	BUILDING	CLASSICAL REVIVAL	1924	COMMERCE
95. MCVAYS	118 NORTH FIRST	BUILDING	COMMERCIAL STYLE	1930	COMMERCE
96. MERTZ BUILDING	208 SOUTH SECOND	BUILDING	COMMERCIAL STYLE	1920	COMMERCE
97. MERTZ MACHINE SHOP 1	210 SOUTH SECOND	BUILDING	MODERNE	1940	COMMERCE
98. MILLER HOTEL BUILDING	211-213 SOUTH SECOND	BUILDING	COMMERCIAL STYLE	C. 1920	COMMERCE
99. MILLY & MUSIC BUILDING	317 EAST GRAND	BUILDING	COMMERCIAL STYLE	C. 1900	COMMERCE
100. MIRES TIRE CO.	122 NORTH FIRST	BUILDING	NO DISTINCTIVE STYLE	C. 1930	COMMERCE
101. MOCK FASHION FLOORS & INTERIORS	300 WEST GRAND	BUILDING	COMMERCIAL STYLE	1995	COMMERCE
102. MONSOUR'S SUPERMARKET BUILDING	300 EAST CENTRAL	BUILDING	COMMERCIAL STYLE	C. 1925	COMMERCE
103. MONTGOMERY WARD BUILDING	419 EAST GRAND	BUILDING	COMMERCIAL STYLE	1929	COMMERCE
104. MOONEY BUILDING	113-117 EAST GRAND	BUILDING	COMMERCIAL STYLE	1900	COMMERCE
105. MOOSE BUILDING	111 NORTH THIRD	BUILDING	COMMERCIAL STYLE	1920	COMMERCE
106. MORELAND GARAGE	304 WEST GRAND	BUILDING	NO DISTINCTIVE	C. 1995	COMMERCE

			STYLE		
107.MORRIS CAFÉ	216 WEST GRAND	BUILDING	MODERN MOVEMENT	1940	COMMERCE
108.MURRAY THEATER	206-208 EAST GRAND	BUILDING	NO DISTINCTIVE STYLE	C. 1916	ENTERTAINMENT/RECREATION
109.NONNAMAKER HALL	205 WEST GRAND	BUILDING	COMMERCIAL STYLE	1929	COMMERCE
110.NONNAMAKER REAL ESTATE	110 NORTH FIRST	BUILDING	COMMERCIAL STYLE	1930	COMMERCE
111.NORTH SECOND COMMERCIAL BUILDING	105-107 NORTH SECOND	BUILDING	MISSION/SPANISH COLONIAL REVIVAL	C. 1928	COMMERCE
112.ODD FELLOWS / KROGER BUILDING	116 NORTH FOURTH	BUILDING	COMMERCIAL STYLE	1940	COMMERCE
113.OLD POST OFFICE	311 EAST GRAND	BUILDING	COMMERCIAL STYLE	C. 1900	COMMERCE
114.OLD SCHOOL ADMINISTRATION BUILDING	615 EAST GRAND	BUILDING	ART DECO	C. 1930	EDUCATION
115.O'MEALY BODY & PAINT BUILDING	211 EAST OKLAHOMA (ALSO LISTED AS 221 SOUTH SECOND)	BUILDING	COMMERCIAL STYLE	C. 1950	COMMERCE
116.O'REILLY AUTO PARTS	104 WEST GRAND	BUILDING	NO DISTINCTIVE STYLE	1995	COMMERCE
117.ORVILLE SAVAGE MOTOR COMPANY	200 WEST GRAND	BUILDING	COMMERCIAL STYLE	1927	COMMERCE
118.PABST BUILDING	201 EAST GRAND	BUILDING	COMMERCIAL STYLE	1900	COMMERCE
119.PALACENE HOTEL / APARTMENTS	116-118 NORTH SECOND	BUILDING	COMMERCIAL STYLE	C. 1924	COMMERCE
120.PARIS FURNITURE ANNEX	113 NORTH FOURTH	BUILDING	COMMERCIAL STYLE	1946	COMMERCE
121.PARIS FURNITURE BUILDING	409 EAST GRAND	BUILDING	MISSION/SPANISH COLONIAL REVIVAL	1927	COMMERCE
122.PARISIAN CLEANERS BUILDING	213 NORTH THIRD	BUILDING	COMMERCIAL STYLE	C. 1943	COMMERCE
123.PAT MURPHY BUICK BUILDING	116 NORTH FIFTH	BUILDING	ART DECO	C. 1950	COMMERCE

124.PATTERSON BATTERY & RADIATOR BUILDING	215 EAST OKLAHOMA	BUILDING	COMMERCIAL STYLE	C. 1950	COMMERCE
125.PAYNE MOTOR COMPANY	115 SOUTH PINE	BUILDING	COMMERCIAL STYLE	C. 1924	COMMERCE
126.PEGGS CAFÉ	117 NORTH THIRD	BUILDING	COMMERCIAL STYLE	C. 1916	COMMERCE
127.PETER PAN CLEANERS	214 WEST GRAND	BUILDING	COMMERCIAL STYLE	1927	COMMERCE
128.PHILLIPS 66 SERVICE STATION	126 SOUTH PINE	BUILDING	TUDOR REVIVAL	C. 1925	COMMERCE
129.PONCA CAFETERIA	116 NORTH THIRD	BUILDING	COMMERCIAL STYLE	C. 1925	COMMERCE
130.PONCA CITY GAS DISTRIBUTING CO. BUILDING	112 NORTH THIRD	BUILDING	COMMERCIAL STYLE	C. 1924	COMMERCE
131.PONCA CITY ICE PLANT	220 NORTH FIRST	BUILDING	NO DISTINCTIVE STYLE	C. 1910	INDUSTRY
132.PONCA CITY JUNIOR HIGH SCHOOL	612 EAST GRAND	BUILDING	ART DECO	1939	EDUCATION
133.PONCA CITY LIBRARY	118 NORTH SIXTH (ALSO LISTED AS 515 EAST GRAND)	BUILDING	MISSION/SPANISH COLONIAL REVIVAL	1935	EDUCATION
134.PONCA CITY MACHINE SHOP	214 WEST CLEVELAND	BUILDING	NO DISTINCTIVE STYLE	1923	COMMERCE
135.PONCA CITY MILLING CO. FEED / SEED WAREHOUSE	117 WEST CENTRAL	BUILDING	COMMERCIAL STYLE	C. 1916	INDUSTRY
136.PONCA CITY MILLING COMPANY ELEVATOR	114 WEST CENTRAL	U STRUCTURE	NO DISTINCTIVE STYLE	1922	COMMERCE
137.PONCA CITY MOTORCYCLE SHOP	115 NORTH PINE	BUILDING	COMMERCIAL STYLE	C. 1947	COMMERCE
138.PONCA CITY MUNICIPAL BUILDING	516 EAST GRAND	BUILDING	MISSION/SPANISH COLONIAL REVIVAL	1917	POLITICS/GOVERNMENT
139.PONCA CITY NEWS BUILDING	217 EAST CLEVELAND	BUILDING	MISSION/SPANISH COLONIAL REVIVAL	1923	ARCHITECTURE
140.PONCA CITY POST OFFICE	404 EAST GRAND	BUILDING	ART DECO	1934	POLITICS/GOVERNMENT
141.PONCA CITY SAVINGS	120 SOUTH THIRD	BUILDING	MODERN MOVEMENT	1954	ARCHITECTURE

& LOAN BUILDING					
142.PONCAN THEATRE	104 EAST GRAND	BUILDING	MISSION/SPANISH COLONIAL REVIVAL	1927	ARCHITECTURE
143.PULLIAM MARKET BUILDING	200 SOUTH FOURTH	BUILDING	COMMERCIAL STYLE	C. 1940	COMMERCE
144.QUALITY GROCERY MARKET	200 NORTH FIRST	BUILDING	NO DISTINCTIVE STYLE	C. 1916	COMMERCE
145.QUALITY MEAT MARKET / BEACH GROCERIES	114 NORTH THIRD	BUILDING	COMMERCIAL STYLE	C. 1920	COMMERCE
146.RECREATION BILLIARDS BUILDING	204 EAST GRAND	BUILDING	COMMERCIAL STYLE	C. 1916	COMMERCE
147.RIP VAN WINKLE BUILDING	217 NORTH SECOND	BUILDING	COMMERCIAL STYLE	C. 1924	TRANSPORTATION
148.RITZ THEATER	206 WEST GRAND	BUILDING	MISSION/SPANISH COLONIAL REVIVAL	1926	ENTERTAINMENT/RECREATION
149.ROYALTY BUILDING	401 EAST GRAND	BUILDING	MISSION/SPANISH COLONIAL REVIVAL	1923	COMMERCE
150.SAFEWAY STORE	319 WEST GRAND	BUILDING	COMMERCIAL STYLE	C. 1940	COMMERCE
151.SAFEWAY STORE	115 NORTH FOURTH	BUILDING	COMMERCIAL STYLE	1940	COMMERCE
152.SALVATION ARMY CITADEL	212 SOUTH THIRD	BUILDING	MISSION/SPANISH COLONIAL REVIVAL	C. 1924	SOCIAL HISTORY
153.SAM LEE'S CLOTHING STORE BUILDING	203 EAST GRAND	BUILDING	COMMERCIAL STYLE	1900	COMMERCE
154.SCHOOL DISTRICT ADMINISTRATION BLDG	111 WEST GRAND	BUILDING	NO DISTINCTIVE STYLE	1948	COMMERCE
155.SECURITY / EASTMAN BANK ANNEX	212-218 EAST GRAND	BUILDING	NO DISTINCTIVE STYLE	C. 1985	COMMERCE
156.SECURITY MOTOR BANK	121 SOUTH SECOND	BUILDING	NO DISTINCTIVE STYLE	C. 1970	COMMERCE
157.SECURITY STATE BANK	123 EAST GRAND	BUILDING	COMMERCIAL STYLE	1905	COMMERCE
158.SELLERS CAFÉ	205 NORTH SECOND	BUILDING	COMMERCIAL STYLE	C. 1950	COMMERCE
159.SHANNON BUILDING	210 EAST GRAND	BUILDING	COMMERCIAL STYLE	C. 1909	COMMERCE

160.SOFTWATER SERVICE BUILDING	204 SOUTH THIRD	BUILDING	COMMERCIAL STYLE	1948	COMMERCE
161.SOUTHWEST BELL TELEPHONE BUILDING	221 NORTH SECOND	BUILDING	ITALIANATE	C. 1924	COMMUNICATIONS
162.STAR CAFÉ BUILDING	202 SOUTH THIRD	BUILDING	COMMERCIAL STYLE	C. 1928	COMMERCE
163.STATE EMPLOYMENT OFFICE BUILDING	207 NORTH SECOND	BUILDING	COMMERCIAL STYLE	C. 1948	POLITICS/GOVERNMENT
164.STEWART BUILDING	300 EAST GRAND	BUILDING	COMMERCIAL STYLE	1895	COMMERCE
165.STILES BLOCK BUILDING	209 EAST GRAND	BUILDING	COMMERCIAL STYLE	C. 1900	COMMERCE
166.SUTTLE MEAT MARKET BUILDING	410 EAST GRAND	BUILDING	COMMERCIAL STYLE	1937	COMMERCE
167.SUTTON LINCOLN-MERCURY DEALERSHIP BUILDING	114 SOUTH FIFTH	BUILDING	MODERNE	C. 1947	COMMERCE
168.TEXAS HOTEL	211 NORTH THIRD	BUILDING	COMMERCIAL STYLE	C. 1930	COMMERCE
169.TRAVELERS HOTEL	112 NORTH SECOND	BUILDING	COMMERCIAL STYLE	C. 1925	COMMERCE
170.UNION BUS STATION	201 NORTH SECOND	BUILDING	COMMERCIAL STYLE	1926	TRANSPORTATION
171.USED CAR SALES OFFICE	114 SOUTH UNION	BUILDING	COMMERCIAL STYLE	C. 1964?	COMMERCE
172.VANCE MOTOR COMPANY	127 SOUTH PINE	BUILDING	COMMERCIAL STYLE	C. 1924	COMMERCE
173.VAN'S SERVICE STATION	123 NORTH PINE	BUILDING	BUNGALOW/CRAFTSMAN	C. 1924	COMMERCE
174.WALDRIP GARAGE	114 SOUTH FIRST	BUILDING	COMMERCIAL STYLE	C. 1916	COMMERCE
175.WALTON GROCERY BUILDING	119 NORTH THIRD	BUILDING	COMMERCIAL STYLE	C. 1920	COMMERCE
176.WEGNER PLANING MILL	113 NORTH PINE	BUILDING	NO DISTINCTIVE STYLE	C. 1921	COMMERCE
177.WENTZ GARAGE BUILDING	207 SOUTH SECOND	BUILDING	NO DISTINCTIVE STYLE	C. 1924	COMMERCE
178.WESTERN BODY WORKS	112 SOUTH UNION	BUILDING	NO DISTINCTIVE STYLE	1960	COMMERCE
179.WESTSIDE BAR	215 WEST GRAND	BUILDING	COMMERCIAL STYLE	C. 1950	COMMERCE

180. WESTSIDE DRUG STORE	301 WEST GRAND	BUILDING	COMMERCIAL STYLE	1923	COMMERCE
181. WESTSIDE TIRE SHOP	218 WEST GRAND	BUILDING	COMMERCIAL STYLE	C. 1930	COMMERCE
182. WIGTON / PARKINSON MOTOR COMPANY BUILDING	112 SOUTH SECOND	BUILDING	COMMERCIAL STYLE	C. 1910	COMMERCE
183. WILBANKS APARTMENTS	201 NORTH THIRD	BUILDING	COMMERCIAL STYLE	C. 1924	COMMERCE

14. Historic Context

History, Context, and Downtown Ponca City

The articulation of a statement of historical context is essential to arriving at an understanding of the significance of particular resources in any given area, associated with any given theme. At its basis, historical context can be seen as the larger set of circumstances, forces, and relationships that illuminates specific events by suggesting broader patterns of which those events may be a part or to which they may even be exceptions. Historical context thus is identified by determining what else is happening at the same time and also what happened before and after—there and elsewhere. Often the general pattern of development in a community or region is reduced to a vague formula usually summarized as "progress" or "growth" or "development." And certainly there is merit to these generalizations when applied specifically and precisely. More meaningful, however, in the effort to evaluate historic properties, are more specific themes and trends that help identify when a building conformed to a particular trend, or even when it stood as an exception to that trend.

The history of Ponca City is a brief history when compared to the history of cities elsewhere in the world or even in the United States, and this study examines that history up until about fifty years ago, stopping at approximately 1958, a short sixty-five years after its founding in 1893. Within that period of two-thirds of a century, however, Ponca City underwent significant growth, but, more fundamentally, the city was utterly and completely transformed in those years. The buildings in the downtown district of the city reflect the contours of that transformation. In fact, the buildings of the city show how the

city from time to time reinvented itself, redefined its identity, and shifted its structure, sometimes in response to powerful forces pressing down from outside and sometimes in an effort to propel new forces of social and economic redemption.

Actually, the town came into being within the span of a single afternoon. On September 16, 1893, when the Cherokee Outlet was opened to outside settlement, a number of people staked their claims to town lots along the Santa Fe Railroad and proclaimed the new town, a new town, incidentally, that was in competition with another townsite three miles to the north called Cross. On the other hand, this land run itself took place in context and the dramatic rush of white people into this area from the Kansas border twenty-odd miles to the north represented a final and permanent dispossession of land that had previously been unfenced, that had been granted and guaranteed to Native Americans in return for giving up lands elsewhere. It also represented the effort of the homesteaders flocking into the area to find their own refuge where they would no longer be hounded by the forces of dispossession. Between 1888 and 1892 over half the population of western Kansas, for example, was forced from the land because of their inability to pay their debts and taxes and their farms were foreclosed.[2] Farms in the brand new Kay County or business lots in the equally new settlement of New Ponca represented new hopes in which old adversities were finally vanquished.

The town that these people built, and which soon enough prevailed over the Cross neighbors to the north, reflected these new hopes. With about two thousand people, the new town had a steam flour mill operating, had (albeit through some degree of subterfuge) a railroad depot and a train to stop at it, new grain elevators, and a hotel. An

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[2] John D. Hicks, *The Populist Revolt: A History of the Farmers' Alliance and the People's Party* (Lincoln: University of Nebraska Press, 1959; reprint of 1931 University of Minnesota edition), 32-33.

opera house held forth in the second floor of a grocery downtown and the town soon established a water well in the middle of Grand Avenue.[3] Downtown Ponca City was starting to take shape. When fire destroyed a dozen buildings on the north side of Grand Avenue between Second and Third in 1900, including the Pabst Building, the city rebuilt, but this time in brick, the favored material of construction from thenceforward. Stone buildings on the south side of Grand Avenue, like the Stewart Building at the southeast corner of Grand and Third and the stone building where George Brett for a while had his farm implement store at the southeast corner of Grand and First, possibly stood out all the more after this, contrasting the light, locally-quarried limestone with the increasing numbers of red brick buildings around them.

Ponca City had been, from its beginning, a part of Oklahoma Territory, but that came to an end with the achievement of statehood in 1907. Many saw that as a significant accomplishment as Oklahoma took its place alongside the other states of the nation, but the same action dealt a blow to one of the most prominent and prosperous elements of the local economy. At the same time that Oklahoma became a state, its new constitution went into effect, and the prohibition amendment to the constitution closed all of the city's saloons, some eighteen in number.[4] Those buildings, however, appear to have found new tenants once the old moved out and the town settled into a regular pace that followed the cycle of the farmers just as the farmers followed the cycle of the seasons.

It is against that backdrop that the changes of the 1910s and 1920s can best be appreciated for the revolutionary and transformative power they exhibited. When E. W.

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[3] "The History of Ponca City," Ponca City *News*, November 12, 2006.
[4] "The History of Ponca City," Ponca City *News*, December 10, 2006.

Marland (and later Lew Wentz) took residence in the Arcade Hotel, he launched a career that soon unleashed powerful forces through the discovery of oil nearby and then the creation of a vertically integrated company where petroleum was extracted from underground deposits in Marland Oil fields, turned into a usable product at a Marland Oil Company refinery constructed in Ponca City, and then marketed through Marland Oil filling stations. Integrated though it was, Marland stood out in the petroleum industry as an independent operator against the giants of Standard Oil and the growing Texas Oil Company.

The changes in Ponca City were many. There was, first, the growing refinery a mile south of downtown Ponca City, a refinery that employed more and more people who became residents in the new town. There was also the change that took place on Grand Avenue. There was, of course, Marland's fabulous residence at one end of Grand, and a Marland filling station was built at the corner of Fourth and Grand, directly east of the new Marland Building (in 1928), but the city, newly flush with public and private funds, began a construction surge that left an enduring mark on the town. The increased traffic on the railroad had brought a new depot alongside the Santa Fe Railroad tracks in 1916 and buildings and businesses emerged along the railroad tracks on both First and Pine to take advantage of the shipping advantages. The number of hotels, already substantial, seemed to multiply. In 1923, one account reports the building activity thus: "Construction had reached an all time high. Six apartment houses, a six-story hotel, 150 residences, 26 business buildings, two churches, and two schools, representing close to $8 million in expenditures, were all going up that spring."[5] The next year, the six story Jens-Marie Hotel was built and so was the Masonic Building and the following year the

Gill Funeral Home and C. R. Anthony took their places on Central and on Grand respectively. By 1925, the city had twenty some hotels catering especially to the needs of the business travelers who themselves followed the needs of the oil business. Symbolic of this expansion in many ways was the enlargement of the 1916 Mission Style City Auditorium in 1922 with wings on both sides that created a new, large Civic Center which served as the cultural, political, and social center of gravity for the newly redefined community.

By the end of the 1920s Downtown Ponca City had been completely transformed. The city had a new opulent theater, the Poncan, new retail businesses of all kinds along Grand, Central, and Cleveland, and along the numbered streets connecting them. Many of the buildings that became durable, and not-so-durable, social and architectural landmarks in the city trace their origins to the boom years of the 1920s. But it was not just the construction of specific and notable buildings that is significant. The shape of downtown had as much to do with the multitude of small businesses in small buildings as it did with the towering structures that loomed over them. Downtown Ponca City was a livable place, as testified to by the hotels and apartment buildings that cropped up not far from the railroad depot and, with increasing frequency, near the bus terminal, and by the apartment buildings that housed regular urban dwellers. The cafés and restaurants that flourished up and down Grand and on the side streets provided easy meals, business meals, and venues for social interaction. It was a workable place, one that held the buildings that held the jobs and offices and stores and shops where people flocked each morning to spend their productive days. It was a walkable place and the seemingly infinite number of grocers and meat markets, several in some blocks, sometimes

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[5] "The History of Ponca City," Ponca City *News*, February 4, 2006.

positioned directly next door to each other, gave these people ready opportunities to acquire their foods and carry them home in their arms. If First and Pine had signified the industrial and shipping parts of the local economy, Grand and its parallel avenues betokened the retail aspect of urban life. This pattern had one more aspect to it, and that is the one where the whole is more than the sum of the parts. Just as Marland himself and the company he owned represented an independent, decentralized part of the oil industry, the businesses in Downtown Ponca City were similarly independent, mom and pop enterprises, individualistic, decentralized, even idiosyncratic, in operation and in building design. And they nurtured a pattern of social intercourse that was likewise decentralized and individualistic in the way that functioning neighborhoods encourage interaction that is at once complex and simple. At the core of this downtown community were the civic leaders, the merchants who tended to find themselves in City Hall bearing positions of responsibility and passing the gavel of mayor from one to another.

Marland's "princeling" status (as John Joseph Mathews fondly called Marland), and his corporate independence fell abruptly and foreshadowed some of the same forces that would, once again, transform the Downtown social and architectural landscape. In the 1920s E. W. Marland had been persuaded by the investment banker, J. P. Morgan, to expand his company's operations, including new fields and new gas stations, by selling stock in the company to Morgan instead of borrowing from banks as Marland had been doing. Over the next five years, Marland built five hundred gas stations like the triangular station on Grand and Fourth and he also sold more and more stock to Morgan.[6]

Morgan's stock purchase had certainly meant that Marland was able to expand;

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[6] Continental Oil Company, *Conoco: The First One Hundred Years* (New York: Dell Publishing Co., Inc., 1975), 102.

but it also meant that his control of his own company was now shared with New York bankers. Increasingly Marland lost power in the company and by 1928 he was literally forced out and the next year Marland Oil Company merged with another, smaller, company based in Denver, the Continental Oil Company—Conoco. But this was more than a change in ownership. Once the merger took place, as the official company history reports, "The words 'Marland Oils' were painted out on every tank car, filling station, pump station and building and replaced with one word: 'Conoco.'" One Conoco vice president, John Morrow, later recalled that "J. P. Morgan wanted the merger simply because he was looking for any way to do away with the Marland name."[7] So other changes also began, and in the early 1930s most of the triangular stations, so firmly associated with the Marland Oil Company, were replaced with new Conoco stations which had a Tudor house-with-bays appearance. Ultimately the Marland station on Grand was replaced and a new Conoco station emerged a block away at the corner of Fifth and Grand in the new style. Perhaps all that was left of the Marland oil legacy was the red triangle, and that now bore the word Conoco across it.

If Marland Oil Company was being transformed, so too was Ponca City. Several forces were operative in this process. One was in the shadow of the petroleum company, for the automobile that intensified demand for oil and gasoline in the 1920s was in the ascendancy. Gas stations and automobile dealerships were multiplying with the Orville Savage dealership on West Grand one of the most visible; within a few blocks at least four other dealerships operated and more were not far away. The gas station that would become known as Van's at Pine and Cleveland featured the house with canopy style,

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[7] Russ Banham, *Conoco: 125 Years of Energy* (Lyme, Connecticut: Greenwich Publishing Group, Inc., 2000)., 65, 67, 74.

diagonally situated to the corner so as to catch traffic from all directions. And the *filling* stations were growing, becoming *service* stations where a growing range of products and services were available, and where the stations themselves were larger. In a bit of irony, the proliferation of the automobile and its service industry ultimately worked to undermine the social structure of Downtown business which had been oriented especially to a walking clientele. The fulfillment of that threat, however, lay in the future.

The other major force, however, was more immediate and hit the town harder than the automobile, at least at the time. The Depression seemed to undo so much of what the twenties had been all about, at least in the way it slowed down construction and growth. During the 1920s, Ponca City's population had increased by a dramatic 129 per cent, but during the following decade it grew by only four per cent.[8] This devastated many retail businesses in the downtown some of whom not only stopped growing but failed to survive. A quick perusal of address listings in the City Directories during the Depression years shows a pattern on paper that surely was worse when looking at the buildings: more buildings than ever were listed as "vacant" and whole rows of offices in the Masonic Building were now noted as empty. As fewer people worked in those offices, the impact on the retail stores on the streets was direct. Construction of new buildings slowed and what there was was small, not the heady projects that in the past had each been bigger than the one before. There were exceptions and a new pattern took hold; probably the most visible and, again, symbolic were publicly funded projects. In 1935 the new Art Deco Post Office built by the U.S. Government opened at exactly the location of the old Marland triangle gas station and in the next block east on Grand (on

[8] Writers' Program of the Work Projects Administration in the State of Oklahoma. *The WPA Guide to 1930s Oklahoma* (Lawrence, Kansas: University of Kansas Press, 1986), 188.

the north side of the street) the new library was opened, the result of a Public Works Administration project. Another Art Deco project, the new junior high school in 1939, similarly public in funding and purpose, capped the construction activity and marked the limit of downtown's eastward expansion. Moreover, the government was now an occupant in other storefront businesses too. In 1938 one WPA Sewing Room was located at 314 West Grand and another was on Third, next to the Ponca City Welfare Association a half block south of the Salvation Army Citadel that was itself doing a brisk business in those lean years.

In truth, by the end of the 1930s the architectural configuration of Downtown Ponca City was largely complete, especially on Grand. There would continue to be small projects on Cleveland and Central, but the physical structure of the commercial district was in place. The Depression dampened construction activity and wartime restrictions on materials as well as the labor shortage caused by World War II effectively precluded significant additional construction. Which is not to say that the downtown withered, for assuredly it did not. During the war, the business district of the city remained also the nerve center for the town and the government's local War Price and Rationing Board was housed upstairs at 209 East Grand. And the downtown was alive. Even British cadets who trained at the flight school at Darr School occasionally found lodging in apartments downtown in places like the Douglass Apartments and entertainment abounded downtown. Plus, both the train depot and the bus station saw increased service during the war. The railroad traffic at the depot was boosted substantially by the war activity, and not a moment too soon, for during the 1930s trains in the nation had lost business when they reduced their operations to save money, and they lost it permanently to the growing

trucking businesses. By the end of the war, with the new rail passengers, the depot in Ponca City could manage a major remodeling effort. Buses not only took up the slack left by the railroads during the Depression but expanded and continued to grow; with three different bus lines serving Ponca City during the war, the bus terminals were not only at the terminal on North Second, but also at the Arcade Hotel, and at Union Station, a half block north of Grand on Fourth, before Howe Bakery was located there; when the bus lines consolidated as a result of the war, the station on North Second, with the Terminal Hotel upstairs, prevailed.

The flourishing economy in the nation in the postwar years came as a mixed blessing to the merchants downtown. Once again Grand Avenue was the place to be, to go, to come, and people did so in numbers and enthusiasm that had both been suppressed by too many years of Depression and war. As a result, some buildings undertook modest expansion programs, the marks of which are still visible. Older buildings on Grand expanded in the only direction available—either adding on to extend closer to the alley or taking a partial two story building farther back upstairs. This is exactly what happened with the Souligny - Donahoe Building and also Drake's Jewelry at 214 East Grand and neighbor Van Winkle's Men's Wear next door at 212 in 1946. Two years later the Southwest Ice Plant on North First similarly expanded its building, proceeding to build yet another incremental addition to the already sprawling structure. In 1951 Dr. Robert Gibson left his office in the Community Building and constructed a clinic two blocks north at the corner of Third and Chestnut. This may have signaled a trend that was about to get underway in the postwar years, but at the time it appears not to have set off any alarms or launch an exodus and Gibson did remain in the general downtown area. And

other construction took place too. In 1951 it was a major event when Andy Andersen built and opened a new shoe store, notable for its Art Moderne design, a block north of Grand on Second. During the twenties the building of a two story structure hardly caused the batting of an eye; now business in the next block held a major celebration to mark the occasion. Given the constraints of the previous two decades, this pattern of construction was a significant increase; given the boom construction of the 1920s, it was pale by comparison. After the Andersen Building, the only other major new construction project downtown was five years later, for the Ponca City Savings and Loan Association; again, this was a new, overtly and self-consciously modern building. And, also again, this was on one of the avenues parallel to Grand. It is important to note that the new construction, however robust or timid, had the virtue of leaving the older buildings very much intact with alterations mainly to the interior and to the rear of the stores.

And business was good in the nation and in Downtown Ponca City in the years after the war. This was the other side of the return of prosperity, for people were no longer just walking around downtown. They were also driving there. In 1948 traffic lights were installed on Grand Avenue for the first time to help control the traffic. Parking was a problem too. The success of downtown sometimes proved to be too much of a good thing and traffic congestion became a regular part. Moreover, with the new mobility of Ponca City's citizens, more than ever before, they had the option to drive to someplace less crowded than Downtown sometimes was. And the construction that was taking place in Ponca City increasingly gave them the option, or required them, to drive to places other than Downtown. Miller Market opened its new grocery store at Tenth and Highland in 1953, extending the role of the supermarkets that Piggly Wiggly, Kroger, and

Monsours had once initiated, pulling customers away from the small neighborhood or downtown grocery. The next year the Hartford Shopping Center opened, providing exactly the kind of one-stop shopping that Downtown had once provided. The Presbyterian Church left its grand edifice on Cleveland adjacent to the Christian Church and in 1954 moved to a new building at the end of Grand on Fourteenth. And the shift of gravity was palpable as Fourteenth increasingly provided services once only available downtown. The Pioneer Shopping Center symbolized this, but there was much more than that. The march of the motels in particular took place on Fourteenth and the many hotels downtown could not compete with the new breed of auto-friendly lodging that offered conveniences not possible in the older hotels, including not just parking, but also, in a number of cases, individual bathrooms. By the middle of the 1950s the automobile revolution was bearing down on the business district hard and the car dealers, like Pat Murphy Buick and Holbert Oldsmobile, were leaving the downtown for more spacious locations or selling their operations to others. Fourteenth Street was the new avenue of commerce, almost even a strip mall.

The departure of the automobile agencies probably did not much impact the rest of the downtown business and social life, for an automobile purchase generally involves a special trip and narrow focus, unlike purchasing groceries or clothes or getting shoes or a watch repaired. And the department stores, like Penney's and Anthony's and Montgomery Ward, continued to flourish and so did a variety of other small businesses well into the 1960s and even beyond. The theaters remained packed, the jewelry stores managed quite nicely, and the variety and selection offered by a full retinue of men's and women's clothing stores seems remarkable in light of the changes in the nation's

economy since then. And anyone who ventured downtown at the holidays for shopping, and sooner or later everyone in town did, found the streets jammed with cars and the sidewalks as crowded as a busy Manhattan thoroughfare, just on a smaller scale.

In response to the changes underway in society and in the economy, some merchants changed the appearances of their buildings. The clerestories that had once provided illumination for deep store interiors now conflicted with the air conditioning systems and electric lighting, so they were often covered and sometimes removed. The carefully crafted brick façades that once signaled a respectable and prosperous establishment now were taken by some to mean old fashioned, or at least not up-to-date, and they were often covered with shiny materials—or worse. Yet many of the changes were cosmetic, applied to the exterior and applied in ways that were reversible, albeit with some major reversing necessary.

The years since the 1970s have not always been kind to Downtown Ponca City. The centralized, modernized, economically and socially fragmented world that engulfed E. W. Marland's operations and aspirations has generally engulfed much of traditional society. As a result, social dynamics have changed dramatically in the last several decades so that the daily interaction of neighbors and merchants and colleagues that once characterized Downtown life seem either archaic or quaint in retrospect, but they also provide a baseline by which some people judge the changes that have transpired. Moreover, it is important to note that even though some of the businesses have moved on, the buildings remain downtown Ponca City. When many people looked upon these same buildings in generations past, they saw the future; now, when we study the same buildings, we can see the past, a complex past where probably no one, not even the

princelings, achieved all that they sought, but where many people constructed lives with meaning and purpose that deserves to be understood and acknowledged.

The Buildings of Downtown Ponca City and the National Register

Making sense of the buildings and structures that remain involves two fundamental tasks. One is comprehending the history of which these buildings were a part, the history that produced them, the history that they shaped, and this task takes the researcher to the documentary record, to the genealogy room of the Ponca City Library, and to other archival materials. The other is studying the buildings themselves for clues they offer into their connection to the historical forces shaping downtown Ponca City. Once both of those investigations have been completed it is necessary to evaluate the buildings within the framework of the National Register. In this regard some guidance is appropriate. First, as discussed in another section of this report, the relevant criteria used for these buildings will be either Criterion A (historical significance) or Criterion C (architectural / engineering significance), and possibly both. There is a possibility that Criterion B (association with a significant individual) may be applied, but that raises additional issues and requirements that may complicate any determination of eligibility rather than simplify it. Criterion D will in all likelihood not be used in the evaluation of these buildings since that criterion is most appropriately used in the evaluation of archaeological properties and always requires the utilization of a coherent research framework to determine what knowledge the site is expected to yield in archaeological

investigation.

Within Criterion A, the Areas of Significance that will likely be employed include:

- Transportation (when considering various rail, bus, and automobile-related features, including the ancillary enterprises of filling stations, tire repair stores, and auto dealerships)
- Community Planning and Development (especially regarding the establishment of neighborhoods or communities)
- Commerce (a very common Area of Significance in a business district like Downtown Ponca City where trade and commerce was virtually a defining element)
- Politics / Government (including government services and buildings such as post offices as well City Hall)
- Religion (appropriate not only for the several major churches in the study area but also even the Sutton automobile dealership now used for church activities)
- Entertainment / Recreation (an area that applies to the various billiards establishments and saloons as well as to movie houses, dance halls, and other venues used for sport or cultural edification)
- Agriculture (an Area of Significance that overlaps with Commerce in features such as grain elevators or seed suppliers or implement dealerships)
- Education (appropriate in the evaluation of the Junior High School, the two school administration buildings, and the library)
- Health / Medicine (useful in examining, for example, the Gibson Clinic; less

useful in examining the Masonic Building and the Community Building even though physicians had their offices in both buildings)

- Communication (relevant to the evaluation of buildings such as the Southwest Bell Telephone Company Building)

In addition, there may be isolated instances in which other Areas of Significance may be appropriate. For example, the Area of Significance, Industry, is employed to evaluate a building such as a planing mill or tin shop. Perhaps all too revealingly, the Area of Significance Ethnic Heritage will find little application in the evaluation of buildings in downtown Ponca City since the period of significance generally falls within years of segregation. Perhaps the main exception would be the Town Talk Shine Parlor, or Tucker Shine Parlor, a small alcove within the larger building housing the Poncan Theater, perhaps the one conspicuous bastion of an African American presence downtown before desegregation and now absent. The search for signs of a Native American presence in the business district continues with little to show. The related Area of Significance, Social History, can be useful in assessing those features in which social relationships were distinct and historically traceable and could include, for example, in this community where images of the Pioneer Woman are ubiquitous, instances in which women exercised leadership, found refuge, or otherwise left their mark on the built environment.

Within Criterion A, using the Areas of Significance as described, the integrity requirements for these resources emphasize primarily their historic function and appearance—the ability of an individual building or structure to convey a sense of past

time and place by providing evidence of the specific function or role it served during the period of historic significance (as a commercial enterprise where goods were sold or where businesses had their offices, for instance) and the relationship of that function to the larger structure of Downtown. Moreover, since these buildings often had storefronts of some type that were designed to pull customers inside (or at least not confuse them as to what the store or business was), that historic appearance must be reasonably clear. The clerestories may be gone and the storefront itself may have been remodeled at various points over time both during and since the period of significance (1893-1958), but integrity is enhanced if the upper part of the building retains its appearance.

Within Criterion C, the Areas of Significance that can be used will include both Architecture and Engineering. As a practical matter, there appear to be only a few resources in Downtown Ponca City that will be appropriate in Engineering, although one must be careful not to exclude something from the inquiry just because there may only be a small number of that type. In this survey the only feature noted under Engineering was the Ponca City Milling Company Elevator, although the Schornden elevator may also qualify and there may be aspects of the ice plant or other place where mechanical activities formed an integral part of the operation. Architecture will be used to evaluate those buildings and structures that "embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction." Because the significance of features evaluated in this Area of Significance hinges so greatly on the physical aspects of the building or structure, the integrity requirements are more demanding than the evaluation

of properties under Criterion A. Documenting the property's eligibility in Criterion C generally requires attention to the features that are distinctive. Some of the grand showcase buildings that emerged early in Ponca City were sometimes designed by leading architects and their buildings serve as enduring legacies of their craft. Or, the materials can make a difference. The Schornden Grain Elevator, outside the study area, is neither an artistic achievement nor an architect's delight, but the use of concrete in its construction marked it as distinctive and enduring at the time that it was built. Because the workmanship that goes into an architectural or engineering property is sometimes what gives the resource its significance, the period of significance for Criterion C properties will generally be confined to the year, or period, in which it was built.

Of course, many of these properties will be eligible under both Criterion A and Criterion C.

The point is simply that the correct criteria need to be used and they need to be used correctly so that buildings that meet the registration requirements will be listed and so that those others that do not warrant listing will be so determined at an early point.

15. Annotated Bibliography

Baird, W. David. "Grain Elevators in Western Oklahoma, 1889-1950," Oklahoma State Historic Preservation Office, 1990.

This survey of grain elevators provides a useful context for understanding some of the early agricultural and commercial development of Ponca City, especially, but not limited to the years preceding the oil boom. Baird's survey of Ponca City's grain elevators for been drawn upon for an understanding of the intricacies of this distinctive historic and architectural feature that still marks the skyline of Ponca City.

Banham, Russ. *Conoco: 125 Years of Energy* (Lyme, Connecticut: Greenwich Publishing Group, Inc., 2000).

This study is an update of Conoco's earlier company history published at the centennial of the founding of the corporation. Although it does not address Ponca City history directly, it does shed light on the developments within the main company whose fate was intertwined with that of the community.

Carter, Bret A. *Kay County's Historic Architecture* (Chicago: Arcadia Publishing, 2007).

A carefully researched volume with a multitude of previously unpublished photographs, the author provides a thoughtful study of Ponca City's architectural history, including discussions and images of now-absent features of the town's historic landscape. The extensive captions offer an important supplement and enhance the information conveyed by the images.

Continental Oil Company. *Conoco: The First One Hundred Years* (New York: Dell Publishing Co., Inc., 1975).

Published a century after the birth of Conoco, this corporate history provides information useful to understanding the economic processes at work in the evolution of the company that influenced the community substantially.

Franks, Clyda R. *Ponca City and Kay County Boom Towns* (Chicago: Arcadia Publishing, 2002).

Although this collection of photographs includes an area broader than Ponca City, and a focus on a brief period in time, some of the images are useful in understanding the boom town experience through which Ponca City passed.

History of a Proud Heritage: Ponca City, Oklahoma: A Pictorial History, 1893-1960 (Ponca City: Ponca City Publishing Company, Inc., 1999).

This is a useful collection of photographs, generally unattributed, that reveal much about the history of the community. A careful study of the images and their captions provides social history information available nowhere else.

"The History of Ponca City," a series of articles published in the Ponca City *News* every Sunday from September 17, 2006 to June 24, 2007.

These articles, published on a weekly basis, present a year-by-year chronicle of the community's development. Collectively they represent probably the single most useful source for an individual studying the events that shaped Ponca City. With information culled from the pages of the local newspaper, the articles provide selective coverage of the town, but along the way provide an important timeline for the community. This appears to be available on the World Wide Web now and can be accessed at http://www.poncacity.com/centennial/index.htm

Jakle, John A., and Keith A. Sculle. *The Gas Station in America* (Baltimore: The Johns Hopkins University Press, 1994), 167-180.

The lowly gas station, often overlooked in studies of the social, cultural, and economic histories of communities, can often be explored as an indicator of larger processes at work including not only the architecture of a period and region but also the role of transportation in a community, the processes involved in standardization, modernization, and centralization in society and the economy. Jakle and Sculle demonstrate the evolution of these businesses from stores that sold cans of gasoline to filling stations to service stations—an evolution which can be seen in downtown Ponca City. The authors also provide a typology for categorizing the various kinds of gas station buildings.

Jakle, John A., Keith A. Sculle, and Jefferson S. Rogers, *The Motel in America* (Baltimore: The Johns Hopkins University Press, 1996).

What Jakle and Sculle did for the gas station, they also did, with Rogers's assistance, for the motel, tracing some of the same social and economic processes. While motels are not essential to understanding downtown Ponca City, a key part of this study provides a context for viewing the demise of downtown hotels as commercial (and tourist) travel shifted from the railroad to the highway and lodging shifted from town center to town peripheries, a development that helps illuminate at least part of what happened to the numerous hotels in Ponca City.

Leider & Associates. "Historic Preservation Plan, City of Ponca City, Oklahoma," Stillwater, Oklahoma, 2007.

A useful compilation of information relevant to historic preservation in Ponca City, this study also includes a list of properties the authors believed individually eligible for the National Register of Historic Places.

Longstreth, Richard. *The Buildings of Main Street: A Guide to American Commercial Architecture* (Washington, D.C.: The Preservation Press, 1987).

Commercial buildings are sometimes the bane of historic preservation professionals since commercial architecture occasionally seems to exist in a world apart from that of residential building design. Longstreth's study is both a guide book to identifying commercial building types and a useful discussion of their history.

McAlester, Virginia and Lee. *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2000).

This is the standard reference for identifying architectural types. While it applies to residential architecture, the same principles can be applied to many commercial buildings.

Mathews, John Joseph. *Life and Death of an Oilman: The Career of E. W. Marland* (Norman: University of Oklahoma Press, 1951).

Mathews was a keen student of the area and of the one person who doubtless shaped Ponca City more than any other when the city rode the crest of the oil boom. Mathews' biography of Marland not only provides a chronicle of the man but also tells a humane story of powerful forces of rise and decline that engulfed much of the local community and possibly the nation as well.

Polk's Ponca City, Oklahoma, Directory.

Published annually by the R. L. Polk Company, copies of the directory are available in the Genealogy Room of the Ponca City Library for the years 1924, 1930, 1932, 1938, 1940, 1942, 1946, 1948, 1952, 1955, 1957, 1958, 1959, and 1960 as well as for subsequent years.

Ponca City Chapter, Daughters of the American Revolution. *The Last Run: Kay County, Oklahoma, 1893* (Ponca City: Courier Printing Company, 1939).

Not an easy book to use, with personal and family accounts of settling the county, the volume nonetheless contains important information valuable to the student of Ponca City's social history. For example, Arthur Stacy's account, "Ponca's First Blacksmith Shop Still Operates," describes that family's blacksmith shop, a substantial two-story operation ultimately, that began at Cleveland and First and then moved to Central and Second before moving to South First in the 1920s. Other accounts provide similar information about the town's businesses.

Roth and Associates, "Ponca City Downtown Intensive Level Survey" Oklahoma State Historic Preservation Office, 1993.

The forms for this 1993 survey were consulted in this 2008 project but the passage of time and the limits of the information contained in the forms rendered them of limited value. The overwhelming preponderance of property names were listed simply as "Commercial Building." Moreover, the changes in the past fifteen years in the buildings themselves meant not only that buildings previously regarded as ineligible may now be eligible, but also that some buildings were no longer present. The current survey can be regarded as either a replacement or a revision of its work in the way that usually happens with the passage of time.

Sanborn Fire Insurance Maps of Ponca City, Oklahoma, 1894, 1895, 1898, 1901, 1919, 1905,1907, 1913, 1919, 1925, 1931, 1947.

These maps, long the mainstay of urban historic preservation research, provide periodic benchmarks for measuring and understanding the development of a community. Often a close examination of a map will generate information available nowhere else. These are fortunately available at a number of points in Ponca City's history; unfortunately, they are not available beyond 1947.

Thurber, Marlys Bush, and Associates. "Gateway Historic District: Intensive Level Architectural / Historic Survey," Ponca City, Oklahoma 2001.

This survey of historic homes in the Gateway Historic District, adjacent to Downtown Ponca City obviously is of greatest value in assessing residential architecture, but some of the people are the same as those involved in downtown businesses and the forces that shaped the construction of their homes did not operate independent of the forces at work in the town's economy.

Vieyra, Daniel I. *"Fill'er Up": An Architectural History of America's Gas Stations* (New York: Macmillan Publishing Co., Inc., 1979).

Several gas station buildings in downtown Ponca City still exist and at least twice or three times that number once operated there. The Phillips 66 station on South Pine, the Continental filling station at Pine and Grand, the Clem and Cliff station on South Fourth, and the Firestone Station on North Fourth and Grand are all key buildings, some in better shape than others. Gone are the others. This study, by a preservation architect, contributes a thoughtful understanding of these once ubiquitous roadside / street corner institutions that applies well even to company petroleum towns like Ponca City.

Writers' Program of the Work Projects Administration in the State of Oklahoma. *The WPA Guide to 1930s Oklahoma* (Lawrence, Kansas: University of Kansas Press, 1986).

This revision and reprint of the original 1941 WPA guide to Oklahoma contains a poignant and precise snapshot of the community in the 1930s with a brief foray into the

past and offers detailed information about facilities in the community as of 1941 including the location of the three separate stations for bus companies.

16. Summary

This survey has developed an inventory of historic buildings in the historic Downtown of Ponca City, Oklahoma. It has also evaluated the buildings and structures in Downtown and has determined that a Historic District, in the framework of the National Register is possible. Of the 183 buildings surveyed, forty-five are non-contributing while the remainder are contributing, and thirty-two are eligible for National Register Listing individually.