

**United States Department of the Interior
National Park Service**

For NPS use only

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

received JUL 5 1985
date entered AUG 5 1985

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

1. Name

historic Sinclair Loading Rack

and or common

2. Location

street & number N/A not for publication

city, town Seminole X vicinity of

state Oklahoma code 40 county Seminole code 133

3. Classification

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

4. Owner of Property

name Atlantic Richfield Corporation - ARCO Oil and Gas

street & number P.O. Box 521 ATTN: Raymond Kuklenski

city, town Tulsa N/A vicinity of state Oklahoma

5. Location of Legal Description

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

street & number Seminole County Courthouse

city, town Seminole state Oklahoma 74868

6. Representation in Existing Surveys

title Oklahoma Landmarks Inventory has this property been determined eligible? yes no

date 1984 federal state county local

depository for survey records State Historic Preservation Office

city, town Oklahoma City state Oklahoma 73105

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" 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 Sinclair Loading Rack is an industrial structure consisting of an elevated walkway, approximately 1500' long and 5' wide, and a series of vertical standpipes (filling lines), valves, and loading arms attached to both sides of the walkway. The loading rack complex, located between two side tracks of the Chicago, Rock Island, and Pacific Railroad, is used for filling railroad tank cars from the top.

The base of the vertical standpipes are connected to a standard 4" oil field pipeline, running parallel to the sidetracks, which transports the crude oil from two nearby storage tanks. The vertical standpipes are approximately 15' high and are spaced apart along the pipeline to conform with the standard length of railroad tank cars (32'4").

Each vertical standpipe has a swivel jointed loading arm that extends to the tanker hatch, or turret. By this means an entire train of tank cars may be loaded from the same pipeline at one time. The Sinclair Loading Rack could load up to 40-50 tank cars at one time. The operator walked from car to car on the walkway checking his flow lines. When a tank car was topped out, the hatch was closed and sealed. Centrally located on the walkway is a loading dock house which is approximately 5' x 5'. It has a gabled roof and the sides and roof are covered with corrugated metal. Storage space for tools, records, and protection from the weather were provided by the loading dock house.

The flow of oil from the pipeline into the tank cars was accomplished either by use of gravity or a pumping system. Because the terrain was too level to permit the use of gravity, Sinclair Oil Company used an oil-line pumping system for their loading rack located approximately two miles southeast of Seminole.

The Sinclair Loading Rack was used from the time of its construction in 1928 until the 1950s to transport crude oil to distant refineries. By this time, usage of railroad tank cars for transportation of crude oil to refineries declined because more elaborate pipeline networks were built to connect crude oil production areas to distant refineries. Furthermore, Sinclair Oil and Gas began using the nominated property to load natural gas and propane from its gas processing plant near Seminole (city) to be shipped to consumption centers. During this period of conversion from crude oil to natural gas byproducts, the Sinclair loading rack system was renovated to accommodate the different type of fuels to be shipped. New connecting pipelines were installed and several vertical standpipes and loading arms were replaced.

Although discontinued in 1970, the Sinclair Loading Rack system of standpipes, loading arms, walkway, and dock house remains intact and still retains the green and white trim paint colors used by the Sinclair Oil and Gas Company. It stands as a vital educational resource concerning historic industrial structures built during the oil boom periods and provides educational information about the transportation and industrial history of the Seminole Oil Field.

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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1928-1934 **Builder/Architect** Sinclair Oil Company-Builder

Statement of Significance (in one paragraph)

The Sinclair Loading Rack is historically significant because it is the oldest and best preserved example of this type of industrial structure in the Seminole Oil Field.

On July 17, 1926, the Fixico No. 1 oil well, located half a mile east of Seminole, was brought in as a gusher flowing 10,000 barrels of high grade crude every 24 hours. Drilled at a depth of 4,073', it had penetrated the true Wilcox zone, which was to become the most prolific oil bearing formation in the Seminole Oil Field. With the discovery of Fixico No. 1, the Seminole Oil Field, one of the most important fields in American petroleum history, was opened.

Shortly thereafter, the Sinclair Oil and Gas Company opened Sinclair's No. 2 Amos-B, another true Wilcox sand well, which was producing at a rate of 40 barrels per hour. Sinclair was one of the major producers in Oklahoma having started in the Glenn Pool Field, south of Tulsa, in 1906.

Because of the immediate need for transportation facilities to ship the crude oil to distant refineries and the fact that there were no large scale, long distance pipelines yet constructed, the most feasible method of transportation was by railroad tank car. Therefore, the Chicago, Rock Island, and Pacific Railroad, the only railway serving the area at the time of the boom, became the major shipper of crude oil to refineries.

Because of the large quantities of crude oil being shipped by tank car, it was necessary to build special loading racks to facilitate the loading of an entire train of tank cars. Sinclair Oil and Gas Company, which held numerous leases in the Seminole Field, created such a loading rack in 1928 on the Chicago, Rock Island, and Pacific railway line about two miles southeast of Seminole. It was centrally located in the Seminole Field between Seminole and Wewoka.

From 1928 to 1934, peak production years of the Greater Seminole Field, the Sinclair Loading Rack was instrumental in the process of transporting crude oil to distant refineries and markets. Although crude oil production declined after 1934, the nominated property continued to serve the Seminole leases owned by Sinclair. Loading crude oil remained its primary function until the 1950s when Sinclair began using it to load natural gas and propane for shipment from its gas processing plant near Seminole (city) to consumption centers.

Although use of the Sinclair Loading Rack was discontinued in 1970, the entire system of vertical standpipes, loading arms, walkway, and loading dock house remains intact. The loading rack complex retains the green and white trim, colors used by the Sinclair Company.

The Sinclair Loading Rack stands as a vital historic structure in the industrial and transportation history of the Seminole Oil Field.

9. Major Bibliographical References

- Lagenkamp, Robert B., The Illustrated Petroleum Reference Dictionary, Tulsa: Pennwell Books, 1980.
- Uren, Lester C., Petroleum Production Engineering. New York: McGraw-Hill Co., 1939.
- Interview: Glover Mainord, July, 1984.

10. Geographical Data

Acree of nominated property less than one acre

Quadrangle name Seminole, OK

Quadrangle scale 1:24,000

UTM References East End

West End

A

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

B

1	4	7	1	4	0	2	5	3	9	0	0	0	2	0
Zone		Easting				Northing								

C

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D

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G

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H

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Verbal boundary description and justification

(continuation sheet)

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 Mark Miller Supervised by Dr. George O. Carney

organization Department of Geography date February, 1985

street & number Oklahoma State University telephone 405-624-6250

city or town Stillwater state Oklahoma 74078

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 National Park Service.

State Historic Preservation Officer signature C E Metcalf date 6/21/85

title date

For NPS use only

I hereby certify that this property is included in the National Register

William B. Bushong date 8/5/85
Keeper of the National Register

Attest: date

Chief of Registration

**United States Department of the Interior
National Park Service**

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Inventory—Nomination Form**

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received

date entered

Continuation sheet Verbal Boundary

Item number 10

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From the southeast corner of the NE¹/₄, NE¹/₄ of Section 35, T.9.N, R.6.E., proceed due south 70' to the Chicago, Rock Island, and Pacific railroad track. From there proceed northwest 334' along the said track to the "turnout" and point of beginning. Proceed along runout, following the outer or northernmost track until it reconnects with the main CRI & P track. From there proceed southeast along the said track approximately 1,804' to the point of beginning.