

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: Oklahoma	
COUNTY: Pittsburg	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
MAR 7 1973	

1. NAME

COMMON:
Blackburn's Station *Site*

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
c. 9 m. ESE of

CITY OR TOWN:
Pittsburg (SE/4 SE/4 Sec. 5, T 2 N, R 15 E)

STATE: Oklahoma CODE: 40 COUNTY: Pittsburg CODE: 121

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Site <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input checked="" type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No

4. OWNER OF PROPERTY

OWNER'S NAME:
John L. Pearre, et al

STREET AND NUMBER:
3506 N. 45th St RFD

CITY OR TOWN: McAlester STATE: Oklahoma CODE: 40

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Office of the County Clerk

STREET AND NUMBER:
Pittsburg County Courthouse

CITY OR TOWN: McAlester STATE: Oklahoma CODE: 40

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Report on the Butterfield Overland Mail

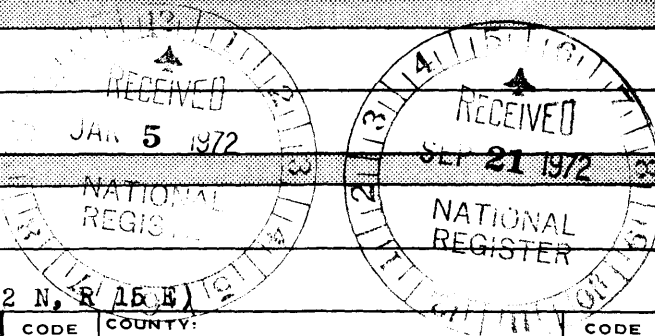
DATE OF SURVEY: 1958 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Oklahoma Historical Society

STREET AND NUMBER:
Historical Building

CITY OR TOWN: Oklahoma City STATE: Oklahoma CODE: 40

SEE INSTRUCTIONS



STATE: Oklahoma

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DATE

7. DESCRIPTION

CONDITION

(Check One)

Excellent Good Fair Deteriorated Ruins Unexposed

(Check One)

Altered Unaltered

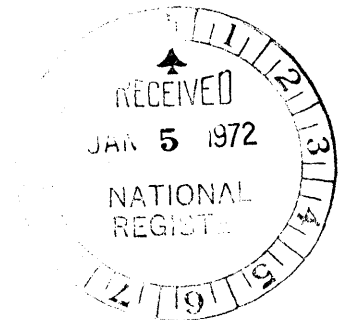
(Check One)

Moved Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

As late as 1930 one could still locate a heap of chimney stones in a small clearing beside an abandoned road - the last physical evidence of Blackburn's Station, No. 6 of the twelve stands established by the Butterfield Overland Mail along its slashing 192-mile route across Indian Territory from Fort Smith to Red River. Today even the site itself cannot be located precisely with absolute certainty. And, ironically, one inhibiting factor is the terrain changing that has accompanied construction of the Indian Nations Turnpike, a smooth, multi-laned communications great-grandchild of the "rough and stony" Butterfield route itself.

Indications of the latter can still be found in this area, however. And, as mentioned in No. 8, the all-but-obliterated Brushey Cemetery gives a clue as to the location of the Brushey community. A short distance to the southwest, in the same section, is the Colbert crossing on Brushey Creek. But such permanent materials as were used in the various buildings of the town and stage station have long since been scattered, some to be removed and re-used in other structures in the area.



SEE INSTRUCTIONS

SIGNIFICANCE

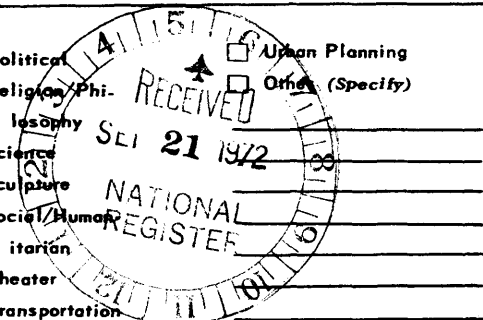
PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1858-1861

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | |
|--|---------------------------------------|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Science |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Sculpture |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Literature | <input type="checkbox"/> Social/Humanitarian |
| <input checked="" type="checkbox"/> Communications | <input type="checkbox"/> Military | <input type="checkbox"/> Theater |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | <input checked="" type="checkbox"/> Transportation |



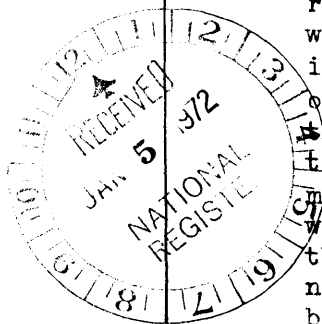
STATEMENT OF SIGNIFICANCE

So far as the written word is concerned, Blackburn's Station depends primarily on the prose of Waterman L. Ormsby. In 1858 the doughty New York Herald Tribune correspondent rode the inaugural west-bound stage of the Butterfield Overland Mail on its contracted 2,795-mile mail/passenger route between St. Louis and San Francisco. Ormsby had left Sept. 16 and by the night of Sept. 19, he writes, "I had travelled continuously without accident, both night and day, at a pretty rapid rate." Then, a few miles out of Blackburn's, all that changed. And he admits to thinking "all hopes for a quick trip of the first overland mail were at an end."

The trouble, apparently, was "a splendid team of horses" -- hitched up at the last station, Pusley's -- and "our driver's ambition to make good time." Ormsby records what followed like this:

We . . . had been spinning over the rolling prairies at a rapid rate . . . We now came to a patch of woods through which the road was rough and stony. But our driver's ambition to make good time overcame his caution. The moon shone brightly, but its light was obstructed by the trees, and the driver had to rely on his knowledge of the road for a guide. To see the heavy mail wagon whizzing and whirling over the jagged rocks, through such a labyrinth, in comparative darkness, and to feel oneself bouncing now on the hard seat, now against the roof, and now against the side of the wagon, was no joke I can assure you, though I can truthfully say that I rather liked the excitement of the thing. But it was too dangerous to be continued without accident, and soon two heavy thumps and a bound of the wagon, that unseated us all, and a crashing south denoted that something had broken. We stopped and examined, but found no damage except a broken seat, and proceeded to the station. Here a further examination, to our astonishment, disclosed the fact that the pole or tongue of the wagon was badly split. It was a mystery to me how we ever reached the station without completing its destruction. It took more time to mend it than our ambitious driver saved. Moral, - "make haste slowly."

SEE INSTRUCTIONS



9. MAJOR BIBLIOGRAPHICAL REFERENCES

Conkling, Roscoe P. and Margaret B., The Butterfield Overland Mail 1857-1869, The Arthur H. Clark Co., 1947, pp. 257-259
 Ormsby, Waterman L., The Butterfield Overland Mail, Edited by The Huntington Library, 1942
 Wright, Muriel H., "Historic Places on the Old Stage Line from Fort Smith to Red River," The Chronicles of Oklahoma, Vol. XI (1933), p. 81
 --- Report on the Butterfield Overland Mail, A Special Committee Report, The Chronicles of Oklahoma, Vol. XXXVI (1958), pp. 459-460

10. GEOGRAPHICAL DATA

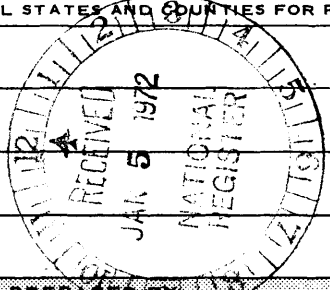
LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		34 ° 41 ' 05 "	95 ° 44 ' 39 "	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

*No
JTM
HF*

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **5 acres**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: **Kent Ruth**

ORGANIZATION: **Oklahoma Historical Society** DATE: **December 1971**

STREET AND NUMBER: **Historical Building**

CITY OR TOWN: **Oklahoma City** STATE: **Oklahoma** CODE: **40**

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name: *[Signature]*

Title: Liaison officer for state

Date: DEC 2 1971

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

[Signature]
 Chief, Office of Archeology and Historic Preservation

Date: 3/7/73

ATTEST:

[Signature]
 Keeper of The National Register

Date: 3.5.73

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
Oklahoma	
COUNTY	
Pittsburg	
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	MAR 7 1973

(Number all entries)

No. 8 Significance

Blackburn's Station

When they traced out the Butterfield route in 1930, the Conklings could find only some chimney stones and a nearby cemetery. They put down their findings this way:

As early as October, 1858, a small settlement known as "Brushy," evidently named for the near-by flowing creek, existed in the vicinity that may have included Blackburn's within its borders. In a thick wood southwest of the station site are a number of old graves. This is said to be old Brushy cemetery. In 1858, one J. G. Blackburn kept a store at Brushy, and judging from the numerous consignments of merchandise to him at that place, waybills of which were found among the records of the old commission house of O. C. Wood & Company of Fort Smith, he carried on an extensive trade for that day.

Blackburn's Station, however, perhaps a half-mile northeast of the cemetery, was at the home of Casper B. Blackburn. A Missourian, he had moved to Indian Territory some years before, married a Choctaw woman. The Civil War ended Butterfield service, of course. And after the war Blackburn acquired a ranch near present-day Kiowa, some miles to the northwest. Brushy in the meantime did acquire a post office, in July 1869, with Friederick Schmallfield appointed postmaster.

Today Blackburn's Station has virtually disappeared, and even the nearby community it helped to support is not easy to find in what is still a relatively rugged, hilly section of old Indian Territory. Yet a century and more ago it was an important link in a continent-spanning chain of communications that still represents ^{one} of the nation's most dramatic commercial ventures. As such it would seem worthy of National Register designation.

