

Smith’s Station
On the Butterfield

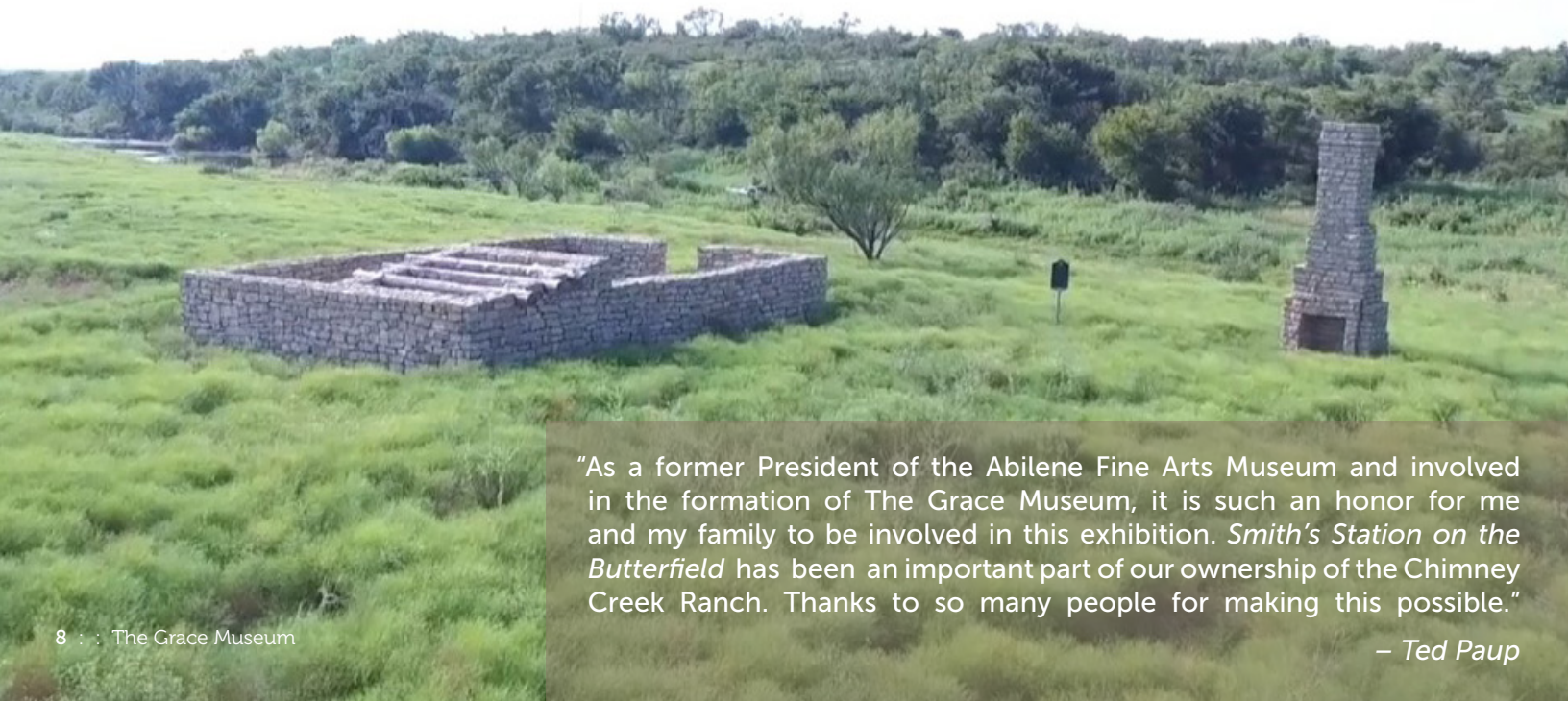
3rd Floor, History Galleries
November 19, 2022 - July 15, 2023

Just over thirty miles northeast of Abilene sits the Chimney Creek Ranch. Established in 1876, the ranch is home to cattle and native species along with conserved grasslands and vital water sources. However, before the ranch was formed, the Butterfield Overland Mail Route, which operated from 1858-1861, made its 2,800-mile-long trek through the region to deliver mail and passengers from St. Louis to San Francisco in 24 days and 23 hours. On the Chimney Creek Ranch stands the remnants of the only stop on the Butterfield Overland Mail Route in Shackelford County. Smith’s Station gave employees and passengers a place to quickly eat, rest, trade supplies, allow for their mules to be groomed or switched out, and add additional freight if necessary. The stage stop was in between two others, Clear Fork Station 28 miles to the north and Fort Phantom Hill 12 miles to the southwest.

In 2002, the current owners of the Chimney Creek Ranch, Hank and Ted Paup, were approached by historians and archaeologists for research on Smith’s Station which subsequently led to the excavation of the site. They uncovered hundreds of artifacts including horse and mule shoes, wagon parts, nails, small tools, military items and casings, kitchen utensils, and various other artifacts. These artifacts give a telling story of the interesting yet challenging life on the stage line and show the importance of these stage stops on the Butterfield.

Join us in the History Galleries on the third floor of The Grace as this exhibition will highlight the history and archaeology of Smith’s Station, provide an overview of the Butterfield Overland Mail Route, and give a backdrop to the future establishment of the Chimney Creek Ranch.

Smith’s Station at Chimney Creek Ranch



“As a former President of the Abilene Fine Arts Museum and involved in the formation of The Grace Museum, it is such an honor for me and my family to be involved in this exhibition. *Smith’s Station on the Butterfield* has been an important part of our ownership of the Chimney Creek Ranch. Thanks to so many people for making this possible.”

– Ted Paup

No. 1.]

[Sep. 18th, 1858.

OVERLAND MAIL COMPANY.
THROUGH TIME SCHEDULE BETWEEN
ST. LOUIS, MO.,
MEMPHIS, TENN. } & SAN FRANCISCO, CAL.

| GOING WEST. | | | | | | GOING EAST. | | | | | |
|---|--------------------------|------------|------------------|---------------|----------------------|--|--------------------------|------------|------------------|---------------|----------------------|
| LEAVE. | DAYS. | Hour. | Distance, Miles. | Time allowed. | Avg. Miles per Hour. | LEAVE. | DAYS. | Hour. | Distance, Miles. | Time allowed. | Avg. Miles per Hour. |
| St. Louis, Mo., & } Memphis, Tenn. } | Every Monday & Thursday, | 8.00 A.M. | Miles. | No. Hours | | San Francisco, Cal. | Every Monday & Thursday, | 8.00 A.M. | Miles. | No. Hours | |
| P. R. R. Terminus, " | " Monday & Thursday, | 6.00 P.M. | 160 | 10 | 16 | Firebaugh's Ferry, " | " Tuesday & Friday, | 11.00 A.M. | 163 | 27 | 6 |
| Springfield, " | " Wednesday & Saturday, | 7.45 A.M. | 143 | 37½ | 3½ | Visalia, " | " Wednesday & Saturday, | 5.00 A.M. | 82 | 18 | 4½ |
| Fayetteville, " | " Thursday & Sunday, | 10.15 A.M. | 100 | 26½ | 3½ | Ft. Tejon, (Via Los Angeles), " | " Thursday & Saturday, | 9.00 A.M. | 127 | 28 | 4½ |
| Fort Smith, Ark. | " Friday & Monday, | 3.30 A.M. | 65 | 17½ | 3½ | San Bernardino, " | " Friday & Monday, | 5.30 P.M. | 150 | 32½ | 4½ |
| Sherman, Texas | " Sunday & Wednesday, | 12.30 A.M. | 205 | 45 | 4½ | Fort Yuma, " | " Sunday & Wednesday, | 1.30 P.M. | 200 | 44 | 4½ |
| Fort Belknap, " | " Monday & Thursday, | 9.00 A.M. | 146½ | 32½ | 4½ | Gila River,* Arizona | " Monday & Thursday, | 7.30 P.M. | 135 | 30 | 4½ |
| Fort Chadbourn, " | " Tuesday & Friday, | 3.15 P.M. | 136 | 30½ | 4½ | Tucson, " | " Wednesday & Saturday, | 3.00 A.M. | 141 | 31½ | 4½ |
| Pecos River, (on Crossing), " | " Thursday & Sunday, | 3.45 A.M. | 165 | 36½ | 4½ | Soldier's Farewell, " | " Thursday & Sunday, | 8.00 P.M. | 184½ | 41 | 4½ |
| El Paso, " | " Saturday & Tuesday, | 11.00 A.M. | 248½ | 55½ | 4½ | El Paso, Tex. | " Saturday & Tuesday, | 5.30 A.M. | 150 | 33½ | 4½ |
| Soldier's Farewell, " | " Sunday & Wednesday, | 8.30 P.M. | 150 | 33½ | 4½ | Pecos River, (on Crossing), " | " Monday & Thursday, | 12.45 P.M. | 248½ | 55½ | 4½ |
| Tucson, Arizona | " Tuesday & Friday, | 1.30 P.M. | 184½ | 41 | 4½ | Fort Chadbourn, " | " Wednesday & Saturday, | 1.15 A.M. | 165 | 36½ | 4½ |
| Gila River,* " | " Wednesday & Saturday, | 9.00 P.M. | 141 | 31½ | 4½ | Fort Belknap, " | " Thursday & Sunday, | 7.30 A.M. | 136 | 30½ | 4½ |
| Fort Yuma, Cal. | " Friday & Monday, | 3.00 A.M. | 135 | 30 | 4½ | Sherman, " | " Friday & Monday, | 4.00 P.M. | 146½ | 32½ | 4½ |
| San Bernardino " | " Saturday & Tuesday, | 11.00 P.M. | 200 | 44 | 4½ | Fort Smith, Ark. | " Sunday & Wednesday, | 1.00 P.M. | 205 | 45 | 4½ |
| Ft. Tejon, (Via Los Angeles), " | " Monday & Thursday, | 7.30 A.M. | 150 | 32½ | 4½ | Fayetteville, Mo. | " Monday, & Thursday, | 6.15 A.M. | 65 | 17½ | 3½ |
| Visalia, " | " Tuesday & Friday, | 11.30 A.M. | 127 | 28 | 4½ | Springfield, " | " Tuesday & Friday, | 8.45 A.M. | 100 | 26½ | 3½ |
| Firebaugh's Ferry, " | " Wednesday & Saturday, | 5.30 A.M. | 82 | 18 | 4½ | P. R. R. Terminus, " | " Wednesday & Saturday, | 10.30 P.M. | 143 | 37½ | 3½ |
| (Arrive) San Francisco, | " Thursday & Sunday, | 8.30 A.M. | 163 | 27 | 6 | (Arrive) St. Louis, Mo., & } Memphis, Tenn. } | " Thursday & Sunday, | | 160 | 10 | 16 |

This Schedule may not be exact—Superintendents, Agents, Station-men, Conductors, Drivers and all employees are particularly directed to use every possible exertion to get the Stages through in quick time, even though they may be ahead of this time.
If they are behind this time, it will be necessary to urge the animals on to the highest speed that they can be driven without injury.
Remember that no allowance is made in the time for ferries, changing teams, &c. It is therefore necessary that each driver increase his speed over the average per hour enough to gain the necessary time for meals, changing teams, crossing ferries, &c.
Every person in the Company's employ will always bear in mind that each minute of time is of importance. If each driver on the route loses fifteen (15) minutes, it would make a total loss of time, on the entire route, of twenty-five (25) hours, or, more than one day. If each one loses ten (10) minutes it would make a total loss of sixteen and one half (16½) hours, or, the best part of a day.
On the contrary, if each driver gains that amount of time, it leaves a margin of time against accidents and extra delays.
All hands will see the great necessity of promptness and dispatch: every minute of time is valuable as the Company are under heavy forfeit if the mail is behind time.
Conductors must note the hour and date of departure from Stations, the causes of delay, if any, and all particulars. They must also report the same fully to their respective Superintendents.

* The Station referred to on Gila River, is 40 miles west of Maricopa Wells.



A special thanks to Ted and Nancy Paup for their generous funding and support during the creation of this exhibition.

This program is made possible in part by a grant from Humanities Texas, the state affiliate of the National Endowment for the Humanities, and a grant from the Texas Historical Foundation.



The Butterfield Overland Mail transferred passengers and mail to light, durable vehicles for travel over rough roads. From Frank Leslie's Illustrated Newspaper, October 23, 1858. www.parks.ca.gov.

JOHN BUTTERFIELD.
Pres't.

Timetable for the Overland Mail Company's eastbound and westbound routes, Published September 1858

EXHIBITION RECEPTION

December 1, 2022

Public opening reception

HISTORY LECTURES

January 12, 2023

Joe R. Allen

Spring 2023

Michael Grauer

Summer 2023

Dr. Debbie Liles