

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

(Type all entries - complete applicable sections)

STATE: Oklahoma	
COUNTY: Atoka	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
APR 13 1972	

**1. NAME**

COMMON:  
Waddell's Station

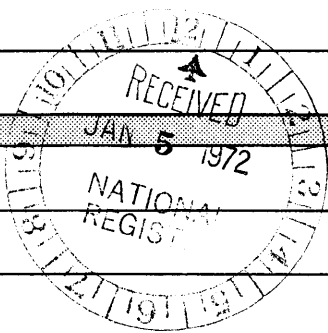
AND/OR HISTORIC:

**2. LOCATION**

STREET AND NUMBER:  
c. 3 m. SW of

CITY OR TOWN:  
Wesley (Sw/4 Sec. 10, T 1 N, R 13 E)

STATE Oklahoma	CODE 40	COUNTY: Atoka	CODE 005
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**3. CLASSIFICATION**

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input 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 checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input 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 checked="" type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____
		<input type="checkbox"/> Comments	_____

**4. OWNER OF PROPERTY**

OWNER'S NAME:  
Glen Elliott

STREET AND NUMBER:  
Route 2, Box 69

CITY OR TOWN: Pittsburg	STATE: Oklahoma	CODE 40
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**5. LOCATION OF LEGAL DESCRIPTION**

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

STREET AND NUMBER:  
Atoka County Courthouse

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

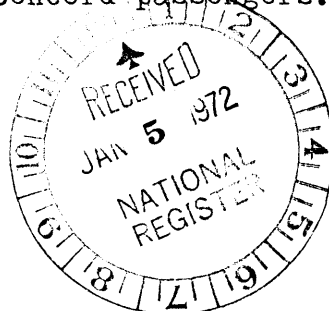
All we know of the physical appearance of Waddell's is what the Conklings were able to determine in 1930 (cf. No. 8), some 70 years after the station was in use. The site was known at that time as "the old Beale place." They described it as follows:

The Beale log house stands on the north side of the mail road, which at this point is an improved country road and still is today. Very little has been learned of the Beale family who once occupied the place. Numerous authorities claim that the house is the original Waddell's station building, having been built several years before the Civil War. The house is certainly a very old one and its location on the road corresponds to the distance of sixteen miles from Blackburn's. If the old Beale house is not the original station home, it certainly stands on or very near the original site.

The house is a well preserved example of the pre-war type of log house to which period it appears to belong. It is a one-story, double log house with an open hall. The dimensions of the two main rooms are approximately twelve by thirteen feet, and the hall is nine feet wide. The two outside chimneys are constructed of partly dressed slabs of limestone. The exterior of the house has been weatherboarded, and an addition has been attached to the rear. The present stable buildings nearly opposite the house, stand on the site of older structures.

Unfortunately, even this believed-to-be original house has now been replaced by another. The site today offers only an overgrown cemetery plot (about 100 yards to the east) and the original well. However, the Oklahoma Historical Society's official on-site marker -- beside the present road, just south-east of the Elliott farm home (which replaced "the old Beale house") -- is under a large bois d'arc tree that could, just possibly, be of Waddell's Station vintage. According to the Conklings' determination, the present country road serving this McGee Creek area runs on or near that used by the Butterfield stages. And the countryside itself, now sparsely occupied, must also appear much as it did to the early Concord passengers.

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

STATEMENT OF SIGNIFICANCE

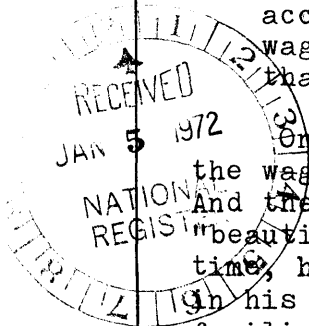
Unfortunately, the first west-bound stage of the Butterfield Overland Mail passed through Waddell's Station (No. 7 of the 12 dotting the 192-mile route across Indian Territory from Fort Smith to Red River) in the middle of the night. As a result, the New York Herald Tribune correspondent Waterman L. Ormsby, who made that historic 1858 junket and left a memorable account of its trials and tribulations, provides precious little information on the stand. East of Blackburn's (Station No. 6) the natural desire of the stage driver to hurry -- thus building up a reputation for dispatch for the company -- had led to one of many minor crises to pop up en route. Here's the way Ormsby describes it:

The moon shone brightly, but its light was obstructed by the trees, and the driver had to rely much on his knowledge for a guide. To see the heavy mail wagon whizzing and whirling over the jagged rock, through such a labyrinth, in comparative darkness, and feel oneself bouncing - now on the hard seat, now against the roof, and now against the side of the wagon - was no joke, I 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 sound, denoted that something had broken.

One of the seats had indeed broken. And, more importantly, the wagon tongue had split. Repairs were made at Blackburn's. And then a drive of two hours brought the mail wagon through the "beautifully clear and bright" night to Waddell's. In the meantime, however, our reporter had finally managed to fall asleep on his blankets and he records only that he was awakened "by a familiar voice saying 'Git up there, old hoss,' and found it was the driver hitching up a new team." Waddell's, so far as Ormsby is concerned, was thereby relegated to the unhappy status of sleep-interrupter.

Some seventy years later (1930) the Conklings retraced the Butterfield route, left a somewhat more adequate description of

SEE INSTRUCTIONS



**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

Conkling, Roscoe P. and Margaret B., The Butterfield Overland Mail 1857-1869, The Arthur H. Clark Co., 1947, Vol. I, pp. 261-263.  
 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), pp. 811-812, 820.  
 --- Report on the Butterfield Overland Mail, A Special Committee Report, The Chronicles of Oklahoma, Vol. XXXVI (1958), pp. 462-463.

**10. GEOGRAPHICAL DATA**

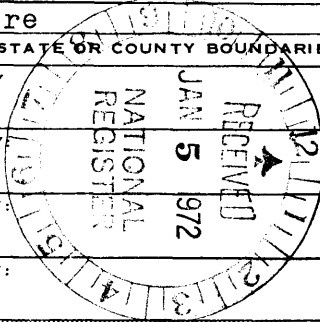
LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees	Minutes	Seconds
NW	° ' "	° ' "		34°	34'	01"
NE	° ' "	° ' "		95°	56'	02"
SE	° ' "	° ' "				
SW	° ' "	° ' "				

NO UT  
HL

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **One acre**

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

STATE:	CODE	COUNTY	CODE



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**11. FORM PREPARED BY**

NAME AND TITLE: **Kent Ruth, Deputy**

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

STREET AND NUMBER: **Historical Building**

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

**12. STATE LIAISON OFFICER CERTIFICATION**

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: *Son is here*

Title: *Liaison officer for Okla*

Date: *DEC 24 1971*

**NATIONAL REGISTER VERIFICATION**

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

*Robert M. Utley*  
 Chief, Office of Archeology and Historic Preservation

Date: *4/13/72*

ATTEST: *William J. [Signature]*  
 Keeper of The National Register

Date: *APR 13 1972*

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(Continuation Sheet)

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(Number all entries)

No. 8 Significance

Waddell's Station

what they believed to be the original Waddell's Station (cf. No. 7). Obviously an old log house of the pre-war type, it could well have been the original. But this house has since been replaced by a more modern one. An old cemetery with at least a dozen well defined (though unmarked) graves lies about a hundred yards to the east. The nearby well is believed to be the original one at the station.

Although the war terminated Butterfield service in 1861, Waddell's remained for a time as a community center. But it changed hands repeatedly, finally becoming an individually owned farm, which it remains down to the present. (The name probably comes from William B. Waddell, one of the organizers of the famed Pony Express -- Russell, Majors & Waddell -- or Walter Waddell, a cousin, who joined him in some of his business enterprises before the war. The stand was later known as Rogers' Station, for John Pendergraf Rogers, a Cherokee and prominent early-day merchant. Rogers Station even boasted a post office from July 1, 1874, to Oct. 13, 1878. But by then the location had been changed to one mile north of Wesley.)

Today the original site is an isolated farmstead in a largely deserted area of trees, rocks, grass, and cattle. But a century and more ago it was an important link in a chain of continent-spanning communications that represents one of the most dramatic -- and most important -- commercial ventures this young nation had yet known. As such it seems worthy of protection as a National Register site.

