

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Santa Fe Depot

and/or common Drumright Oil Museum

2. Location

street & number Broadway ^{and} & Harley Streets [Ⓞ] _____ not for publication

city, town Drumright _____ vicinity of _____ congressional district No. 2

state Oklahoma code 40 county Creek code 037

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name City of Drumright

street & number City Hall

city, town Drumright _____ vicinity of _____ state Oklahoma

5. Location of Legal Description

courthouse, registry of deeds, etc. Office of County Clerk

street & number Creek County Courthouse

city, town Sapulpa _____ state Oklahoma

6. Representation in Existing Surveys

title Cushing Historic Oil Field Survey has this property been determined eligible? yes no

date 1980 _____ federal state _____ county _____ local

depository for survey records Oklahoma Historical Society - State Historic Preservation Office

city, town Oklahoma City _____ state Oklahoma

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Santa Fe Depot in Drumright, Oklahoma was completed on January 1, 1916. The overall dimensions of the building are 24' x 104' with 13' ceilings. The original wood clapboard siding has been retained, however, the shake shingles were replaced with composition shingles in 1964 when the city of Drumright assumed ownership of the building.

The back (east) side of the building contains four single windows, one double sash window 6/9, two freight loading doors, and a door added in 1964 as an entrance to the museum.

The front (west) side of the depot includes the bay window, 6/9, with a gabled dormer over it. The bay window served as the ticket booth for passenger service. A freight loading door is located north of the ticket window.

The south end contains three 6/9 sash windows and above them is the original "Drumright" depot identification plate. There are four scrolled brackets in the eaves. An addition was made to the north end in 1965 to house the number of museum holdings. It is a 24' x 25' tin shed which is painted the same color as the clapboard siding of the depot. It could be removed without harm to the original building. There are two interior chimneys adorning the roof line, both of which have corbelled-type caps.

The interior has been altered to fit the needs of the museum, however, no interior walls have been removed and interior decoration has been kept to a minimum. Consequently, one perceives the feeling of the original depot upon entering the building.

The depot is well-landscaped with a number of trees and shrubs. On the east side, there is a dirt parking area for museum visitors. The west side contains several pieces of oil-field equipment dating from the 1912-1920 boom period. The outdoor museum pieces include a portable wooden drilling rig, an oil field wagon, and several pumpers representing Getty, Sinclair, and Tidal Oil Companies. The abandoned railroad bed is still visible on the west side of the building although the tracks were removed by Santa Fe in 1964.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
	<input type="checkbox"/> invention			

Specific dates 1916 - Present **Builder/Architect** Santa Fe Railroad

Statement of Significance (in one paragraph)

The Santa Fe Depot is significant because (1) it represented the first railroad terminus in the Cushing Oil Field of Oklahoma and (2) it served the city of Drumright, Oklahoma for almost 50 years as a freight and passenger train focal point.

The Santa Fe and Oil Field Railroad was the first railroad to enter the vast Cushing Oil Field of Oklahoma. It provided transportation for oil field equipment including engines, casing pipe, heavy tools, and massive boilers weighing seven tons. Furthermore oil industry businessmen were able to reach the field much more quickly than in previous years when the only transportation into the field was by horse and wagon via dirt roads.

Frank Brown and R.D. Long, two Drumright businessmen, saw the need for improved transportation into the Cushing Oil Field because there was only one dirt road leading into the core area of the Cushing Oil Field, north of Drumright. The dirt road became a quagmire during wet weather and three deep creeks had to be forded by teams of horses and wagons.

Brown and Long began construction of a railroad line from Cushing, twelve miles to the west of the oil field, toward Drumright, site of the first wells in the field. After securing the right-of-ways, they sold their holdings to the Santa Fe Railroad for \$500,000. Santa Fe named its acquisition the Santa Fe and Oil Field Railroad, and completed the long awaited line from Cushing to Drumright on June 10, 1915.

Construction of the Santa Fe Depot began April 1, 1915 and was completed January 1, 1916. The depot handled oil field equipment freight, passenger service, and tank cars which hauled the Cushing crude oil to refineries in Texas, Kansas, and Indiana.

The Santa Fe Depot continued both freight and passenger service until June, 1930. Declining oil production forced Santa Fe to reduce its service to mixed freight and passenger service until June 3, 1946 when passenger service was discontinued. Freight service was continued until January, 1964 when the depot and railroad line were terminated by Santa Fe. The depot was given to the city of Drumright which restored the building and converted it into the Drumright Oil Field Museum which has housed oil field memorabilia for the past 16 years.

9. Major Bibliographical References

Lloyd, Heather M., "Oklahoma's Cushing Oil Field," M.A. Thesis, Oklahoma State University, 1976.

Office of Santa Fe Railway - Personnel Correspondence, June, 1980, Topeka, Kansas.

10. Geographical Data

Acreage of nominated property under one acre

Quadrangle name Drumright, OK

UTM NOT VERIFIED
ACREAGE NOT VERIFIED
Quadrangle scale 7.5 min.

UMT References

A

1	4	7	1	6	5	4	0	3	9	8	5	1	8	0
Zone		Easting				Northing								

B

Zone		Easting				Northing									

C

Zone		Easting				Northing									

D

Zone		Easting				Northing									

E

Zone		Easting				Northing									

F

Zone		Easting				Northing									

G

Zone		Easting				Northing									

H

Zone		Easting				Northing									

Verbal boundary description and justification

Block 7, Drumright Amended Edition, Lots 5, 6, 7

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	code
state		code	county	code

11. Form Prepared By

name/title Robert Sweet Supervised by Dr. George O. Carney

organization Cushing Oil Field Survey date 11/25/80

street & number Oklahoma State University telephone 405-624-6248

city or town Stillwater state Oklahoma

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature H. Glenn Jordan

title SHPO date 1/21/81

For HGCRS use only	
I hereby certify that this property is included in the National Register	
<u>Lynn A. Reese</u>	date <u>April 2, 1981</u>
Keeper of the National Register	
Attest:	date
Chief of Registration	