1. Name of Property

Historic name: Clem and Cliff Filling Station
Other names/site number: N/A
Name of related multiple property listing: N/A
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 220 South Fourth Street
City or town: Ponca City
State: OK
County: Kay
Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _X_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

__national  ___statewide  ___local

Applicable National Register Criteria:

___A  ___B  ___C  ___D

__________________________  __________________
Signature of certifying official/Title: Date

State or Federal agency/bureau or Tribal Government

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

__________________________  __________________
Signature of commenting official: Date

__________________________
Title: State or Federal agency/bureau or Tribal Government
4. National Park Service Certification
I hereby certify that this property is:
__ entered in the National Register
__ determined eligible for the National Register
__ determined not eligible for the National Register
__ removed from the National Register
__ other (explain:) ______________________

Signature of the Keeper __________________ Date of Action ______________________

5. Classification
Ownership of Property
(Check as many boxes as apply.)

Private:  

Public – Local

Public – State

Public – Federal

Category of Property
(Check only one box.)

Building(s)  

District

Site

Structure

Object
Number of Resources within Property
(Do not include previously listed resources in the count)

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<th>Noncontributing</th>
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</tbody>
</table>

Number of contributing resources previously listed in the National Register __________

6. Function or Use

Historic Functions (Enter categories from instructions.)

COMMERCE/TRADE:

- specialty store

Current Functions (Enter categories from instructions.)

COMMERCE/TRADE:

- restaurant
7. Description

Architectural Classification (Enter categories from instructions.)

Mission/Spanish Colonial Revival

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Brick

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

Summary Paragraph

The Clem and Cliff Filling Station, located in Ponca City, Kay County, Oklahoma, is a one-story, brick, rectangular-shaped, flat-roofed building constructed in 1938. The Mission/Spanish Colonial Revival style building is a good example of an oblong box type gasoline station with a single bay. The blond and red brick building is ornamented with red brick trim, red ceramic tile coping and Spanish tile visor roofs. In the grassy strip to the southeast of the station is the historic metal sign pole that now holds a modern sign that reads “Jim’s Jumbo Burger” with the words wrapped around a large image of a hamburger and the phone number along the bottom. Although the sign itself is new, the pole that it hangs from is historic and counted as a contributing object. To the north in the grassy strip is a metal pole light that evidently lit the gas pump island located to the direct west. The metal pole light, modern sign that is located on the north end of the grassy strip and modern streetlight off the south side of the grassy strip are not counted separately because of their ubiquitous nature. The gas pump island is discernible in the concrete but nothing remains of the pumps. The building has been altered by a flat-roofed awning added to the south side and, under the awning, the replacement of a door and window with sliding take-out windows on the east side of the south elevation. Other modifications include the boarding of the door on the west corner of the south elevation; partial infill and replacement of the plate glass window on the south side of the east elevation; obstruction of the window and overhead door on the east elevation; and, on the rear (west) elevation, the window has been boarded. Despite the changes to the windows, the overall fenestration pattern remains
relatively intact, allowing the building to convey its architectural significance as the best standing 1938 Mission/Spanish Colonial Revival style, oblong box type with a single bay filling station in Ponca City. In the early 1940s, the area was beginning its shift from residential to a commercial area, although there were several lots on Block 4 that were devoid of construction as shown on the 1947 Sanborn Fire Insurance Map. The post-1947 commercial building now immediately adjacent to the Clem and Cliff Filling Station on the north side replaced a residence that was situated further away from the filling station and the house historically to the west of the filling station has been removed, leaving the area vacant. Due to the changes in the environment of the filling station, the building’s integrity of setting has been diminished. The integrity of design has been similarly diminished by the changes to the windows and doors. However, the building retains integrity of location, workmanship, materials, feeling and association sufficiently to convey its architectural significance. The building remains readily recognizable as a distinctive example of a late 1930s, oblong box with a single bay type filling station that exhibits the Mission/Spanish Colonial style.

**Narrative Description**

The Clem and Cliff Filling Station is a small, rectangular, brick, flat-roofed building with a concrete foundation. Visible on top of the roof, towards the south side, are various metal units. To the front of the building is a concrete expanse that is angled to extend from the east side of the grassy area along East Oklahoma Avenue to the southeast corner of the building and then fully in front of the building to the street. West of the concrete area, towards the southwest of the building, the area is black top.

The grassy area along East Oklahoma Avenue is just grass and is not historic. Historically, there was a house at 315 East Oklahoma Avenue, in which the owner of the Clem and Cliff Filling Station lived. Along South Fourth Street, there is a smaller grassy area that contains the contributing pole sign and light (photograph 0001).

The two grassy areas separate the two driveways to the building. The larger driveway is on the south side off of East Oklahoma Avenue and would have primarily served the gas pumps located on an island towards the southeast side of the concrete area. The smaller driveway off of South Fourth Street provided access to the service bay on the north side of the east elevation, as well as served as pass through access to the pump island.

As mentioned above, in the 1940s, to the north and southwest of the Clem and Cliff Filling Station were houses. The houses were removed at an unknown time. The house at 315 East Oklahoma Avenue was not replaced with the west side of the filling station remaining empty save for the grassy area. After 1947, a single story, concrete block commercial building replaced the house that was north of the Clem and Cliff Filling Station on South Fourth Street. The commercial building was erected on the south edge of Lot 8 in close proximity to the north wall of the Clem and Cliff Filling Station (photograph 0003).

**EAST FAÇADE** (photographs 0001 through 0003): The front (east) façade of the Clem and Cliff Filling Station faces onto South Fourth Street. The brick wall is a combination of blond brick
over red brick. A course of red soldier brick, incorporating the soldier brick sills underneath the two windows, separates the two colors of brick, creating a faux wainscoting. On the north side of the east wall is the historic service bay with a paneled wood overhead door. The door is in poor condition and partially boarded along the top. Over the door is a red soldier brick header. To the south of the overhead door is a single, industrial style, metal window with a center awning section. While the awning section of the window appears to have been replaced with a single pane, rather than the original four-lite, the three-lites to each side and underneath remain in place, although the lites have been painted with only one fully clear lite currently. South of the industrial style window is a large plate glass window that originally filled the entire opening. The lower portion of the opening has been infilled with vertical wood and a small two-lite window installed. The window currently has a wood frame, painted red to match the infill material. Like the service bay, the windows have red soldier brick headers and sills.

On the outside edges of the east elevation, there are narrow brick projections topped by red brick. Between the brick projections, the coping is dropped and covered with red ceramic tile. Off the coping extends a narrow, red, ceramic, Spanish tile, visor roof with a wood box cornice. Attached to the box cornice, towards the south side, is a double fluorescent light over the windows. On the south side, towards the upper side, is a green metal pendant light with a matching light around the corner on the south elevation.

SOUTH ELEVATION (photographs 0001, 0004 and 0005): The south elevation is the same combination of blond brick over red brick; however, the separating course of red brick is rowlock on the south elevation rather than the soldier brick as on the front façade. The upper wall of the south elevation is also ornamented the same with two small projections on the end separated by a red ceramic tile coping over a red, ceramic, Spanish tile visor roof. Also attached to the wood box cornice on the visor roof is a fluorescent light. Evidently both upper corners of the south elevation had metal pendant lights at one time; currently, only the east light remains in place. On the east side of the south elevation, what was a door and probably a window have been combined and partially infilled with vertical wood. The resulting opening contains two sliding glass take out windows separated by a center fixed window. Above this is one long rectangular fixed window over the west take-out window and center dividing window. Over the east take-out window is a smaller rectangular fixed window. Below the take-out windows is a continuous metal ledge. To provide some protection from the elements, a flat-roof metal awning extends off the south elevation. The awning is currently supported by two metal poles and wood framing on the sides. Previously, the awning had framing on the south, creating an enclosure with two door openings. To the west of the door, there is a small original window opening with a sliding metal window. The window has a red soldier brick header and a red rowlock brick sill. West of the window is a boarded door that is also topped by a red soldier brick header.

WEST ELEVATION (photographs 0005 and 0006): Unlike the two other visible elevations that are face brick, the west wall is common red brick. On the south side of the west elevation, there is a small rectangular window that has a rowlock brick sill and no header. To the north of this is a larger window opening that has been boarded. This window also has a rowlock brick sill and no header. West of the window are the metal utility boxes. West of this is a single, wood, slab, pedestrian door. On both outside edges of the west elevation are full-height metal scuppers and
downspouts. There are no brick corner projections or Spanish tile visor roof on the west 
elevation, as on the two street elevations. The upper wall is capped by a plain metal coping.

NORTH ELEVATION: The majority of the north elevation is obscured by the adjacent post-
1947 building. Because of the length and height of the adjacent building, it is not possible to 
photograph the north elevation of the Clem and Cliff Filling Station. As evident in photographs 
0001 and 0006, the north elevation has brick projections matching the other elevations. Although 
hard to distinguish, there does not appear to be a Spanish tile visor roof on the north elevation, 
instead the combination red and block brick upper wall has a simple metal coping, matching the 
west elevation (photograph 0007).

ALTERATIONS: The Clem and Cliff Filling Station has been altered by the addition of the 
avening on the east corner of the south elevation and modification to the openings to create a 
double take-out window. While most of the other windows in the building have been replaced, 
the basic fenestration pattern remains understandable. This is particularly true on the front of the 
building where the three original openings remain evident. The removal of the gas pump island is 
typical of service stations that have changed uses. Overall, the Clem and Cliff Filling Station 
retains the ability to convey its architectural significance as a Mission/Spanish Colonial Revival 
style, oblong box with a single bay type filling station.
Statement of Significance

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

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

Criteria Considerations
(Mark “x” in all the boxes that apply.)

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

Kay County, OK
County and State

Areas of Significance
(Enter categories from instructions.)

ARCHITECTURE

Period of Significance
1938

Significant Dates

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation
N/A

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

The Clem and Cliff Filling Station is eligible for the National Register of Historic Places under Criterion C as a good example of a Mission/Spanish Colonial Revival style, oblong box with a single bay type gasoline station. The Clem and Cliff Filling Station is the only filling station that is of this style and type remaining in Ponca City. The building is eligible at the local level. The period of significance of the building is 1938, corresponding to the period in which the building was constructed and, thus, achieved its architectural significance.

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

PONCA CITY BACKGROUND:

The city of Ponca City originated in 1893, following the Cherokee Outlet land run on September 16th of that year which opened the area to non-Native American settlement. The land comprising the Cherokee Outlet in what is now northwestern Oklahoma, excluding the panhandle, was given to the Cherokee tribe in 1828 by the federal government. Following the Civil War, as part of the Reconstruction Treaty of 1866, the Cherokee Nation conveyed the eastern one-third of the Outlet to the federal government for the purposes of relocating various other Native American tribes. The Cherokee tribe retained control of nearly six million acres of prime grassland in the remaining portion of the Outlet. This grassland became popular with cattlemen during the 1870s and 1880s for grazing purposes. The Cherokee tribe quickly began collecting grazing fees, allowing the Outlet to become a major economic support for the Cherokee government.\(^1\)

Despite the encroachment by cattlemen and others seeking to benefit from the area’s natural resources, the Cherokee Nation retained ownership of the Cherokee Outlet until the early 1890s. In 1889, the Jerome Commission, a federally-authorized committee, began to negotiate with the various Native American tribes holding “surplus” lands in what is now western Oklahoma. Typically, the government considered as surplus any land remaining after each man, woman and child of the tribe received an allotment of 160 acres. After much discussion, the Cherokee tribe finally agreed to cede ownership of the six million acres of surplus land in the Outlet in exchange for $8.5 million. This action paved the way for the Cherokee Outlet land run of September 16, 1893.\(^2\)

Prior to the Cherokee Outlet land run, Burton Seymour (B.S.) Barnes organized the Ponca Townsite Company in July 1893, after exploring the area and noting the presence of a natural spring and proximity to the existing railroad line. Making the run in a two-seater buggy, Barnes

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2 Gibson, Oklahoma, 179-180.
arrived at his anticipated townsite to find several people already on site. Securing their agreement to divide their claims into town lots, Barnes was successful in establishing a townsite. Within four days of the land run, the new town site was surveyed and on September 21, 1893, the drawing for town lots began. With over 2,300 certificates sold, the drawing took two days. After the drawing, a mass meeting elected B.S. Barnes as mayor and W.E. McGuire as town clerk. Within sixty days of the land run, the town boasted a new two-room schoolhouse and one church.³

Two other communities existed in the vicinity of the Ponca Townsite Company’s new townsite, aptly called “New Ponca.” Located about three miles north was the federal government townsite of Cross and, to the south, the Ponca Indian Agency, called Ponca by the federal government and White Eagle by locals. With a convenient ford across the Arkansas River, New Ponca quickly attracted many residents. Signifying its permanence, a post office for New Ponca was established on January 12, 1894. The post office officially changed the name of the community to “Ponca” on July 7, 1898 as the original Ponca post office, established in 1879 at the Ponca Indian Agency, changed its name to Whiteagle. On October 23, 1913, the name “Ponca City” was formally approved for the community by the United States Post Office.⁴

By September 1894, New Ponca secured a rail connection from the Atchison, Topeka and Santa Fe (Santa Fe) Railway Company, which previously only serviced the nearby community of Cross and the Ponca Indian Agency. This connection quickly spelled the doom for Cross as residents were induced to move to the thriving community of New Ponca. Cross continued to exist in some form until 1927 when the area was incorporated into the city limits of Ponca City.⁵

In 1900, New Ponca’s population stood at 2,528 residents. By the time of Oklahoma’s statehood in 1907, the number of citizens had grown by just one, bringing the total population to 2,529. Three years later, the official census recorded 2,521 citizens, a loss of eight persons. Related to oil developments, Ponca City’s population shot to 7,051 by 1920 and more than doubled to reach 16,136 in 1930. Growth slowed but did not halt during the turbulent years of the 1930s so that in 1940, the number of residents in the community reached 16,794. The war years also resulted in a notable increase in new citizens for the city. Reaching 20,180 in 1950, the population again flourished during the 1950s with a twenty-one percent population increase bringing the 1960 population to 24,441. Growth stabilized during the next two decades with the number of Ponca City residents reaching 26,238 in 1980.⁶

⁵ Souvenir Program, 8-12. See also WPA Guide, 356.
Until about 1910, Ponca City was economically dependent on the surrounding agricultural community. For years, the famed 101 Ranch operated nine miles south of Ponca City. Covering 110,000 acres, the ranch was home to the renowned 101 Ranch Wild West Show which continued to operate until the late 1920s. Even after 1910 and the discovery of oil in the area, Ponca City served as an “important grain and flour shipping point.” Through the early 1940s, the Ponca City Milling Company, owned by the Donahoe family, was considered one of the city’s largest industries.\(^7\)

Oil production in the area around Ponca City began prior to 1909 with discoveries on the Ponca Indian Reservation south of town and, to the east, on the Osage lands. This attracted the attention of several Pennsylvania oilmen, most notably E.W. Marland and L. H. (Lew) Wentz. Both of these oilmen enhanced Ponca City by providing numerous employment opportunities and financing various civic improvements, such as Marland’s Pioneer Woman Statue and Lew Wentz’s Ponca City Educational camp. With large oil fields in the vicinity, including the Ponca, Burbank and Shidler fields, and many oil-related industries in the area, Ponca City has continued to thrive for decades.\(^8\)

One of the large oil-related developments in Ponca City of lasting economic importance was the location of E.W. Marland’s immense refinery. The Marland Refining Company was taken over by the Continental Oil Company in 1929 when Marland’s oil prowess hit the skids. By 1941, the Continental Oil Company employed 2,500 workers in Ponca City and the refinery was characterized as “the largest in the state and one of the most modern in the world.” The name of the refinery had been changed to Conoco by that time, which operates today as Conoco-Phillips. By the mid-1930s, the Empire Oil and Refining Company, one of Henry L. Doherty plants, also operated a refinery in Ponca City, in addition to a host of smaller related industries.\(^9\)

Clem and Cliff Filling Station

The Clem and Cliff Filling Station was built in 1938 for Clement Vannest. The station was named for Clem and his son Cliff, the original proprietors. Vannest previously owned the Van’s Service Station at 123 North Pine Street (listed in the National Register as part of the Downtown Ponca City Historic District – NRIS 10001010), which he opened in 1923 after coming to Ponca City in 1920. Still extant at the corner of North Pine Street and West Cleveland Avenue, Van’s Service Station was a house with canopy type service station situated on the west end of Ponca City’s central business district. In 1938, when Vannest established the Clem and Cliff Filling Station on the southeast side of downtown Ponca City, his brothers, George and Andy, continued to operate Van’s Service Station through the 1950s.\(^10\)

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\(^7\) WPA Guide, 356. See also (no first name) Moore, “Ponca City,” (Available Ponca City Vertical File, Oklahoma Historical Society, Research Library, Oklahoma City, Oklahoma, n.d.), 2-3 and Souvenir Program, 32.

\(^8\) WPA Guide, 188-189.


\(^10\) The Ponca City (Oklahoma) News, April 8, 1954 and September 6, 1954.
Clem Vannest purchased Lots 9 and 10 of Block 4 of the Lynchville Addition to Ponca City on June 4, 1938. Vannest bought the land from the Marland Estate Incorporated for an undisclosed amount. The Marland Estate Incorporated was a holding company organized in 1928-1929 by E. W. Marland and his wife, Lyde Marland. The development of the holding company coincided with Marland’s 1928 ouster from the Marland Oil Company and its subsequent absorption by Continental Oil Company, or Conoco, in 1929.  

In a warranty deed dated November 19, 1928, but not filed until September 7, 1929, the Marlands transferred their private land holdings, excepting the Marland Mansion and associated grounds, to the Marland Estate Incorporated. The Marland Estate Incorporated was organized as a state of Delaware corporation in November 1928 with H. L McCracken of Ponca City as president. Original stockholders included A. L. Miller, A. V. Lane and C. S. Peables, all of Delaware. The charter for the corporation granted “rights to drill for oil and gas; locate, lay out and improve townsites; buy and sell real estate in cities and towns; construct, maintain and operate polo fields, horse show grounds, golf courses and facilities for other public sports not prohibited by law; engage in the business of raising and training polo ponies and race horses and dispose of the same; and deal in stocks and bonds and mortgages.” Among the private holdings transferred to the Marland Estate Incorporated were Marland’s “famous golf course here (Ponca City)….; portions of Hillcrest and Acre Home additions, land adjoining the Ponca City hospital, several hundred acres of land immediately outlying Ponca City, and numerous tracts within the city itself,” including Lots 9 and 10 of Block 4 of the Lynchville Addition where the Clem and Cliff Filling Station were constructed.

E. W. Marland purchased the land that would eventually be occupied by the Clem and Cliff Filling Station from Ida May Crossfield in May 1922. With a house that predated 1919, the building on the site remained a small residence located on Lot 10 only through at least 1931 based on the Sanborn Fire Insurance Maps. However, the house, addressed as 218 South Fourth Street, was not listed in the 1936 or 1938 Ponca City directories; indicating that the house was gone by that time. Based on this information and taking into consideration that the Marland Oil Company ceased to exist in 1929, the Clem and Cliff Filling Station was not ever associated with the Marland Oil Company, as suggested by documentation of the property as the “Marland Station” in the Oklahoma Landmarks Inventory.

In constructing his new service station, Vannest selected a progressive 1930s type of gasoline station over the previously popular 1920s house with canopy type of his original station. In the 1920s, the second most popular type of filling station was the house with

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11 Warranty Deed, Marland Estate Incorporated to C. T. Vannest, June 4, 1938, filed for record at the County Clerk’s Office, Kay County Courthouse, Newkirk, Oklahoma. See also The Daily Oklahoman, (Oklahoma City, Oklahoma), September 20, 1929.
12 Warranty Deed, E. W. Marland et ux to Marland Estate Incorporated, November 10, 1928, filed for record at the County Clerk’s Office, Kay County Courthouse, Newkirk, Oklahoma. See also The Daily Oklahoman, September 20, 1929.
canopy, coming after the curbside type of station as ranked by John A. Jakle and Keith A. Sculle in *The Gas Station in America*. While the oblong box type of gasoline station ranked near the bottom of popularity in the 1930s when it was introduced, the popularity of the oblong box jumped to the top in the 1940s and held its top ranking through the 1980s.¹³

The oblong box type of filling station had its roots in the economic depression of the 1930s. With gasoline sales declining, stations expanded their product lines to include tires, batteries and accessories. To accommodate the additional products, stations required larger display and storage spaces. The repair of automobiles was also a profitable sideline, requiring interior spaces with large openings referred to as service bays. As part of the evolution from the house type station, the roofs changed from hipped and gabled to flat and the office space was “enlarged and integrated with the service bays.”¹⁴

While the Clem and Cliff Filling Station was not corporate owned, Vannest had “been a Conoco dealer ever since 1929.” As part of its absorption of the Marland Oil Company, Conoco took over the red triangle company logo and changed the emblazoned “Marland” to “Conoco.” As shown in the advertisements for the Clem and Cliff Filling Station in the mid-1940s, the uniforms worn by Clem and Cliff prominently featured the Conoco logo.¹⁵

Gasoline stations went up rapidly and frequently changed names and owners in the first half of the twentieth century. In 1936, thirty-seven gasoline stations were listed in the Ponca City directory. In 1938, as the Clem and Cliff Filling Station was built, the number of gasoline stations in the city directory jumped to forty-seven, not including the Clem and Cliff Filling Station. Two years later with the Clem and Cliff Filling Station listed at 220 South Fourth Street, the number of gasoline stations listed in Ponca City fell to forty-five.¹⁶

Of the forty-seven gasoline stations listed in the 1938 Ponca City Directory, more than half are no longer extant. Of the approximately twenty-two still standing, four retain sufficient historic characteristics to express their original architectural form as small filling stations. None of these, however, exhibit the distinctive Mission/Spanish Colonial Revival style of the Clem and Cliff Filling Station. Van’s Service Station at the corner of Pine Street and Cleveland Avenue was identified as Tudor Revival in the Downtown Ponca City Historic District documentation; however, the building is a relatively plain example of a house with canopy type station. The John Murray Service Station at 523 West Grand Avenue is another house with canopy type station that lacks stylistic detailing. The original hipped roof John Murray Service Station was also later expanded.

¹⁴ Ibid, 144.
¹⁶ City Directories, Ponca City, Oklahoma, 1936, 1938 and 1940 (available *Ancestry*).
Clem and Cliff Filling Station

by a three-bay, flat-roofed, service addition on the east side. The Phillips Petroleum Company Station, known as the Basil E. Turner Station in 1938 and William E. Chisholm Station in 1940, at 126 South Pine Street is a good example of the company’s Tudor Revival style, house with bay type station. The Clarence M. Cockrell Station at 303 East South Avenue is an unusual example of an oblong box that includes a hipped roof over the office area and a flat roof over the two bays. The Cockrell Station also lacks a distinctive style.

Another station listed in the 1938 directory under gasoline stations but not in the 1940 directory was the Firestone Auto Supply and Service Stores at 315 East Cleveland Avenue (included as 313 East Cleveland Avenue in the Downtown Ponca City Historic District – NRIS 10001010). Constructed in about 1925 according to the Downtown Ponca City Historic District documentation, the Firestone Auto Supply and Service Stores is also an example of a Mission/Spanish Colonial Revival style service station. However, the Firestone Auto Supply and Service Stores building lacks the highly characteristic Spanish ceramic tile that is on the Clem and Cliff Filling Station. As a substitute for the red tile, red colored brick was used in the upper wall of the Firestone Auto Supply and Service Stores to simulate the red tile. The form of the Firestone building is also significantly larger than the Clem and Cliff Filling Station. The office and display portion of the Firestone building is an oblong box but the three attached service bays are set perpendicular to the office to form an L-shaped building.

The Clem and Cliff Filling Station is a distinctive example of a Mission/Spanish Colonial Revival style, oblong box with a single bay type filling station in Ponca City. The style of the building is exemplified in the use of red ceramic clay tile and the distinctive visor roofs. The combination of blond and red brick also reinforces the southwest influence of the building, although a more common wall material for this style of building is stucco. The Clem and Cliff Filling Station, thus, merits recognition for its architectural significance by listing in the National Register of Historic Places.
9. Major Bibliographical References

City Directory. Ponca City, Oklahoma. 1930 (available Ponca City Public Library, Ponca City, Oklahoma) and 1936, 1938 and 1940 (available Ancestry).


Moore, (No First Name). “Ponca City.” Available Ponca City Vertical File, Oklahoma Historical Society, Research Library, Oklahoma City, Oklahoma, n.d.


Souvenir Program: Ponca City, Oklahoma, Cherokee Strip Celebration, September 16, 1941. Available Ponca City Vertical File, Research Library, Oklahoma Historical Society, Research Library Oklahoma City, Oklahoma, 1941.


Clem and Cliff Filling Station
Name of Property

Kay County, OK
County and State

Previous documentation on file (NPS):

___ preliminary determination of individual listing (36 CFR 67) has been requested
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey #__________
___ recorded by Historic American Engineering Record #__________
___ recorded by Historic American Landscape Survey #______

Primary location of additional data:
  X State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other
  Name of repository: _______________________________________

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property ___ Less than 1 Acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:__________
(enter coordinates to 6 decimal places)

  1. Latitude: 36.701644              Longitude: -97.080360

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

Lots 9 and 10, Block 4, Lynchville Addition to the City of Ponca City.

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes the property historically associated with the Clem and Cliff Filling Station.
Form Prepared By

name/title: Cynthia Savage, Architectural Historian, for  
organization: City of Ponca City

street & number: 346 County Road 1230

city or town: Pocasset state: OK zip code: 73079

e-mail: archconsulting.savage@yahoo.com

telephone: 

date: March 2020

Additional Documentation

Submit the following items with the completed form:

- Maps: A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.

- Sketch map for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- Additional items: (Check with the SHPO, TPO, or FPO for any additional items.)
Photographs

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

Photo Log

Name of Property: Clem and Cliff Filling Station
City or Vicinity: Ponca City
County: Kay
State: OK
Photographer: Cynthia Savage
Date Photographed: 19 November 2019

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

Photo 0001: Sign, south (left) and east (center) elevations, camera facing northwest
Photo 0002: South (left) and east (center) elevations, camera facing northwest.
Photo 0003: East (front) elevation, camera facing southwest.
Photo 0004: South (center) and east (right) elevations, camera facing northwest.
Photo 0005: West (left) and south (center) elevations, camera facing northeast.
Photo 0006: West (center) and south elevation (right background), camera facing northeast.
Photo 0007: Adjacent building (left), North (center) and west (right) elevations, camera facing southeast.

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.
Clem & Cliff Filling Station
220 South 4th Street
Ponca City, Kay County, Oklahoma
Latitude: 36.701644 Longitude: -97.080360

Google Earth
© 2020 Google
Clem & Cliff Filling Station

220 South 4th Street
Ponca City, Kay County, Oklahoma
Latitude: 36.701644 Longitude: -97.080360

Legend
- Approximate Boundary

Google Earth
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Clem & Cliff Filling Station

220 South 4th Street
Ponca City, Kay County, Oklahoma
Latitude: 36.701644 Longitude: -97.080360

Google Earth © 2020 Google
Clem and Cliff Filling Station
Name of Property
Kay County, Oklahoma
County and State
N/A
Name of multiple listing (if applicable)

Section number 11     Page 1

OK_KayCounty_ClemAndCliffFillingStation_0001
Clem and Cliff Filling Station

Name of Property
Kay County, Oklahoma

County and State
N/A

Name of multiple listing (if applicable)

OK_KayCounty_ClemAndCliffFillingStation_0002
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 11 Page 3

Clem and Cliff Filling Station
Name of Property
Kay County, Oklahoma
County and State
N/A
Name of multiple listing (if applicable)

OK_KayCounty_ClemAndCliffFillingStation_0003
Clem and Cliff Filling Station
Name of Property
Kay County, Oklahoma
County and State
N/A
Name of multiple listing (if applicable)

Section number 11 Page 4

OK_KayCounty_ClemAndCliffFillingStation_0004
Clem and Cliff Filling Station
Name of Property
Kay County, Oklahoma
County and State
N/A
Name of multiple listing (if applicable)

Section number 11  Page 5

OK_KayCounty_ClemAndCliffFillingStation_0005
Clem and Cliff Filling Station

Name of Property: Clem and Cliff Filling Station

County and State: Kay County, Oklahoma

Name of multiple listing (if applicable): OK_KayCounty_ClemAndCliffFillingStation_0006
Clem and Cliff Filling Station
Name of Property
Kay County, Oklahoma
County and State
N/A
Name of multiple listing (if applicable)

OK_KayCounty_ClemAndCliffFillingStation_0007