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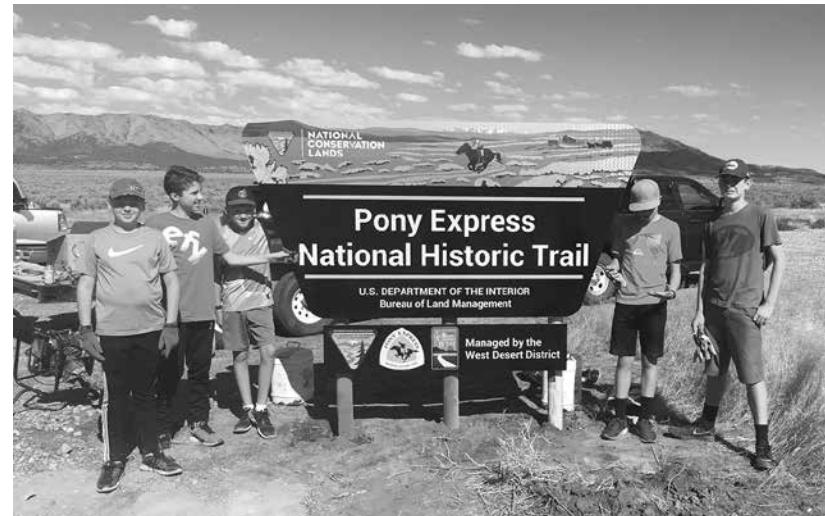
Boy Scouts help with Pony Express signs

by Dean Atkin
National Pony Express President

With the excitement of the 50th anniversary of the beginning of the National Trails Act, preparations are underway to make this June 2, 2018, a banner event. With cooperation of the National Park Service and the Bureau of Land Management, the Pony Express Trail will be taking on a new look.

Signs produced by the BLM are a welcome sight to see along the desert trails of Western Utah. With help from the 1813 Boy Scout Troop from Riverton, Utah, the signs are being installed along the original trail. As an Eagle Scout Project, Carver Bryan organized, planned and arranged with the Salt Lake field office to locate signs and repair the old markers along the trail.

After an early morning breakfast and break down of camp the scouts go to work with their assigned jobs from poli-



Boy Scout Troop 1813 Riverton Utah help the Bureau of Land Management erect new signs and repair old markers from the 1930s as part of an Eagle Scout project.

ing the area for trash to repairing stone markers and installing new markers that were vandalized. By the afternoon they are ready to install the new signs at the head of the trail just off highway 36.

Holes are marked and dug for the new

signs. The signs are assembled and a team effort to lift the signs into place. With a greater respect for the History of the area and a commitment to do their part to protect our great History is one of the lessons learned as they do this project.

I just want to say THANK YOU to the Scouts and their leaders for helping keep the History of the Pony Express alive. And the National Parks Service and Bureau of Land Management for the help of preserving the National Historic Trails.



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2018 Re-Ride Schedule

Wednesday, June 20

Depart Sacramento, CA

3:00 PM PDT

Thursday, June 21

CA/NV Line (Woodfords, CA)

2:00 PM PDT

Sunday, June 24

NV/UT Line

2:00 AM PDT / 3:00 AM MDT

————— Time Zone Change ———

Sunday, June 24

Salt Lake City, UT

11:00 PM MDT

Monday, June 25

UT/WY Line

7:30 AM MDT

Wednesday, June 27

WY/NE Line (Lyman)

3:30 PM MDT

Thursday, June 28

NE/CO Line (Chappell, NE)

3:30 AM MDT

Thursday, June 28

CO/NE Line (Big Springs, NE) 7:00 AM MDT/8:00 AM CDT

————— Time Zone Change ———

Friday, June 29

NE/KS Line (Tri County Marker)

11:00 PM CDT

Saturday, June 30

KS/MO Line

8:00 PM CDT

Saturday, June 30

Arrive St. Joseph, MO (Patee House)

8:30 PM CDT

The Pony Express Gazette is the official publication of the National Pony Express Association, a not-for-profit corporation dedicated to education and the preservation of the Original Pony Express Trail.

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2018 – National Trails System 50th Anniversary

The National Trails System connects people to our land, our scenic wonders, our heritage, our cultures, and our communities. This diverse network of sustained and protected trails strives to provide education, foster appreciation and enjoyment, protect resources, and support enriching and inspiring experiences through partnerships, community involvement, and citizen action.

This statement of purpose was crafted by the Leadership Council (now the Trail Leaders' Council) of the Partnership for the National Trails System in 2003. Its intent is to concisely describe the value of our National Trails, as well as why and how that value should be preserved.

In February, 1965, President Lyndon Johnson gave a speech on "Conservation and Preservation of Natural Beauty." In his speech, he urged Congress and the Department of the Interior to develop a program for a national system of trails. The ball began to roll, and on October 2, 1968, President Johnson signed into law



The National Trails System Act (also its sister legislation, the Wild and Scenic Rivers Act). Only two trails, the Appalachian and Pacific Crest National Scenic Trails, were designated at that time. A decade later, in 1978, President Jimmy Carter signed an expansion of the Act to establish a category for National Historic Trails. The Iditarod, Lewis and Clark, Oregon, and Mormon Pioneer National Historic

Trails were the first to be recognized. The system has since been greatly expanded, including addition of our Pony Express NHT in 1992.

Today, 50 years later, a vast system of 11 National Scenic and 19 National Historic Trails crisscrosses the nation, in excess of 50,000 miles of trail. In addition, there are more than 1200 federally recognized National Recreation Trails, including 21 National Water Trails, and a network of rail-trails. All this in response to President Johnson's vision, and years of dedication and hard work by countless individuals, organizations, and Government agencies.

Twenty-seven volunteer organizations are active in support of the components of the National Trails System. In 2016, over one million volunteer hours were reported, with an estimated value of more than \$24 million. Members of the National Pony Express Association contributed more than 50,000 of those volunteer hours (our effort is probably much greater, so please remember to report your hours to

your state officers). It is this great cadre of volunteers that makes the Trails System work. Congressional appropriations to our Federal Partners are leveraged many times over. The trails organizations are truly putting the money where the mouth is. And we will continue to do so, because the torch lit by Presidents Johnson and Carter and Secretary of the Interior Stewart Udall has been passed on to us.

In testimony before a Congressional Subcommittee in 1967, Secretary Udall stated the following:

The establishment of a nationwide system of trails will be an accomplishment worthy of a place beside other major conservation programs... The fundamental objective of a nationwide system of trails is to provide simple, inexpensive recreation opportunities for all people by having an abundance of trails for walking, cycling, and horseback riding near home, as well as providing some major historic and scenic interstate trails of national significance.

A look back with eyes on the future

It's hard to believe that it is almost March when it seems like we just celebrated Christmas! California Division has been busy over the last few months. The end of 2017 brought us our annual Christmas Card ride, the annual Placerville Christmas Parade and gearing up for 2018. Our 2017 Christmas Card ride, has us riding from Folsom to Old Sacramento. We collected just over 1200 Christmas letters and cards to be delivered all over the world, some as far as Denmark, England, Austria, Australia, even Switzerland. 2017, we added a new school to our events, Pony Express Elementary. We were contacted by a mother who had seen us at Gold Rush Days in Old Sacramento and her son liked the presentation so much that when she heard that we did school events, she spoke to the school officials and contacted us about doing a presentation.

For 2018, we are looking forward to many of our returning events such as

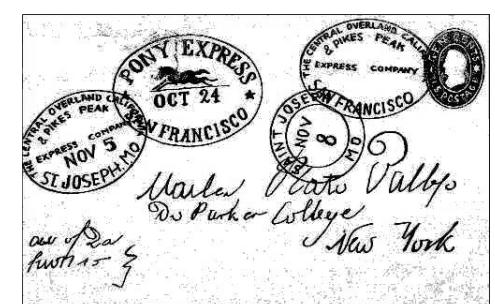
American Heritage Day at Mount Vernon Mortuary and Memorial Lawn on Presidents Day, followed up by the St. Patrick's Day parade in Old Sacramento. Once we get into April, the calendar really begins to fill up with school events for the living history days that many of our 4th grade classes have. The students look forward to having Pony Express there because they can see the horses in action and it is a chance for many to see a horse up close. The students are always full of questions such as how and what do the horses eat while on the trail, why do they leave piles of poop, and once those questions are out of the way, they get down to asking about Pony Express and what it was like for the riders and horses.

Our annual Play Day which helps us raise money for Pony Express, it also gives us a fun day to interact with the public. Last year we had many participants even with the 100-degree heat wave, this year we are hoping for some cooler weather

and more participants. We have auction items, barbecue lunch, games and prizes. We have games such as Pony Express mail drop, egg and spoon, barrels, poles, dollar bill under the saddle along with many other fun and games.

We will finish off the year with our other school events throughout May, Clarksburg Day on May 5th, our 3rd Annual Play Day on May 6th, followed up by our Annual Re-Ride June 20th & 21st, Folsom Pro Rodeo, Pollock Pines 4th of July Parade, Gold Rush Days in Old Sacramento, our Christmas Card Ride and Christmas Parade.

It nice when our members get involved with the events we do. Events are fun, a great learning experience for those who are new to the Pony Express family, and a wonderful way to make new friends who share the same love of horses and history as you do, what more could a person ask for?



Former National Park Service Superintendent, Jere Krakow passes



Jere was born June 4, 1938 and grew up on a farm near Davenport, Nebraska.

After high school he completed a degree at Peru State College, then earned a Master's in U.S. History from the University of Wisconsin and a Doctorate from the University of Colorado.

He was a professor of history at Missouri State University in Springfield from 1967 to 1983, teaching courses in American History, American Indians, and the West. He then moved from the classroom to the trails. He began as a park historian for the National Park Service and in 1995 was named Superintendent

of National Trails for the Intermountain Region that administered nine national historic trails. He retired in 1997 and began two decades of volunteering with the trails organizations he loved

Last December Jere felt some stomach discomfort and was diagnosed with an unspecified cancer in that area. The effects were evident to those who saw him this past year. Jere died quietly in his sleep on November 3, 2017, surrounded by family and loved ones. Jere was sustained by his Christian faith and went gracefully into the hands of a loving God.

His life was devoted to service in the

National Park Service and the many communities in which he lived.

Jere was preceded in death by his parents Robert and Elfreida Krakow and his sister Sandra Smith. He is survived by wife Jan; sons Jeff and Joel; and granddaughter Moira.

Jere loved the outdoors, whether camping, fishing or hiking and pursued knowledge and travel throughout his life. Jere had friends throughout the country and rarely met a stranger.

Memorial Services were held Thursday, November 9, 2017, 11:00 a.m., at St. Paul Lutheran Church, in Albuquerque, NM.

Busy year for Nebraska XP

The Nebraska XP Division had a very busy 2017 year, with many Pony Express activities surrounding the State's year-long Sesquicentennial Celebration.

On Statehood Day in Lincoln on March 1, twenty-four Pony Riders carried a copy of the original 1867 statehood document, which was signed by President Andrew Johnson, to Governor Pete Ricketts. Governor Ricketts asked if we had ridden all the way from St. Joe. We hadn't. The Pony Riders were a fine and noble sight and stirred tremendous excitement in the hearts of the city crowd. The horses seemed to sense that it was a special occasion and behaved most admirably.

NPEA, Nebraska Division President, Lyle Gronewold of Gothenburg, presented the Governor with the proclamation. Lyle then presented the Governor and First Lady with an official 150th XP Kohler Print from the 2010 Pony Express Sesquicentennial Celebration. He also gave the First Couple a map of the XP Route from the 2010 year.

Mary Cone, Trail Captain from Ogallala, then presented the Governor and First Lady a specially framed 2017 Re-Ride Letter and Envelope. Though not carried over the 1966-mile Pony Express National Historic Trail, this framed letter became the first 2017 Re-Ride Letter to be "delivered" by the Pony Express. Of great interest to them was the presence of the USPS Nebraska Sesquicentennial Forever Stamp, which was dedicated on its First Day of Issue just that morning. The stamp adorned each letter

carried during the June Re-Ride. The Re-Ride Letter was a narrative about The Great Platte River Road through Nebraska and also mentions Chimney Rock, to tie in with the 2017 special year. Both the river and consummate trail icon were pictured on the Nebraska Sesquicentennial Seal. The Re-Ride Pin also featured Chimney Rock, and the blue and gold were a complement to the Nebraska Sesquicentennial Logo colors.

Lyle, his horse Cisco, and the Governor were pictured and featured as the front-page Statehood Day story in all the major state newspapers, including Omaha and Lincoln, the following day. TV coverage was abundant, as well.

Some of the young Pony Riders rode to the Capitol instead of attending their school classes for the day. But, they were treated to a unique personal learning experience of a different sort that they will not soon forget.

Lyle Gronewold and Mary Cone were young Pony Riders 50 years ago, when Nebraska celebrated its Centennial in 1967. To celebrate, a Pony Express Re-Ride was held across the state in August of that year (long before NPEA was formed in 1978). Many towns supplied riders from local horse clubs and 4-H groups. Tying the Centennial and Sesquicentennial events together through the Pony Express was an intensely satisfying personal experience for them both.

The June 2017 Pony Express Re-Ride through Nebraska was chosen as an "Official Event of the Nebraska Sesquicentennial" and brought recognition through a cer-



Mary Cone and Lyle Gronewold present the Governor and First Lady with the 150th Anniversary Pony Express map in front of the State Capitol.

tificate and extra publicity for the Nebraska Division. The stopover breakfast at Fort Kearny was, itself, an "Official Event" of the 150th and was very well attended.

An XP contingent participated in the "Official Sesquicentennial Parade" in North Platte during the

Nebraska Days celebration and placed third.

A special event for the Sesquicentennial was held at Ash Hollow State Park in July and Pony Express members shared "The Pony's" story and reenacted mochila exchanges. (See the report in the November newsletter, The Pony Express News.) Television coverage of this event was divided into four programs on the "Rural Heritage" series and

was broadcast on RFD-TV the four Tuesdays during the month of September.

Then, on August 5, the Nebraska Pony Express welcomed Governor Pete Ricketts and family to Ogallala as part of a three-day long Whistle Stop Tour across Nebraska. Union Pacific Railroad partnered with the Sesquicentennial Commission to create the "Nebraska 150 Express" train to honor Nebraska's 150th birthday. The Pony Express delivered a proclamation to the mayor for him to read during the brief stopover ceremony.

In December, Nebraska XP Riders also participated in two Christmas Card Rides, one at Gering and one at Cozad-Gothenburg.



Greetings from Colorado!

by Cheryl Nein
Colorado Division Vice President

Since our time together in Ogallala for NPEA convention, we have had two successful rides promoting our organization. First, an early December Christmas letter ride from Ovid to Julesburg. The mochilla was filled with Christmas cheer! The ride was part of the community's festivities including Santa's visit at the local theatre and other holiday activities, thus a good crowd and great exposure! Our club's Christmas dinner with families followed that evening. Two weeks later or faithful few were night riders in the Chamber of Commerce's Christmas Parade of lights. Riders not only donned their XP attire, but mounts were "lit up in battery operated glow!"

Colorado XP Division has an action-paced calendar of events for 2018:

- March 17th: Educational booth at a Chamber of Commerce's St. Paddy's Expo in Ovid. Members will be present with mochilla, displays and hand-outs.

- June 2nd: XP Horse Show & Gymkhana at Sedg. Co. Fairgrounds. Last event of day will feature an XP obstacle trail. Young horseless enthusiasts can compete in their own XP gunny sack race! Great fun promoting XP, and raising money or hostessing the 2019 NPEA convention!

- June 8th: A bus of 32 Eagle Scots and sponsors from Castle Rock will be assisting our division with erecting new XP trail signage along the South Platte River XP Trail, and cleaning/polishing the XP statue at the Colorado Welcome Center



in Julesburg. Should be a very educational and productive day!

- June 28th: NPEA annual re-ride. Our ride from Nebraska border thru NE Colorado back in to Nebraska should be from approximately 3:30-8:00am. Pancake breakfast/program will commence at ride's conclusion. Looking forward to larger viewing audience in early morning splendor along the South Platte River!

- July-August-September: Participation in area fair parades, and accompanying educational booth displayed in exhibit buildings.

- September: NPEA Convention in Wyoming.

News from our partner... the National Park Service

Each year in June the National Pony Express Association holds its Annual

Re-Ride, a whirlwind non-stop 10-day event when over 600 skilled riders take the nearly 2,000-mile trail between Sacramento, California and St. Joseph, Missouri reliving the history of relay mail service on this National Historic Trail.

On June 20, 2018 in Old Town Sacramento (corner of 2nd and J Streets in Old Sacramento State Historic Park) and Folsom, California the National Pony Express Association and the National Park Service will host the opening day of Re-Ride in celebration of the 50th Anniversary of the National Trails System Act (NTS). The first Pony Express rider will leave at 3 p.m. PDT, carrying mail in a mochila, arriving before dark in Folsom, where the rider will be greeted by other riders and spectators.

Events in Old Sacramento that day will

include a chance for children to interact with riders, Jr. Ranger activities, viewing art at the Old Schoolhouse, a lecture by a renowned historian about the Pony Express.

In Folsom the postmaster will be doing First Day Cover cancellations on letters, and material about the NTS 50th and the Pony Express National Historic Trail will be available.

The Pony Express is an American legacy, but few people know it existed for only 19 months, making the last run on November 20, 1861. In that short time, the Express made 300 runs, traveling 600,000 miles and carrying 33,000 pieces of mail. The annual Re-Ride honors this milestone in American communication. To learn more about the Pony Express NHT and to follow the riders live, visit <https://www.nps.gov/poex> or follow us on Facebook @PonyExpressNPS.

Past President George Lange - Obituary

George William Lange Jr. passed away on Sunday, November 6, 2016 surrounded by his loving family. He was born November 21, 1932 in Elizabeth, Colorado to George William Lange Sr. and Eugenie Cazin. The family later moved to Arvada Co, where he attended Arvada High School when he was called to duty and immediately joined the National Guard; where he served during the Korean War and honorably discharged in 1951.

He later moved to Utah and worked as a driver for IML Freight Lines for many years. George had many passions in his life, his family and teaching being the most important. He taught the HVAC program at Salt Lake Community College for over 30 years. He was extremely proud when many of his students attended the National Skills USA Competition.

His love of horses brought him to join the National Pony Express Association Inc., where he spent 27

years promoting the importance of our national trails and conservation. He was honored to serve as Trail Captain, Parade Captain, Utah State President and National President. During this time, he also had the privilege to carry the Olympic Torch on horseback during the 1996 and 2002 Olympics.

George was a life loving charismatic man who was beloved by so many and will be greatly missed. He is survived by his loving partner, Patsy; his children Cliff, Alan, Randy, Cheryl, Sherry, and Jamie. Also survived by, many grandchildren and great-grandchildren as well as siblings Barbara, Marylou and Robert. Preceded in death, by his parents, son Paul Lange and granddaughter Cherish Lange.

Funeral Services for George were held at 1:00 pm Friday, November 11, 2016 at Memorial Redwood Mortuary 6500 South Redwood Road, West Jordan, UT.

Farewell, Ol' Ugly

by Pat Hearty – Utah member

On August 22, 2017, we lost an NPEA legend. Fred Abernethy died in Mesa, AZ, at age 92. Fred was born in Hollis, OK, and saw much of the western U.S. while traveling and working as an iron worker. He and Dee settled in Murray, UT, then moved to Mesa, AZ, after retirement. They were the parents of three children.

Fred joined NPEA in 1979, when the Salt Lake County Sheriff's Posse signed up to support the fledgling Re-Ride. Although he maintained many close friends among Sheriff's Posse members, his loyalty eventually switched to the Pony Express. He served as re-ride captain and parade chairman for the Utah Division for many years, and he also

served several years as Utah State President. He attended many National Conventions, serving as a national delegate. During one of those, the ladies of the Kansas Division voted him the "Ugliest Rider on the Pony Express," a title which he embraced and made his own. Fred was probably best known for his entertaining and often hilarious columns written for the Pony Express Gazette under his pen name, Ol' Ugly. We waited eagerly for the newest Gazette, just to see what he would come up with next.

Fred was truly one of a kind. His wide grin and hearty handshake were always a favorite part of Pony Express gatherings. I'll bet he and his old horse, Trouble, can now be seen riding the ridges of those shining mountains in the sky. Thanks for all you gave to us, Fred. We miss you.



TAKING CARE OF MARKERS



Utah NPEA members cleaning and repairing markers and signs in Utah's West Desert.



Pony Express history taught in Wyoming school

Desert View Elementary School Art teacher, Chrissy Pruitt, has brought the Pony Express to life for her students in Rock Springs, Wyoming. Here, students are motivated to read for pleasure by participating in Reading Counts, a program designed to reinforce vocabulary, foster comprehension, and increase reading fluency. Students kindergarten through 4th grade choose from over 1000 book titles, read the books, and then participate in quizzes about each story. Students earn points for responding correctly to comprehension questions which they use to move along the Pony Express. Student "riders" begin the Pony Express by earning their first 10 points and reaching Fort Kearney. When they have reached this goal, they come to the office to get their horse, write their name on it, and add their school picture. Each Monday, Mrs. Rezzonico (the principal) calls students to come to the front office and move their horses along the Express route. Students begin with 10 points at St. Joseph and move to Ft. Kearney when they reach 25 points, and South Pass when they have 50 points. When they get to 100 points, they arrive at Salt Lake City, 150 points lands them in Carson City and they finally complete their ride when they reach Sacramento at 250 points. As students reach their grade level goal, they are awarded a book from the PTO to encourage them on their travels. At the end of the year, top

readers who have made it to Sacramento are also awarded gift cards from PTO and recognized at a school assembly. Recently, a parent of a special needs student who transferred to our school, shared that he was so motivated to read here and was recently up at 7:00 a.m. and ready for school. When she asked why he was so excited to go on that day, he responded "Today I get on the Pony Express!"

Two years ago, Desert View's Pony Express was only a series of each town's name on the wall outside the office. Last year, thanks to Mrs. Pruitt's vision and a 21st Century Community Learning Centers' sponsored afterschool class, the Pony Express came to life. Mrs. Pruitt began by researching the Pony Express and the stations along its route. She sketched out her ideas and then transferred them to the plywood panels that would comprise our mural. Mrs. Pruitt's class learned about the Pony Express, its riders, and life in the 1800s. They also began to paint the background as Mrs. Pruitt added the shading and details. Included in her design is our school wide Positive Behavior intervention components which emphasize student riders being respectful, responsible, and safe and living by the Code of the West. As the class ended, each student added an element of their own, some a shark in Sacramento's ocean, some a cactus in the desert of Nevada, and one the word 'read' in the clouds.

Riders enjoy weather while delivering mail

by Stephanie Thompson
People Editor for the Green River Star
photos by Stephanie Thompson

It was a beautiful sun-filled morning for the annual Christmas Card ride.

Both the horses and their riders enjoyed nice temperatures and a near windless morning.

"This had to have been one of the best days we've every had," Howard Schultz, Sweetwater County National Pony Express ride captain, said.

For the past 16 years, the express riders have been taking Christmas cards from Green River to Rock Springs and it always seemed like every year it was snowing, blowing or a combination or both, he said.

"It's was nice. It was in the high 30s and no wind," Schultz said.

Schultz said this year they had to guess

about how many letters they were carrying with the mochillas. Shultz said they didn't count all of the cards, so he had to guess based on weight. He figured they carried about 4,000 cards with the special Pony Express stamp on them.

"That's a little less then we have had," Schultz said. "At one time we had over 6,000."

The annual ride has become somewhat of a tradition for the town, but for the riders its a way for them to keep riding their horses in the winter.

"Basically, it's just something for us to do in the winter," he said.

There's still nostalgia in having one's Christmas letter carried by horse from one post office to another. After all, it pays tribute to how the mail used to be delivered.

"It was a nice day and everyone enjoyed it," he said.



Allan and Judi Jarnigan enjoyed their ride on the old Lincoln Highway. Temperatures were in the upper 30s later in the morning.



Melissa Misner gets ready to get onto her horse to complete the next leg of the ride.

27 re-rides in Wyoming

by Bill Sinnard
Douglas, Wyoming

I signed up for the Pony Express re-ride in 1991. This year will be my 27th re-ride. This will be the 20th re-ride for my horse Cherokee. In my time with the Pony Express I have made a lot of new friends and had good times with a lot of old friends.

This year's National Meeting is in Wyoming and Wyoming is responsible for putting together the re-ride letter, designing the re-ride pin and providing the mochila for the re-ride. With a hint from our state pony express president "Les Bennington" about making the new mochila, I decided that it would

be a real nice thing to do.

After finding a big piece of leather, some cutting, some forming of cantinas, putting in around 1,400 hand-stiches, forming to a saddle and several coats of oil it is ready for the re-ride.

So with that said all of you riders have a safe and fun re-ride this year.



Upcoming NTS 50th Anniversary Celebrations

Each year on the first Saturday in June is National Trails Day. Events held throughout the United States help promote awareness of the wide variety of benefits that trails provide, encourage people to discover their local trails, raise awareness of trail issues and instill excitement for the outdoors.

On National Trails Day, June 2, 2018 two State Divisions will be participat-

ing in events put on by the Bureau of Land Management to celebrate the 50th Anniversary of the National Trails System.

Both, Utah and Nevada Divisions are in the planning stages for these events. Please follow our website: <https://nationalponyexpress.org/> or our facebook page: <https://www.facebook.com/expressrider/> for updated information.

First Transcontinental Telegraph ends the Pony Express

On Oct. 24, 1861, after 112 days of construction, Western Union completed the first transcontinental telegraph, rendering the 18-month-old Pony Express obsolete.

In 1860, the U.S. Congress approved the Pacific Telegraph Act, which gave the US Treasury permission to fund the transcontinental telegraph.

The government awarded Western Union the contract to construct the telegraph. It arranged for the Overland Telegraph Company of California to build the telegraph line east from Carson City, Nev., while Edward Creighton's Pacific Telegraph Company of Nebraska would move west from Julesburg, Colo.

The first poles were erected on July 4, 1861, and each day workers strung 10 to 12 miles of new cable. The Pacific Telegraph Company and Overland Telegraph Company joined the cables in Salt Lake City, Utah, in October. The first messages were sent on the

evening of Oct. 24.

For 18 months, the Pony Express was the fastest way to deliver information across the United States. They used a number of riders to travel 75 to 100 miles each. Riders switched horses every 10–15 miles across the 2,000-mile route. The trip from St. Joseph to Sacramento took approximately 10 days, cutting previous delivery times in half.

The average cost to mail a parcel by Pony Express was \$5 per half ounce, and the average rider received between \$100 and \$150 a month for their dangerous job.

Although a financial failure, the Pony Express is largely hailed as a success for its ability to maintain communication between the East Coast and California during the onset of the Civil War.

The Pony Express was discontinued on Oct. 26, 1861, just two days after the completion of the transcontinental telegraph.

NEWS BY THE PONY EXPRESS

Topeka (Kansas) Tribune
Saturday, June 30, 1860

A Pony Express arrived in St. Joseph last Sunday evening, the first direct from California for three weeks. The letters received from agents of the Company on the Western route are dated about the 25th of May, and confirm the reports of Indian Hostilities, but the arrival of this through Express would show that the danger is not as imminent as the few weeks since. The company have sustained considerable loss from the Indians, in stock, provi-

sion, wagons, &c. At one station alone it amounted to \$1,500. The agents are doing all in their power, to keep up the connection, by partly forcing and by partly stealing their way through the hostile country. Seven riders have so far been known to have been lost. Strong efforts are being made to secure the presence of the U. S. troops of the Salt Lake Department at the theater of hostilities. Volunteers and regulars are already in the field, and the next news will probably be the defeat and subjection of the savages.

— *Leav. Dispatch*



Educational Outreach in Nevada

by Sally Taylor

Three Nevada Pony Express members joined approximately 40 members of the Reno, Nevada Sagebrush Chapter of the Daughters of the American Revolution to celebrate the DAR chapter's 95th birthday on Saturday February 10, 2018.

Nevada Pony Express members Petra Keller, Jim De Glopper and Sally Taylor presented an hour-long program for the birthday group, which included a Chautauqua performance by De Glopper as Pony Bob Haslam, a celebrated Pony Express rider who rode into Pony Express history after completing the longest Pony Express ride (380 miles due to misfortunes along the route) as well as the fastest Pony Express ride (7 days) in order to deliver Lincoln's Inaugural Address to Fort Churchill, NV where it was subsequently telegraphed to Sacramento and San Francisco. Pony Bob's tenure with the Pony Express started with the first assigned run on May 10, 1860 until the Pony Express ceased operating in November, 1861.

After De Glopper's Chautauqua performance, which was accented by a slide show of modern-day photos of past re-rides and a real, used-during-a-re-ride Mochila, Keller took the group on a virtual tour of the National Pony Express Association's website (www.nationalponyexpress.org) and its 21st century re-ride features. The Sagebrush DAR attendees

showed great interest in the depth of information available on the website as well as the available technology that allows anyone interested in the Pony Express re-ride to follow along in real-time on a map that marks the location of a rider via a satellite tracker attached to the leather "mochila" (satchel). The mochila gets passed from horse to horse as the mail advances along the Pony Express re-ride route between St. Joseph, MO and Sacramento, CA.

To wrap up the presentation, Taylor read an account of a first-time re-rider's experience of a five-mile segment from Fort Churchill westward, and how fun and exciting it was to feel a bit of what it must have been like to ride at speed, in the middle of nowhere, sitting on a leather satchel filled with 1,000 commemorative letters headed for delivery all over the world! The sense of adventure, camaraderie and today's Pony Express community was evident in the story, and the audience really enjoyed listening to the rider's first-time experience.

It was a great outreach opportunity, and we thank the Reno Sagebrush DAR chapter for inviting us to share in their big birthday celebration.

Petra, Jim and Sally, as well as other educational outreach teams, are available for you and your curriculum needs, whether a church or historical group, school class, scout troop, 4-H group, etc. Please feel free to contact the National Pony Express Association to get your event scheduled!

The Czech, Australian, and American Pony Express

Some will remember the First International Ride for Peace and Unity Among Nations, which took place in 1990. Our end of the event was organized and executed under the direction of then-National President Ken Martin. A bunch of free spirits in then-Czechoslovakia wanted to celebrate the 5th anniversary of a Pony Express ride they were doing in their country by holding an international rider exchange. Six Czech riders traveled to the U.S. to take part in the NPEA re-ride, and six American riders were invited to travel over there to ride with them. The European ride that year occurred about six months after the fall of the Czechoslovak Communist government. What an adventure!!

Fast-forward to 2017, and another International ride. The year 2018 will mark the 100th Anniversary of the founding of

the nation of Czechoslovakia with Tomas Masaryk as its founding President. Jindrich Bilek, a Czech member of Westerners International, wants to commemorate the Centennial, and recognize the kindness that American and Australian people showed to his countrymen who fled war-torn Europe in the previous century. And since he is thoroughly a Pony Express guy, he wants to do something Pony Express to celebrate. The Pony was an American institution, and they highly revere our western history and our NPEA organization, so inclusion of American riders was a must.

The Czech-Australian-USA Pony Express ride began in Vyssi Brod, near the Czech/Austrian border, and in Duba, north of Prague, on May 20, 2017. Riders from the north and south met in Mnisek pod Brdy, south of Prague, on May 21. Impressive celebrations were held in Vyssi

Brod and in Mnisek. Special letters were carried on a portion of the European Pony Express route, then forwarded to St. Joseph, MO, for inclusion in our re-ride mochila. Czech Pony Express enthusiasts traveled to California in June for the culmination of the 2017 Re-ride. They also traveled to Washington DC where letters for our government were delivered. The Czech commemorative mail will be carried to Australia by sailing ship, as it was in 1918, arriving there in April, 2018. It is hoped that riders can be recruited "down under" to carry the mail to some appropriate destination. A special NPEA cache has been designed for the international ride (see order form in this issue of the Pony Express Gazette).

Jim and Ginger Swigart and Pat and Linda Hearty represented NPEA for the Czech event, and they had the adventures

of a lifetime. Jim was the first rider out of Vyssi Brod when the ride began, and you can be proud of his performance of his duties as an XP rider. He lost a little blood out in the woods that evening, but came away totally a hero. Pat rode the final leg of the ride from the south, coming into Mnisek, and it was a much calmer trip than the one Jim experienced. Gratefully. And dig this. Jim and Pat were formally knighted at Mnisek Castle, dubbed knights of the manor for their service as riders in the Czech Pony Express. Yeah, it was beyond cool.

The warmth and hospitality of the Czech people cannot be overstated. The four of us will be forever grateful for the love and kindness they showed us. A little piece of our hearts will always be there in the Czech Republic, with our treasured Czech friends.

Scout preparing for the 2018 re-ride

Remember me? It's Scout, I am 9 years old now. My mom and I are traveling from Cape Cod Massachusetts to ride in The Pony. Me and my new horse Hettewuti (Warrior Mother Spirit) have been preparing to do it together. Wuti was a brood-mare, thrown away to the auction. After we rescued her we discovered she had been abused. I spent a lot of time developing a trusting relationship with her.

I hand grazed her everyday. I groomed her. I hiked with her in my back woods. Eventually I rode her in my goat paddock, which is small. She did amazing. Every week last fall we went trail riding. I rode my old pony Tonto and my mom ponied Wuti off her horse Takoda. We did 10-15 miles each time. Puck, our trail dog came along also. After all those rides she had proven her trust in us with lots of distractions. Hikers, bicycles, other riders, dogs, motorcycles, traffic, gun shots and

she even wore a costume for the Halloween ride.

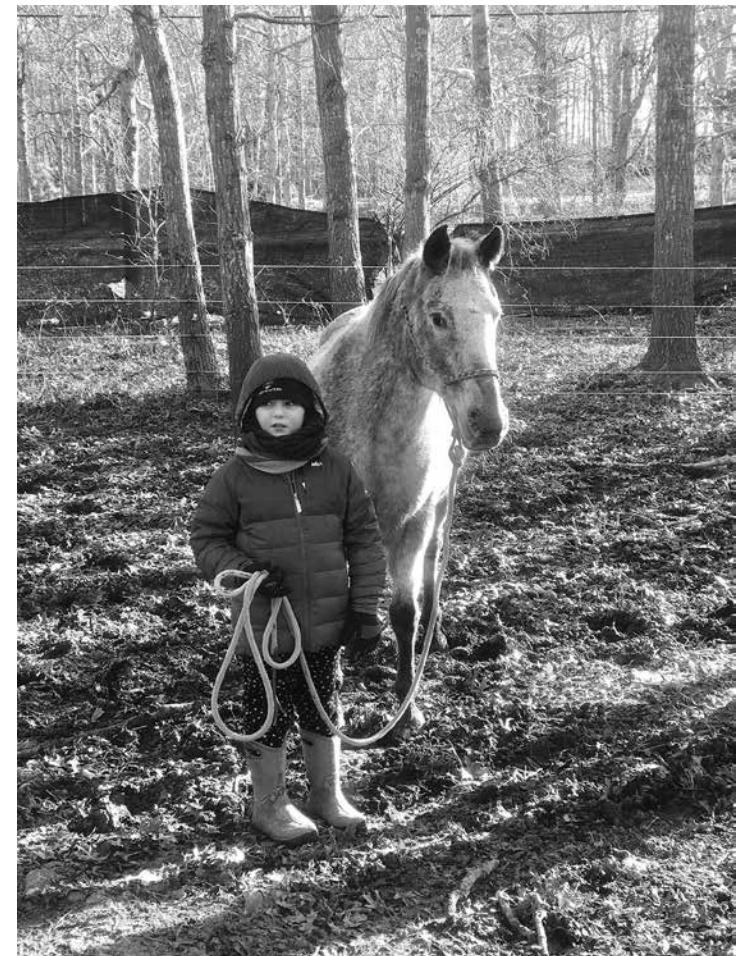
The day came that I would ride Wuti on the trail. We chose a weekday and went to one of our favorite riding places. There were three times that the horses could have gotten worked up. Each time Wuti remained calm. The last one was when someone's dog was loose in the woods with no owner. It barked at our horses and came very close to their legs. I was amazed that Wuti just stood there. She would look back at me and I knew she was telling me to stay calm. That she would take care of me. I know she is so happy to finally have a great life and a girl of her own.

Our final preparation for The Pony will be to participate in a police horse clinic. It is a 2 day clinic that will give us both the confidence to take on this adventure.

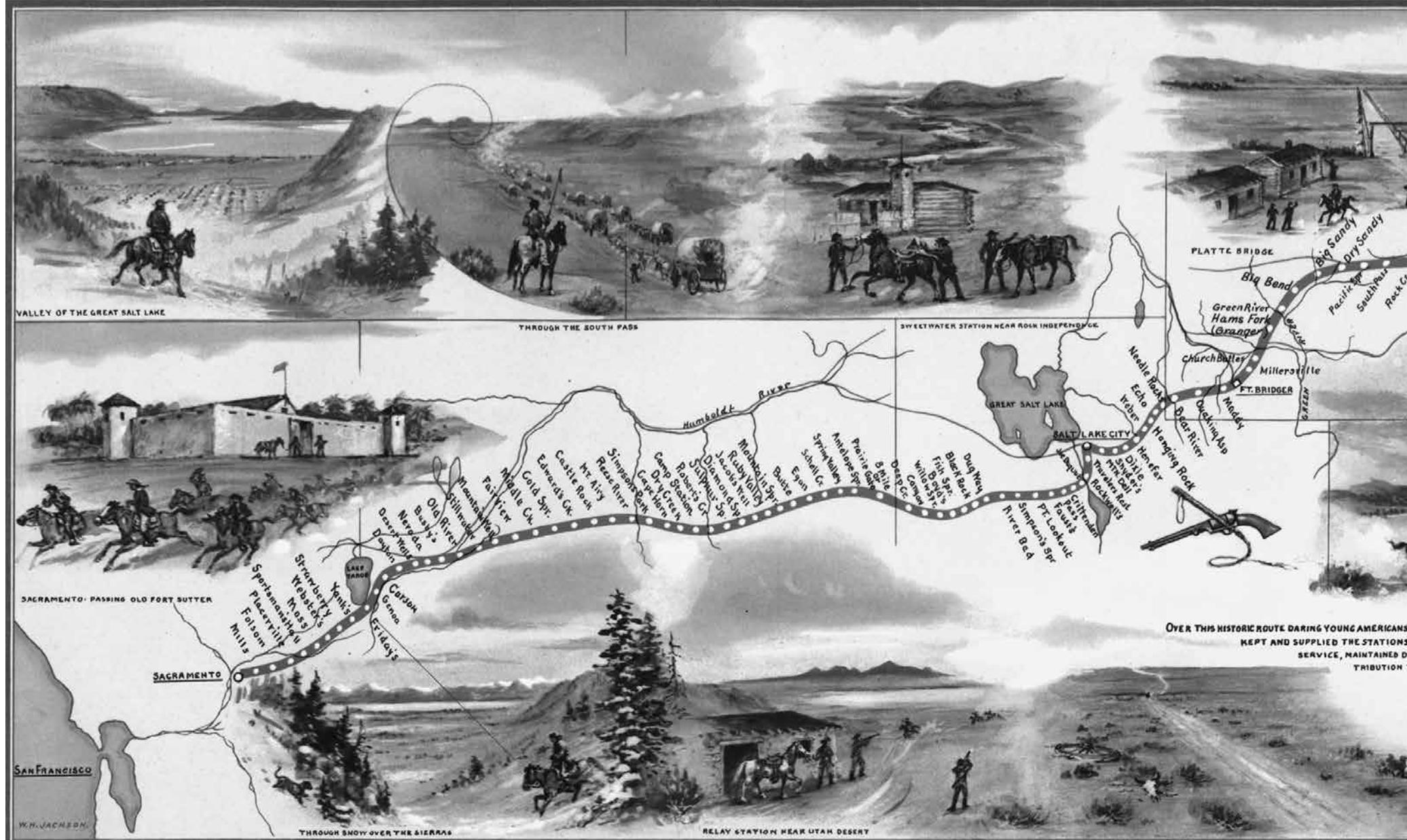
This adventure has grown bigger since I last talked to you. Mom and Takoda, me and Wuti and our

trail dog Puck will travel the US for 6 weeks. We will start by driving to Shawnee in Illinois. We will ride for 4-5 days with friends we met on line. My goal was to meet other trail riding kids on this journey. I will have another girl to ride with while we ride in Shawnee. Then we will travel North to the Black Hills of South Dakota. We are staying on a ranch so the horses will get to stretch out in big pastures. I can't wait to ride Wuti up to Mt Rushmore! Then we will head south into Nebraska and Fort Robinson. Mom says I will even see the ruts in the trail from the old wagon trains. Wuti should be well seasoned by then! Now, off to The Pony! I will be riding in 2-3 different sections in Nebraska. Thank you to Petra and Mary who have both been helping me make this journey happen. Follow my journey at ScoutsTrail@facebook.

See you in St Joseph!



Scout and Wuti doing groundwork.



Pony Express movie coming soon

by Ron Bell

Two years ago I received a call from Brian McLoughlin to talk about a Pony Express Movie. I figured OK, but we had a meeting and I was hooked. On and off over this period of time we talked and went over possible locations to do a shoot to promote the project.

More time and then a meeting in Carson City to go over the project and see what, we being the Nevada Division had to do, or what could we offer to the project. Brian thought if we could provide a few riders to show some action would be a large help due to limited money for

the start of this and most project.

I told Brian we would supply horses and riders who could bring excitement to the project. This meant riders who would and could ride hard and have fun doing so. This was not a Pony Walk ride.

Fast forward to a meeting at Cold Springs Station for a meeting and dinner a few months ago, we had a core group to move this project forward. Cassidy La Gaux as our Pony Bob Star, Cassidy can ride and proved this in aces during the movie shoot. Grant Bell and Brian Bell along with Jim Swigart some of you know him, I Ron Bell was the water boy. My part was to set up the filming locations

and both worked out great.

This group of riders above were filmed running wide open chasing Cassidy. One camera on the ground and then being chased by the drone until it crashed and became a bit mangled. A new drone was on the agenda for Sunday shoot at Simpson pass east of Fallon. Sunday we had a new location, new people, except for Cassidy and the Water Boy Ron Bell. Cassidy used up three horses during the two days of filming.

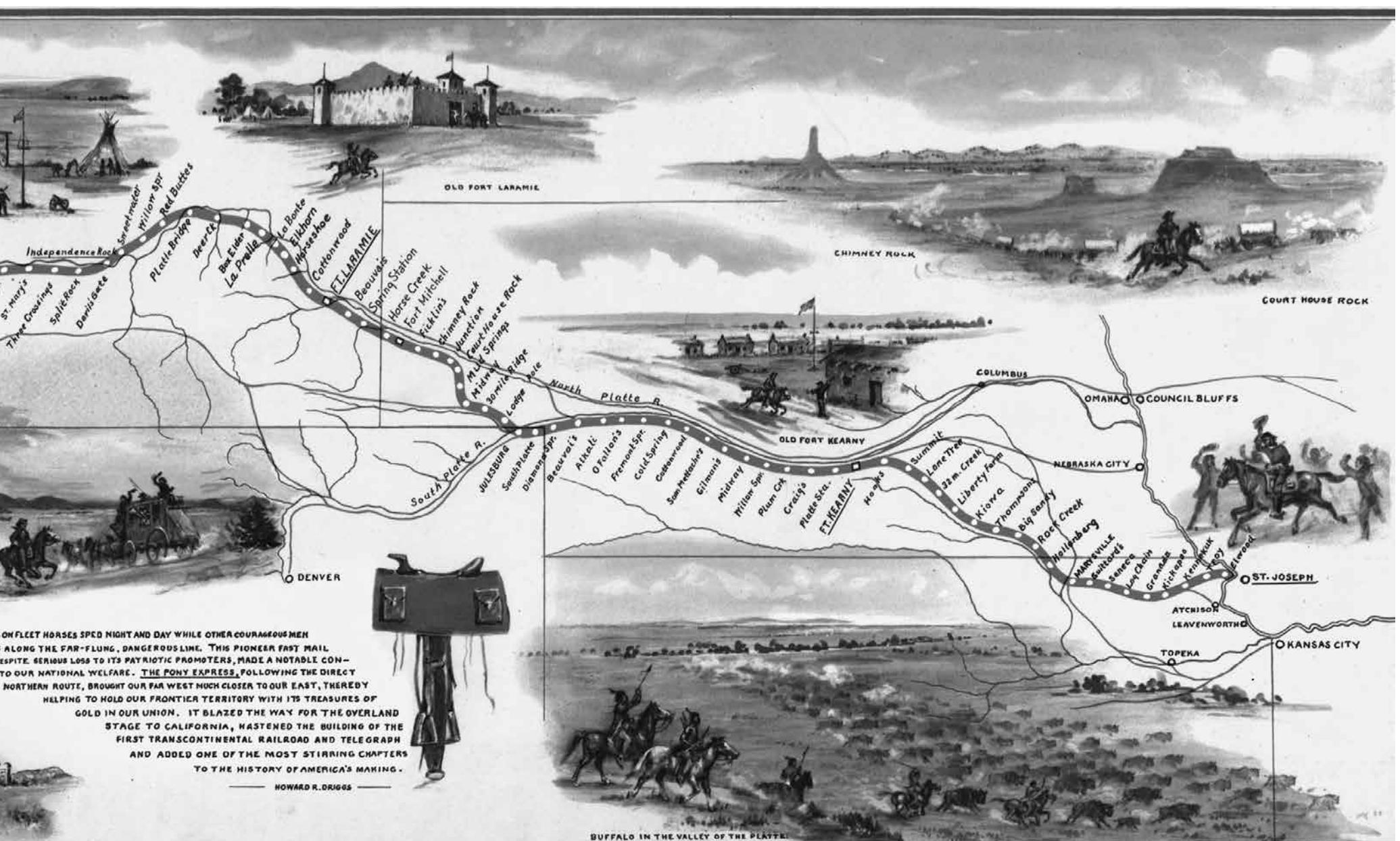
At Simpson Pass Brian's crew filmed until the last light was gone. We walked back to the trucks in the dark. Arthur Johnson and Cassidy both rode and pro-

vided some great footage. One of the clips showed Cassidy and Arthur running and jumping sage brush, then passing each other by only a few feet going in opposite directions, this was part was taken by the drone.

The Paiute Indians were also on location and added a real feel to the day. Hard riding and having Paiute Indians in full dress for the 1860 time period made the day. Sun down, horses loaded, Indians loaded in the van the little group headed to get a bite to eat in Fallon.

I just got a look at the short version of the ad, the pictures were just fantastic. All of the Pony Express members will be able to take a look at some of this preview in a few weeks.

The real shoot should be starting late this summer and into the fall.



California launches trail restoration program

by Lucy Badenhoop
XP-CA Trails Representative

The first year as the California Division Trails Representative has been a huge learning experience. Since most of the ride in California is on surface streets or through existing public parks, the Trails Rep has historically focused on the 47 miles of single track between Echo Summit and Pollock Pines, along the Highway 50 corridor.

This section of trail is unique to the reride.... it is the longest stretch of alpine terrain in the entire 1966 miles. The steep canyon was created by the American River and the narrow granite-lined corridor makes trail maintenance of the single track a challenge. Chief among these problems is a river crossing at Pacific

House, CA, at the historical Brockliss/Blair Bridge site, plus another nearby deep creek crossing known as the Brockliss Creek Bridge.

Most of the original XP Trail is beneath the asphalt of Hwy 50 and can no longer be ridden, but the original Pony Express Trail is ridden to the greatest extent possible. For the last decade, the condition of the trail has slowly deteriorated due to lack of an organized trail maintenance effort. Nature accelerated the trail degradation in recent years with beetle infestations, wild fires, and heavy rains on bare hillsides, which triggered mud slides, bridge washouts, down trees, etc.

The condition of the trail after the severe storms of the 2016-2017 winter necessitated asking for outside help to open the trail in time for the 2017 reride. Several local trail organi-

zations provided volunteers during the early spring: Tahoe Rim Trail Assn., Elegant Ears Mule Assn., and Mother Lode Unit of Back Country Horsemen of California (BCHC),

Beginning 2018, there will be a coordinated effort to repair, restore and improve the trail and its support structure of trail heads and transfer points for the reride. The 2017 efforts focused on performing urgent fixes and building an inventory of problem spots. These locations need more work than the annual pruning and minor tread repair called for in the Memorandum of Understanding (MOU) with the US Forest Service.

Chief among these problems is the deterioration of the XP Corral Trailhead situated near the center of the 47 miles of alpine trail. Erosion and neglect have made the site almost

unusable for trailers. This site is essential as a staging area for trail work crews. A partnership has been formed by the California Division of NPEA, the Mother Lode Unit of BCHC and the Eldorado National Forest Placerville District to restore and improve the site as an equestrian trailhead.

The project total is valued at about \$50,000 and the two nonprofits have pledged a combined \$7500 as seed money. The remaining budget is a combination of volunteer labor/travel, donations of in-kind materials/equipment rental, and grant funds. Phase I Site Preparation should be accomplished in 2018 with Phase II Gravel installation in 2019.

Other 2018 extra efforts will include repair of two bridges (partial railing and deck replacement), inspection/cleaning of culverts and some removal of smaller trees down across the trail. This non-MOU work will be coordinated with the USFS.

PREPARATION FOR THE START OF THE PONY EXPRESS

ROCKY MOUNTAIN NEWS Denver, March 4, 1860

B.F. Ficklin, general road agent of the California Overland and Pikes Peak Express Co. paid our city a visit a few days since, received the effects of the old L. & P.P. Co., on the 1st inst. and on the same day departed over the road. He is rapidly perfecting arrangements for the Pony Express and for increasing the service on the present time.

SACRAMENTO DAILY UNION Sacramento, Saturday, March 17, 1860

The New Overland Express Company

The San Francisco Telegram, of March 15th, has the following particulars of this enterprise:

W. Finney, the agent and manager of the Company on this side, arrived here by the last Overland Mail, having recently left Fort Leavenworth, and from him we learn the preparations that have already been made. Fifty horses have already been purchased towards the road on this side. The animals will be immediately placed at the stations to be selected along the route, and the first express mail will leave this city on Monday, April 3d, at 4 o'clock P.M., and is to leave here each

Monday there after. The express will leave here by boat for Sacramento; at that point it will take horse, and be transported on horseback to St. Joseph, Mo.

At 6 o'clock P.M., of the day after leaving this city, the express will receive dispatches at Carson City, by telegraph; these dispatches will be delivered to the telegraph operator at St. Joseph, and from thence transmitted to their discussion. The schedule time between Carson City and St Joseph is nine days. So a dispatch sent by telegraph from San Francisco to New York, on the evening of the 4th of April, will be delivered in the latter city on the morning of the 13th, and an answer will be received here on the 22nd

A letter sent from here by express on the 3d will be delivered in New York on the 15th, and the answer can be received here on the 29th. The Company expect to be able to carry from thirty to fifty pounds of express matter.

Their stations will be from twenty to twenty-five miles apart, and as great care has been exercised in the selection of animals (Major Solomon having already selected those for this side), and the choice of riders, there is no doubt but the Company can make the time inside of the schedule.

The charges on matter, we learn, will be \$3 per half-ounce from this city to Salt Lake, and \$5 per half-ounce for all points

beyond that, as far as New York. The Company have made arrangements with telegraph and express companies, so that their dispatches and letters will be put through to their destinations without a moments delay.

Offices will shortly be established in this city, Sacramento and Placerville, of which, of course, due notice will be given.

SACRAMENTO DAILY UNION Sacramento, March 19, 1860

MEN WANTED! the undersigned wishes to hire ten or a dozen men, familiar with the management of horses, as hostlers, or riders on the Overland Express Route via Salt Lake City. Wages \$50 per month and found. I many be found at the St. George Hotel during Sunday, Monday and Tuesday.

SACRAMENTO DAILY UNION Sacramento, Friday Morning, March 23, 1860

Overland Pony Express

The agent of the proprietors, W.W. Finney, has completed his arrangements for stocking that portion of the line assigned to him, and has started his men on animals for distribution on the route. For express and pack service he has

purchased one hundred and twenty-nine mules and horses--about a hundred of the latter. They are all California stock, and well adapted for riding and packing purposes. The necessary saddles for riding and packing, with bridles, blankets, etc, etc, were purchased here and in San Francisco. A certain number of tents and tent poles were also provided for the use of the men who are stationed beyond Carson Valley.

Twenty-one men, as express riders and packers, started with the train. The men and animals will be distributed between this city and Eagle Valley; the line to that stocked from Salt Lake.

Finney goes to Ruby Valley with the train to fix upon the points for stations to make a proper distribution of men and horses for service. Provision and grain for the present have to be packed from Placerville to the points along the route where they will be needed.

It is the intent of the agent to run the express from Carson Valley upon the route surveyed last Summer by Captain Simpson. By that route the distance from the city to Salt Lake is not far from seven hundred miles. At the rate of two hundred miles in twenty-four hours the time between the two points will be three and a half days.

Submitted by Larry Carpenter

Southeast Wyoming Pony Express Valentine's Day card ride

by Adahline Goulart

On Feb. 3, 2018, the Southeast Wyoming Pony Express division carried cards and letters horseback from Guernsey, Wy to Hartville, Wy, with 21 riders and 22 horses with over 1,500 pieces of mail that were delivered to the post office in Hartville. There were letters to all 50 states as well as a couple foreign countries.

They left the post office in Guernsey, Wy at 9:00am, carrying this mail horseback for 8 miles on a beautiful, Saturday morning. They arrived in Hartville around 11:00am to find a warm welcome waiting for them provided by the Mayor and residents of the Town.



START OF THE PONY EXPRESS

EVENING BULLETIN
San Francisco, Tuesday Evening,
April 3, 1860

From 1 o'clock till the hour of our going to press, a clean-limbed little nankeen-colored pony stood at the door of the Alta Telegraph Company's office — the pioneer pony of the famous express which today begins its first trip across the continent. The Little Fellow looked all unaware of his famous future.

Two little flags adored his head-stall. From the pommel of his saddle hung, on each side, a bag lettered "Overland Pony Express" the broad saddle, wooded stirrups, immense flappers to guard the rider's feet, and the girth that knows no buckle, were of the sort customary in California for swift horsemen who appreciate mud.

Readers who get early copies of the Bulletin may see the pony that will figure in Congressional debates, in the newspapers and in history, still standing at the Telegraph office door. At a 1/4 to 4 he takes up his line of march to the Sacramento Boat. Personally he will make short work, and probably be back tonight; but by proxy he will put the west behind his heel, like a very Puck, and be in at New York in 13 days from this writing.

At 3 o'clock the letters he had to carry numbered 53; probably his whole cargo will be 75 or 80 letters, at \$5 each. Those which use both pony and telegraph expect to be landed in New York in nine days after quitting San Francisco.

SACRAMENTO UNION
Sacramento, California, April 5, 1860

Starting of the Pony Express

This institution left the Alta Telegraph office, Sacramento, at 2:45 o'clock yesterday morning, and arrived at Placerville at 6:40 a.m., making the distance of forty-five miles in five minutes short of four hours, in less time than that set down in time tables. The express took fifty-six letters from San Francisco, thirteen from Sacramento, and one from Placerville — a total of seventy letters, which at \$5 per letter, makes the sum of \$350.

The stations from this city to Carson Valley are at comparatively short distances, from twelve to fifteen miles, but beyond the locality they are more extended. The rider of the Express from this city to Sportsman's Hall, twelve miles beyond Placerville, was a young man name W. Hamilton, and the rider from Sportsman's Hall, over the summit of the Sierra Nevada, to Carson City, was Warren Upson, of

this county.

We learn that the road was very heavy with mud from this city to Strawberry Valley, a distance of eighty-nine miles. From Strawberry Valley to Woodford's, a distance of twenty-one miles, the snow terminates; thence the road was probably easier. The Express could not have been initiated at a more unfavorable juncture, so far as the weather and the condition of the road are concerned, and the making of the distance from Sacramento to Carson City, one hundred and forty-four miles, in eighteen hours, as appears below, or at the rate of eight miles per hour, under such adverse circumstances, we consider indeed remarkable.

We learn by advices from the East that the continuance of the Pony Express across the continent for the period of six months, at least, is a fixed fact, and that contracts have been made in view of this understanding. We append a table of the distances from Sacramento to Carson City, and also of the time at which the Express reached several points of the route:

Sacramento to Placerville	45 miles
Placerville to Junction	15 1/2
Junction to Brockliss' Bridge	2 1/2
Brockliss's Bridge to Strawberry Valley (snow region)	26
Strawberry Valley to Slippery Ford	1
Slippery Ford to Johnson's Pass	7

Johnson's Pass to Lake Valley	2
Lake Valley to Luther's Pass	4
Luther's Pass to Hope Valley	2
Hope Valley to Woodfords's (end of snow)	5
Woodford's to Genoa	20
Genoa to Carson City	14

Distance from Sacramento to Carson City 144 miles

Pony Express left San Francisco	
April 3d at	4 p.m.
Arrived at Sacramento	
April 4th at	2:45 a.m.
Arrived at Placerville	6:40 p.m.
Arrived at Strawberry Valley	12:30 p.m.
Arrived at Carson City	8:30 p.m.

Owing to the wires of the Alta Telegraph Company being put out of order by the storm last night, we could not get the exact time at which the Express arrived at Carson City, but giving it the same ratio of distance per hour as from Placerville to Strawberry Valley, seven miles per hour, we place the time of its arrival at Carson City at 8:30 p.m. making the rate of speed from Sacramento to Carson City at eight miles per hour; and this too, including the passage over the once formidable and now not to be despised snowy range.

Submitted by Larry Carpenter

Southeast Wyoming Pony Express Christmas Card Ride 2017

by Adahline Goulart

On December 9, 2017, the Southeast Wyoming Pony Express rode from Ft. Laramie, Wy to Guernsey, Wy, carrying 3,800 cards and letters that went to all 50 states, some foreign countries, military bases and also to Santa at the North Pole. With 13 riders and 15 horses they rode for 15 miles from Post office to Post office.

They had enough letters to give every horse a mochilla or a saddle bag full of mail, and they even had to bring a pack horse to help carry all the Christmas mail being sent to loved one all over the world.



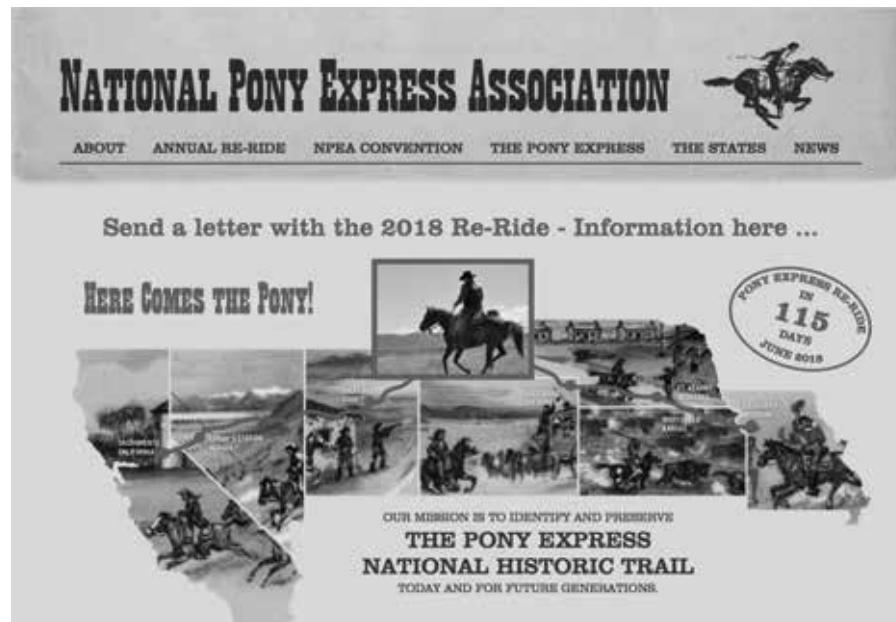
Check out the all new NPEA website

Have you had the experience of visiting our new website? This site was designed with easy to navigate drop-down menus. Below is a small sample of what information each menu contains:

- About –National Directory and News for Members
- Annual Re-ride –Send a Letter and Re-ride Schedule
- NPEA Convention – Information about the Upcoming Convention
- The Pony Express – 1860 -61 History, List of Stations, and
- Monuments and Museums
- The States – Each State Division has a page with information furnished by
- that Division.
- News – Pony Express News (newsletter) and NPEA Press.

We hope you like the site, and if you have any feedback, please let us know at NationalPonyExpress@gmail.com

The Media Team: Petra Keller and Arleta Martin



1960 Colt Single Action, 45 Revolver

by Arleta Martin

On Tuesday, September 12, I was typing at my computer when the phone rang. As I picked up, my caller ID read "St Police". So I set it back down as I've had numerous calls asking for money from similar organizations. The phone rang again.....same listing, so I decided to answer.

It was the State Police in Pennsylvania, asking me if I belonged to the National Pony Express Association. I answered in the affirmative and the officer on line told me the following. After a local robbery, the suspect was caught, but would not talk. They were issued a warrant to search his home where they discovered quite a collection of guns.

In this cache were a boxed set of Pony Express, Colt Single Action Army .45 Revolvers from the 1960

Pony Express Centennial Celebration. The St. Police contacted Colt and the guns had been sold to the Pony Express History and Art Gallery in San Rafael, California. Since this museum is no longer in operation, they are looking for a descendant to find out information about the guns ownership. In their search there was no record of these guns having been stolen. If they can't find the rightful owner, then the gun gets melted down. (What a shame!)

I asked for a few days to do some research on descendants that I had previously been in contact with.

I couldn't find recent numbers for the family members in Lexington, MO., so I called a realtor who was selling the old William Bradford Waddell home in Lexington. She said that she would do some checking.

Within two hours, I received a call

from one of the descendants and we visited about the family. I was able to obtain her contact information and relayed it on to the State Police in Pennsylvania. Then I had to wait until this all played out.

When I tried to contact the Corporal who had called me for updated information, I was told that he had transferred to another unit, so the desk told me they would send him an email asking him to call me.

I was finally able to make contact with the Corporal and they still have the guns in the evidence room.

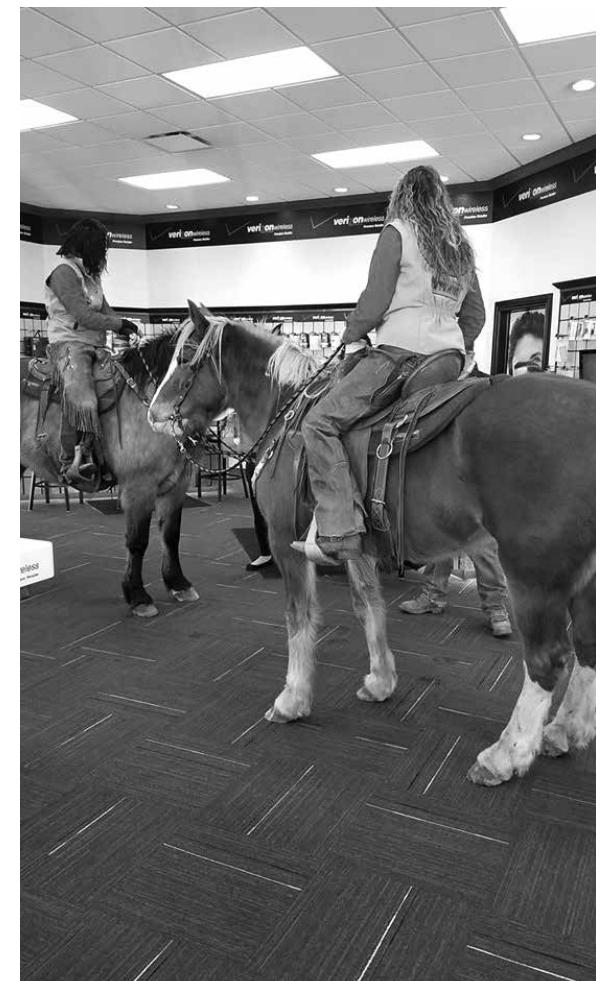
He was going to do some further investigating and if they decide to auction the guns rather than destroy them, he will contact me and I will contact NPEA members who are interested.

If you would be interested, please send me your name and contact information.

Valentine's with flair

by Deidra Homann

On the 14th of February the Central Wyoming Division of Pony Express delivered valentines with flair! Both residential and commercial deliveries were completed in winds gusting to 65 mph. Even with those winds all of the riders had an extremely good time and all gifts were delivered successfully....and on time. 2 deliveries entailed riding directly into the store. The press coverage was beyond our expectations and for a first time the 2 local news channels actually worked together filming and documenting. The Pony Express experience seems to make even the most stubborn cooperate. The residents of Casper, Wyoming are looking forward to the next set of deliveries which is slated for Mothers Day in May. We will deliver gifts that weekend and plan to include all of the Assisted Living Centers and the 2 Nursing Homes into the weekend – which will be such a treat to our elderly.



Nostalgic Ride of the Past

by Arthur Johnson

My story today begins as I arrive one June night at Dry Creek Station in Nevada near the isolated town of Austin. Although it is after 8:00 pm it is still day light as the days are very long and sultry in June. As I walk around a bit investigating the ruins of the old Pony Express Station I am carried back in my mind's eye to the day of the real Pony Express over 150 years ago. This area is still very nearly the way it was then. As I wander about the scenes I have read about come alive as if I were watching them!

Si McCandless who was a squawman (meaning he had a Paiute Indian wife) and had a trading post across the dirt track road from the Pony Express station said "I think some of my wife's family is making trouble tween her brothers and their friends something is up!"

I see Ralph Rosier the station keeper tossing some hay to the horses in the corral John Applegate, and Lafayette Bolwinkle (Bolly) are just kicked back after their long hard day.

As the scene fades away I begin to take care of the things at hand: unloading my horse and making sure she is well taken care of. I will be riding out at around 3:00 am guiding a new rider Mary that would not be able to find her way in the dark of night. I spend a restless night half sleeping and half watching the trail out across the flat waiting for the headlights that will alert me to the approach of the incoming rider bringing the mail.

At 3:30 am I see the lights heading toward us but still far enough away to allow time to saddle up and be ready when the mail arrives. Then with a flurry of activity we are off down the trail. We are looping along through the tall brush and then the juniper and pine trees. At the range fence gates I jump off of my horse and let our horses through, closing the gates after ourselves (this is the way of the open range). Mary's horse is a stud and blind in one eye. He was more than willing to follow my mare Misty on up the trail! At one point in the canyon bottom while looping up the creek bed in the dark my horse abruptly moved to the

right. In the dim light she had seen a deep hole the winter runoff had left for us to fall into! Mary was glad my horse was ahead and had seen it (and so was I)! There is a sharp left switchback that would be easy to go right on by but we made it and in another ½ mile we came to the top of the pass where there's an old mustang corral. Our relief horse and rider were there waiting. They had ridden in the five miles or so during the night and had been waiting for hours.

After passing the mochila off we headed back the way we had come. It was a beautiful sunrise and the trees and brush had drops of water on the tips that glistened and gave the world the look of a fairyland. As we continued down the trail toward our trucks a large buck stood up right near us adding to the magic of the morning! We soon rounded a bend and the ruins of the old XP station came into view and I went back to what I have read in the stories of yesteryear.

"On that fateful morning May 21, 1860 Ralph and John were up early while Bolly tried to catch a couple more winks. Ralph went to the spring for water, John started to make a fire, suddenly a shot rang out and Ralph let out a scream. John leaped through the door and saw that Ralph was dying. Turning quickly to go back inside he was shot in the groin and hurt badly. At this point Bolly bounded out of bed and Si rushed across the road to take refuge in the station. Bolly and Si worked quickly to stack sacks of grain in front of the door, all the while John kept telling them to leave him and run for their lives. When they would not, he asked for a pistol presumably to help defend the station but as soon as they gave it to him he shot himself ...now that 2 were dead the remaining 2 fled on foot presumably to Grubs Well station.

Bolly did not have shoes on and his feet were so injured by thorns rocks and such that it took months to heal!

As Mary and I came into the station all this faded away. As I was needed on west, I proceeded to load my horse and drive to where I was needed to carry the mail. I can't believe we get the opportunity to continue in the tracks of these brave men of long ago!

Until next time Happy Trails!

National Pony Express Convention 2018

Torrington, Wyoming
September 6-8, 2018
Hotel: Holiday Inn Express
1700 East Valley Road
Torrington, Wyoming 82240
307-532-7600

Attendees must make room reservations with the hotel directly (ask for the Pony rate \$104.95)

Schedule of Events

September 6, 2018 (5:00pm to 8:00pm)

Ft. Laramie National Historic Site:
Meet and Greet with pizza,
drinks, and tour of the fort.

September 7, 2018

Goshen County Fairgrounds 4-H Building: 12:00pm to 1:00pm
Chili or Clam Chowder in a Bread Bowl.

Register Cliff and Wagon Ruts Bus

Tour: 4:00 pm to 5:00 pm (Board bus at Camp Guernsey).

Camp Guernsey National Guard
Base: 5:00 pm to 8:00 pm. Chuck Wagon Supper with wagon rides and entertainment.

September 8, 2018

Table Mountain Vineyard (Huntley, WY) 9:00am to 11:00am Spouse "Paint & Sip" art, wine, music, & fun (bus departs from hotel at 8:30am)

Goshen County Fairgrounds 4-H Building: 12:00 pm to 1:00 pm. Pulled pork lunch with sides.

Table Mountain Vineyard (Huntley, Wy.) 6:00 pm to 9:00 pm. Prime Rib or Chicken Supper. Full service cash bar will be available. Free wine tasting. Live auction immediately after meal.

Tentative Meeting Agenda – 2018

Meetings held at: Goshen County Fairgrounds 4-H Building – Torrington, Wyoming

Friday -September 7, 2018

9:00 am – 1:00 pm	Registration
9:30 am – 10:30 am	Strategic Planning Committee Meeting
10:30 am – 11:00 am	Membership Committee Meeting
11:00 am – 11:30 am	State Presidents Meeting
11:30 am – 12:00 pm	Past National Presidents Meeting
12:00 pm – 1:00 pm	Lunch
1:00 pm – 4:00 pm	Trails Meeting

Saturday – September 8, 2018

8:30 am – 9:30 am	Board of Directors Meeting
9:30 am – 9:45 am	Break
9:45 am – 12:00 pm	Board of Directors Meeting
12:00 pm – 1:00 pm	Lunch
1:00 pm – 3:00 pm	Board of Directors Meeting
3:00 pm – 3:15 pm	Break
3:15 pm – ???	Board of Directors Meeting

Final Agenda will be handed out at registration. Dean Atkin, National President.

Cut out and mail to:

S.E. Wyoming Pony Express, P.O. Box 286, Ft. Laramie, WY 82212

Registration Fee: \$90.00 per person by August 1, 2018. \$100.00 after August 1, 2018

Names of Attendees:

Meal preferences and how many

Chili Clam Chowder

Prime Rib Chicken

Attending "Sip and Paint"

Attending "Meet & Greet"

Attendee contact phone #

National Pony Express Association

2017 Director's Meeting Notes

National Pony Express Association
2017 Director's Meeting
Ogallala, Nebraska
September 9, 2017

Called to Order

9:02 am - National President Dean Atkin

Pledge of Allegiance

Invocation

Mike Robinson

Welcoming Remarks

Extra flashlights from the reride were passed out to each state that wanted them.

Introduction of Past National Presidents

Pat Hearty
Dale Ryan
David Sanner
Les Bennington
Jim Swigart
Lyle Ladner
Wayne Howard

Introduction of Guests

National Park Service-John Cannella and Kristin VanFleet

Introduction of Vice Presidents and Officers

Carl Schultz -1st V.P.
David Kittle- 2nd V.P.
Melva Sanner-3rd V.P.
Pam Dixon - Secretary
Jack Davis - Treasurer
Larry Carpenter - Corresponding Secretary

Arleta Martin and PetraKeller-Media Team
Lyle Ladner-Education Hours

Remembrance of Deceased Members and moment of silence

Fred Edward Abernethy, Andy Canchola, Phillip Martin Freeman, George William Lange JR., Owen Dale "Rusty" Owens, Carol Hunt, Ron Fritzemeier

Moment of silence.

A memorial grave marker was presented to Patsy Lange for George Lange and another was Presented to Pat Hearty for Fred Abernathy. California will present one to Thais Fritzemeier

Introduction of State Presidents and/or Voting Delegates

Missouri-Gary Chilcote (P), Doug Chil-

cote, Quackgrass Sally Kansas-Lyle Ladner, Melva Sanner, Wade Miller Nebraska-Lyle Gronewold (P), Dan Martin, Scott Wolf Colorado-Linda Dolezal (P), Cheryl Nein, Shelly Gerk Wyoming-Les Bennington (P), Stephanie Goulart, Howard Schultz Utah-Michael Robinson (P), Fred Leslie, Jamie Mavridakis Nevada-Ron Bell (P), Melody Kittle, Gene Ockert California-Elizabeth Davis (P), Carolyn Gilmore, Lucy Badenhoop

2016 Delegates Meeting Minutes

Ron Bell-Nevada made a motion to accept
Melva Sanner- Kansas seconded the motion
Motion carried

Treasurer's Reports

National Account – Jack Davis
Certificates of Deposit – Jack Davis
Lyle Ladner-Kansas motioned to approve the National treasurer's reports.
Gene Ockert-Nevada seconded the motion.

Motion carried
Commemorative Letter Account – Arleta Martin
Les Bennington-Wyoming motioned to approve the Commemorative Letter account report.
Jack Davis-California seconded the motion.
Motion Carried

Commemorative & Personal Letter Sales Report- Arleta Martin

Arleta announced state sales and income.

- California – 160 Commemorative, 14 Personal \$376.00
- Nevada – 137 Commemorative, 21 Personal \$358.00
- Utah – 67 Commemorative, \$134.00
- Wyoming – 89 Commemorative, 3 Personal \$190.00
- Nebraska – 172 Commemorative, 5 Personal \$364.00
- Colorado – 39 Commemorative, 3 Personal \$90.00
- Kansas – 121 Commemorative, 19 Personal \$318.00
- Missouri – 15 Commemorative, 1

Personal \$34.00

- National - 104 Commemorative, 6 Personal \$232.00

Arleta's report states she did not receive state rosters and money for those states who include letter sales in their membership timely. Kansas was the only state who got the information to her before the deadline. Arleta resigned this position as of today. Melva Sanner and her daughter Sara volunteered to take over the duties.

Scott Wolf- Nebraska made a motion to accept transfer of the ride letter duties from Arleta to Melva and her daughter Sara.

Lyle Gronewold- Nebraska seconded the motion.

Motion carried.

National Newsletter/Gazette Report- Lyle Ladner/Petra Keller

Arleta and Petra are our media team and have volunteered to do the Newsletter and Arleta the Gazette. The Gazette goes out to our members as well as being available to the public once a year and will continue to be hard copy. The Newsletter is for our members quarterly and this can be done online. Heather has volunteered to help Arleta and Petra with an online version of the Newsletter. The budget cost now is \$2,000 and that is a lot of membership dues to cover. Providing the Newsletter online would save us money and time as well as provide a record of previous issues. It would not be scanned in but will be online as a softcopy to communicate with our members. The state Presidents could print and send to anyone who needs hard copies due to not having access to the internet. A big problem is getting content right now and if this continues to be a problem it won't matter how we provide the Newsletter. We may be able to incorporate events from Facebook.

Green River Star out of Green River did the Newsletter this year and did a terrible job and didn't provide Lyle a chance to edit before sending the last issue. We will not be using them any longer for printing needs.

National will not maintain every members email. The Newsletter can be posted to the website and then an email sent out to the state Presidents and they can mail any hard copies needed or post on Facebook. Plus the National roster is a year behind during the beginning of a year as new state rosters have not been received. There was a concern in regards to the cost to states for them to mail hard copies. California stated they only have about six members who would need hard copies

while other states may have a lot of members without emails. Dean asked Shelly Gerk to be part of the media team to help with the Newsletter. One suggestion was to provide hard copies at a meeting as incentive to attend a meeting.

Ron Bell-Nevada made a motion to do three newsletters online and the Gazette hard copy by mail.

Discussion in regards to a the number of newsletters per year. If the content is there we can always do more. For now we try to do one after the reride one before convention then one after convention.

Ron Bell-Nevada amended his motion to do two newsletters online and the Gazette hard copy by mail coordinated by the media team.

Fred Leslie-Utah Seconded the motion. Motion carried.

Quartermaster Account Report

It has been a slower year this year and no grave markers have been sold since added to the inventory. We have eleven on hand and they are \$25.00 each. Petra asked for a list of what we have and who to contact for purchase and she can add the information to the Website.

Melva Sanner-Kansas made a motion to accept as remitted

Quackgrass Sally-Missouri seconded the motion

Motion carried.

National Corresponding Secretary Report – Larry Carpenter

Larry started this job due to written letters received by NPEA and no specific person to reply so he was asked to do the job. Larry started out with one press release going out prior to the reride and then it changed to two press releases and we continue to do two now. Larry asked that the press releases be posted on the website and Petra stated this will be done if Larry provides a digitally copy to the media team. The major expense is copies and postage.

NPEA receives regional coverage and this is great for our organization and the National Trail. We are looking for news articles that bounce around the internet. Most articles found are saved and archived on our website under "News & Events". They are listed by state and if not for a specific state then they listed under National.

One of the goals in the Strategic Plan was to print more National brochures. We have printed a two year supply of 3,000

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copies and they will be passed out to the State presidents at convention to save on postage. They can be used at events, museums etc. Some of the trail partners are not listed just in case they don't want their logo on our publications but our website has been added.

Larry has asked about the National Trails Map and Guide and he was referred to the printing office.

Arleta was a tremendous help this past year.

Gene Ockert-Nevada made a motion to accept the report as remitted

Ron Bell-Nevada seconded the motion Motion carried.

Partnership for National Trails Report – Pam Dixon

This is January through December information. The report in the binder is an old format but contains the exact same information that I submitted which prints as seven pages. The report was submitted with color pictures for the Utah project.

National Park Service Volunteers Report-Pam Dixon

This year was tough getting hours from everyone by the deadline and I had to pick up the information from the printers for the binders the morning I left for convention. Once I received everything the numbers are pretty close to last year. We had two Utah projects that I had pictures for so I sent those pictures in with a description of the project.

We all do a great job working hard to maintain the trail and provide education to the public and it is important that the information is reported to help with funding, Pathways articles, etc. to show how hard NPEA is working. Before and after pictures are great.

A blank copy of the report is in the back of the binder and Petra has placed a copy on the website. If you use the website you can hit the link and it will tell you who to submit the report to. There is also a due date calendar in the front of the biner and on the website.

John Cannella from NPS thanked NPEA because this does translate into funding and in the spirit of our cooperative agreement. NPEA was the first organization to submit their report.

Les Bennington-Wyoming made a motion to accept as submitted.

Lyle Ladner-Kansas second the motion. Motion carried.

Proposed Budget 2018– Dean Atkin

The budget had to be submitted to the NPS by March so no motion for approval is needed.

Website Report – Petra Keller

This was our first year with the website for the media team. We had 32,000 hits in the ten day period during the re-ride. Last year there were 3,600 hits on xphomestation. We had 77,000 hits for the year when the previous year there were 13,000 hits reported. There is a desire for more information on line. NPS had 153,000 hits for the Pony Express trail. The audience is mixed ages. The breakdown is outlined in the report. We need more HAM coordinator reports that should be sent to the gmail account. Next year we will have help from Germany covering the night shift for updates and reports.

Facebook last year had 416 views and this year there were over 1,300. During the re-ride Facebook pushed to the website including for each exchange. 70% women follow us on Facebook. XP participated in a free Facebook promotion and we received a few more followers. Some examples of messages are included in the report.

This year prior to the re-ride the Media Team provided three training sessions for State Presidents and National Officers.

Lessons Learned include things like;

- We don't want to rewrite everything
- We received partial information so the website was updated in "contact us-events" to include everything required to submit information.
- The media team does not go out to look for information. It needs to be submitted.

Educational Miles and Hours Report – Lyle Ladner

We only have three or four states submitting reports for reimbursement. There is a quarterly report submitted to Jack. We know everyone is doing work so please submit your reports. An updated report was handed out for the binders.

Last year we had \$10,000 to give back to states and this year we received an additional \$2,000. Please submit your reports so we can use this money and don't have to return the money to NPS which does not necessarily mean NPS can keep it. We are pretty close to using all the funds and we have the fourth quarter still to file.

Thank you Dale Ryan for all of your years of service doing this report.

Insurance –Fred Leslie

Fred is the contact for insurance needs.

All states need to know Fred.

Waivers-Everyone signs a waiver and they want to sign the waiver. By signing the waiver they are stating they are not going to sue NPEA and if they won't sign then we don't want them as a member. By signing the waiver if their horse hurts someone or something they are covered for lawsuit purposes. If something happens call Fred first before you talk to anyone. Don't talk to the media. Even support staff needs to sign a waiver, not just riders. The state presidents keep all the signed waivers at least 7 years. Keep the forms safe but accessible. You sign waivers one time, annually is not required right now. If members cross state lines you need to sign a waiver for each state and the President of the state that is at the top of the form must hold that form even if it's not a member of that state.

The waivers are on the website under forms and they are state specific. They must be three pages and not back to back per the insurance company.

When we update the forms we need to specifically ask for city and state. Per the insurance company all changes need to go through them.

Every event is \$60.00. Fred only needs to know about events that involve horses. Our policy is 80% based off the events. Every time we have an event with a horse and you are educating and promoting the trail send in your education hours so we get some money back through another source. As soon as you know you have an event tell Fred. If you need a certificate make sure you give yourself enough time and even more time if they need additional insured. Give Fred all the information needed up front. If an event is cancelled let Fred know so he can cancel and we get the \$60.00 fee back.

NPEA HAM Coordinator

No Report

OLD BUSINESS

Strategic Plan-Dean Atkin and Melva Sanner

Strategic Plan committee met yesterday and reviewed their goals. We have done a good job on on goals one through three. Goal four needs some work. They discussed making updates so if you have any ideas in regards to goals that should be add let any of the committee members know. The committee hopes to have plan updates to vote on next year at convention.

Re-ride Hotline-David Kittle

Please call the hotline with exchange location and time. Two reports were distributed showing there were 848 calls and the breakdown per state. These reports were added to the Director's meeting binder as page 40.1 and 40.2. We received a few less calls than last year.

LUNCH BREAK

Housekeeping

If you are on the National Directory please complete a form for Les and give it back to him today. These are for partial reimbursement for the Director's meeting.

Les handed out copies of artwork created for Glenrock with the Pony Express Rider for the Solar Eclipse that was August 21, 2017. On the back is a tidbit of eclipse history in Wyoming.

Les passed around a picture of a white buffalo that he had seen.

GPS Spot Tracker-Lyle Ladner-Petra Keller

Dwight Burges planted the seed and furnished the first tracker to get us started. We now have our own tracker and own subscription. Derek from NPS got ahold of it and Arleta and Petra have it on the new website and are adding to it. This is a fantastic tool and it's proof that if we don't open ourselves up to progress we will get nowhere.

The GPS pingers are still available on the follow the ride map until one month before the next reride. All the numbers are actual pings we received. In addition all of the pictures in the slideshow are from reports submitted during the ride and show the terrain in different states. This is a great for us to look back and gather information. It takes all of us to make this work.

Misc.

Carolyn Gilmore announced that True West magazine, October 2017 issue, has an article about the Pony Express and it mentioned Quackgrass.

Olympic Mochilla –Dean Atkin

Nevada has this mochilla for the last couple years so they brought it with them to Convention for someone else to have. Wyoming will take it since convention is in Wyoming next year. Should the mochilla be with the Olympic torch because California has one? NPEA wrote a check for \$38,000 to purchase torches that NPEA members purchased so no.

Petra will take some pictures of the

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Olympic Mochilla for the website and Arleta would like to know the location so it can be noted on the website to direct people to the location. It will probably be at Ft. Laramie.

Membership

How do we promote and maintain/retain membership? This is an ongoing problem.

- Utah-Membership is aging so we need to double our efforts to reach out to younger people like 4-H, boy scouts, other horse groups etc. to recruit. Re-ride is the biggest tool right now.
- Kansas-The re-ride is the great attraction as well as people reaching out after seeing the website. One of the big issues for Kansas is the state bylaws designate the miles so it's hard to find miles for new riders to cover.
- Missouri-It only takes 1 rider for the re-ride so they don't encourage horse people. Most of the members are volunteers that help.
- Nebraska-217 members but they do have blank spots like in the Ft Kearney area right now. Contacts from the website do help. It's tough to recruit in some areas and they don't really know why. You have to go after the younger ones and they have picked up some 14 year olds. Allowing buddy riders for those not old enough to be riders gets them involved early and they are excited to join once old enough. Mary Cone had contacts from two endurance riders and they are good because they can put in more miles. Reach out to different groups.
- We are an elite group of riders who can ride on a historical trail any carry mail by horseback.
- Wyoming-They are in pretty good shape but it's tough west of Casper. We may have warm bodies but a small core group of active members who help with things outside the re-ride. A lot of the other states are having that same problem. Nevada, Utah and Colorado riders come and ride because they know Wyoming members. Always be on the lookout for younger people who are dedicated and that's what's hard to find. Make sure they are horse savvy.
- California-Got about 8-10 new members out of a membership drive cutting membership fees for those who bring in new members. Out of 88

members, 70 are riders which about $\frac{1}{2}$ have 15 or more years of seniority and $\frac{1}{2}$ of those don't choose rides any more. 26% of members are 3 years or less and these are the ones that don't stay. We love the 5 year patch to try to retain those new members. We are also trying to make our trail safer to help not scare off the newer riders.

- Colorado-We have 39 members, 12 active and 9 riders. We constantly try to work in youth like doing a gymkhana later in the year. Thinking about other ideas to keep the younger kids enthusiastic about staying in NPEA. It's hard to compete with sports for High School.
- Nevada-Losing a tremendous amount of riders to other events like calf penning and trail trials. Seems like everyone competes for a buckle in the age group we need now days. We need to come up with activities for that age group such as a Trail Trial with a Pony Express theme and could even use it to qualify riders. If anyone has ideas please send to Ron Bell. A lot of riders don't like running their horses on parts of the trail or outside an arena. We need to let the new riders know what the trail is like so they can adjust what horse they use for our re-ride. Maybe we can partner with a group already doing a trail trial and sponsor one station provide judges and a buckle. It could be something like dismount toss mochill on and mount. They picked up riders while riding at events with a lot of horseback riders.
- Quackgrass-Reach out to the college equine programs to expose them to Pony Express.
- Petra-Get the word out and share posts on Facebook to spread the word.
- Howard-Pass out applications with information about our organization at horse events.

Letter Sales

It was mentioned that a lot of activities after the reride we are unable to have letter sales due to the applications being dated. Why can't we sell letters June-May to increase the letter sales. The letter boards are dated so it's hard to use them once outdated. For now cross off the date and you can use the old ones, just make sure you send them to the new address.

Bureau of Land Management

No report

National Park Service-John Cannella

John Cannella and Kristin Van Fleet are here from the NPS National Trails Intermountain Region office, Santa Fe. The Intermountain Region has about 20 staffers and three offices, Santa Fe, Salt Lake City and University of New Mexico in Albuquerque. They are NPEAs contact for the National Historic Trail. Derek Nelson left in July to head back to San Antonio so Sarah Rivera in the Salt Lake City office is providing support. Jeff Denny, interpretive specialist will be joining the staff in Santa Fe. Diane Weddington will begin in the new Student Conservation Association position for the next year.

The NPEA Cooperative agreement contact for the NPS is Jack Davis. Please help with any reporting that is being requested as that is needed for funding. Working on the Strategic Plan and accomplishing those goals shows NPEA dedication. Going digital is a big part of the NPS plan as well as looking for alternative funding sources to help get things done.

Use NTIR_Information@nps.gov to order maps and brochures.

Trails50.org should be used to order 50th anniversary items. Next year is the celebration of the 50th anniversary of the National Historic Trails Act. There is a new logo, trainings and opportunities for internships that may help NPEA as a tool with our Strategic Plan. They are working on hats, pins, shirts and will have a store. We can ask permission to use this logo on next year's envelope to pair the 50th logo with the XP logo to promote awareness. The logos will be available for download.

If there are events that the NPS can help highlight, let them know. Due to the reported hours they were able to hire Diane as an intern for a year. She can help with events to help advance awareness of the trail.

NPS has a Certification Program where they can enter into agreements with landowners for interpretive sites to be part of the National Historic Trail.

Some of the projects the NPS is currently working on include Marysville Barn, Signage in multiple states, working with the forest service on a proposal and applied for funding for the Brockliss Bridge, Douglas County, better ways to transition into going digital to decrease printing costs and also working on a social media plan.

They look forward to finding out about our local needs so they can assist. NPS has helped tremendously with our website and Derek and Sara have been great to

work with.

Safety

Glade Symes brought up safety concerns in regards to riding at night. A reflective hat band was created and multiple people used them this past re-ride. They are easy to see, very reflective and don't take away from the uniform. It is easier to keep track of your rider. They are available for \$5.00 and Dean has them. Another idea was to stitch them onto our vests but we can't find this specific material in brown. It also comes in 50yd rolls. Another idea for night riding is glow sticks attached to your tack.

NEW BUSINESS

Anniversaries-Larry Carpenter

How do we want to celebrate/commemorate anniversaries?

- 1978-NPEA went to Salt Lake City
- 1978-NPEA Incorporated
- 1979 -NPEA went to Julesburg
- 1980 Sacramento to St. Joseph
- 2025 is the 175th anniversary

Larry suggested we create a pin for the 40th anniversary of our incorporation and hand it out during the re-ride. We may want to ask Les to create a pin as an addition to the 50th Anniversary Trails Pin and a re-ride pin. We will be looking into the 50th anniversary and this additional pin.

Jamie Mavridakis-Utah made a motion to purchase the 50 year anniversary pin and hand out to all members during the 2018 re-ride.

Melva Sanner-Kansas seconded the motion.

Motion Carried

Cheryl Nein-Colorado made a motion to create a 40 year incorporation pin to be handed out during the 2018 re-ride and created by Les Bennington.

Elizabeth Davis-California seconded the motion.

Motion carried

We also will be needing a 40 year membership patch that will look different from the 40 year pin.

Dale Ryan-National made a motion to make the 40 year patch.

Lyle Gronewold-Nebraska seconded the motion

Motion carried.

Honorary Membership-Carl Schultz/David Kittle/Melva Sanner

The nomination letter for Arleta Martin was read.

Motion carried to accept Arleta Martin

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as National Honorary member.

2018 Re-ride schedule

Can we move the time so Ft. Laramie can get it between 11:00 am and 2:00 pm for a big event? Discussion ensued in regards to this working for the other States. This is a one time ask and would work better for Salt Lake City. California is fine with leaving at 3:00pm with the new route. This may give some of the other states a time during the day and could help recruit new members. This past year we slid the schedule 5 hours to accommodate Ft. Kearney and no one had issues with that.

Fred Leslie-Utah made a motion to push the current schedule forward by 5 hours

Jack Davis-California seconded the motion.

1 oppose, motion carried

2018 Re-ride Pin, Vignette & Envelope – Les Bennington

Les is working on the Vignette, envelope and reride pin.

Other New Business

The money that was to be forwarded from the letter account to the Jaycees for flags will be made pursuant to the motion from last year.

The Jaycees needed a map to complete the easement. The contractor will not sign

off on the permit. NPEA is not responsible for this as the Jaycees handled this. The easement will expire if not signed. This is tied up due to the Contractor being out of business. Cabela's is changing to Bass Pro.

Future Delegates Meetings

2018 Wyoming-September 7-8, 2018, in Torrington. Thursday Ft. Laramie-meet and greet, Friday Guard Camp in Guernsey Wy- Chuckwagon Dinner, Sat Hartfield-Dinner

2019 Colorado

2020 Kansas

Other New Business

California will donate a grave marker to Thais Fritzemeier

XPHomestation-Tom created it about 30 years ago and has maintained it this entire time but NPEA has been paying the fees for this site. Tom no longer wants to not maintain this website. Do we want to maintain XPHomestation or incorporate the information into our new site. Yes, we would like to incorporate the information with either a link or pull the information into our site. There is a lot of good content and we don't want to lose this research if the site is decommissioned. We need someone to review all the content and figure out how to incorporate the information into our site. We are looking for ideas. Until we figure out what to do

we should keep the website up for now so we don't lose the information. We need someone to help with this project. This may be something the internship position with the NPS can help us with. Pat Hearty is willing to help review the content but computers are not his thing. Shelly Gerk can also help to see if she can save the data to use on our site.

Report of Nominating Committee – Jim Swigart/Lyle Ladner

The nominating committee approached Dean Atkin and he agreed to being nominated so they put Dean Atkin forward.

Scott Wolf-Nebraska-made a motion that nominations cease

Melva Sanner-Kansas seconded the motion

Motion carried.

Presentation of Officers

President – Dean Atkin

1st Vice President – Carl Schultz

2nd Vice President – Dave Kittle

3rd Vice President – Melva Sanner

Treasurer – Jack Davis

Secretary – Pam Dixon

Gene Ockert, Nevada made a motion to approve officers.

Quackgrass Sally, Missouri seconded the motion.

Motion carried

Announcements

Thank you Nebraska Division

Gene Ockert, Nevada, made a motion to adjourn.

Ron Bell, Nevada seconded the motion.

Motion carried



The National Pony Express Association a non-profit organization, is dedicated to the preservation and marking of the Pony Express National Historic Trail.

2018-Annual Re-ride of the Pony Express

Send a Letter by PONY EXPRESS!
From Sacramento, CA to St. Joseph, MO in 10 days!

Mail will be carried by horseback by over 700 riders from California through Nevada, Utah, Wyoming, Nebraska, Colorado, Kansas and into Missouri. The letters will depart Sacramento, California on Wednesday, June 20th, at 3:00pm PDT and will arrive in St. Joseph, Missouri on Saturday, June 30th, at 8:30 pm CDT. Envelopes then receive a special postmark and are delivered by USPS. A special historical vignette this year will commemorate Wyoming.
www.nationalponyexpress.org – for additional information and a follow the ride progress map.

SEND ORDERS and one check or money order to cover purchase to:

National Pony Express Assoc.

601 Western Ave.

Blue Rapids, KS 66411

For questions regarding orders - Phone (785) 556-1970

-----detach here-----print legibly-----detach here-----
COMMEMORATIVE LETTERS (described above) - \$5.00 EACH - **Order by May 30th**

PURCHASER _____ PHONE _____

RECIPIENT'S NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____
If ordering more than one letter, enclose a list of additional names and addresses.

State to be credited with sale: (Circle one) CA NV UT WY NE CO KS MO National

PERSONAL LETTERS - \$10.00 EACH - **Order by May 1st**

(We provide you with special stationary. You write a letter & return to us)

PURCHASER _____ PHONE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

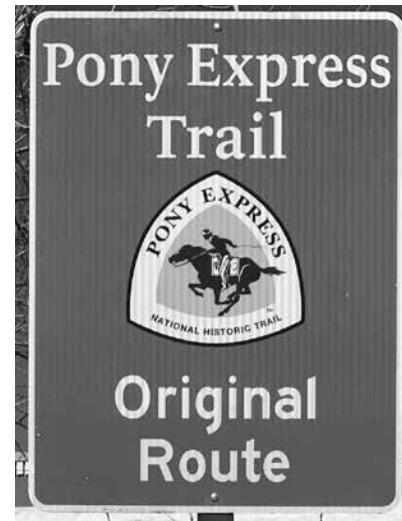
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California division signage project enters second phase

The second phase of the Pony Express Trail signage project for the California Division of the National Pony Express Association has begun. The first phase, completed last year, included 13 signs. The signs mark the original path of the Pony Express Trail. Phase I began in Shingle Springs on Pleasant Valley Road and ended on Carson Road and Larson Road in town of Camino.

Phase 2 begins on Carson Road near Barkley Road and continues up to Pony Express Trail near Sly Park Road. Phase 2 also includes 13 signs. The signage project is the result of 15 years of effort by Melba Leal and Jack Davis with the cooperation of the El Dorado County Department of Transportation and the National Park Service.

Future phases will continue up further into the Sierras.



THE PRESIDENT'S CORNER

We can all help make the National Pony Express Association great

With the excitement of the 50th anniversary of the National Trails Act, there are many projects and plans along the Pony Express Trail and the many other trails in our great Nation. I am excited to see more

signs placed at old station sites along the trail. With the help and support from the BLM, and National Parks Service Trails office, we have and we are marking the trail and educating the public about our rich heritage we enjoy. With stories of

young riders crossing the eight states it makes me think of how dedicated these young men and station keepers would have to have been to do their jobs under all the hardships they had to endure. Including the harsh elements of snow and cold.

This year we will be riding from Sacramento, over the Sierra Nevada Mountains, across the deserts of Nevada and Utah, climbing the Wasatch Mountains onto Wyoming, and the open plains of Nebraska, Colorado and Kansas to reach St. Joe Missouri. It is with same dedication that riders and support crew keep the spirit of the Pony Express alive. This is a great effort that we undertake every June. The 2017 re-ride was early in June and we had the harsh elements of rain, snow and wind. The 2018 re-ride is slated for June 20th through the 30th. So we will be dealing more with heat related issues, so come prepared.

I invite everyone to catch the vision and enjoy the history of the Pony Express. It took 10 days and 10 nights to get a message from St. Joe, Missouri to Sacramento, California. In today's world, with our technology, it takes only seconds to

get a message from one person to another. We are out there and are getting great responses to our web site, use it, learn about how to make it work for you. We can't all be riders but we can all help make the National Pony Express Association GREAT!!

As we prepare to take the oath, let's remember what it says and stands for, and do our best to live its words. SPIRIT AND INTENT!! "I, _____ do hereby swear, before the great and living God, that during my engagement as a member of the National Pony Express Association Re-Ride, I will under no circumstances use profane language, that I will drink no intoxicating liquors, that I will not quarrel or fight with any other member of the Association, and that in every respect, I will conduct myself honestly, be faithful to my duties and so direct all my acts as to win the confidence of my associates. So help me God."

I hope to see you on the trail in June. Have a great ride and safe one.

Sincerely:
Dean Atkin
National Pony Express President



A great Pony Express resource for many years enters new era

The Media Team and the National Pony Express Association wishes to thank Tom Crews for creating and maintaining xphomestation.com website. He has gathered a plethora of information and resources for anyone wanting to study the history of the Pony Express.

Tom started his website in 1993 and has worked endlessly in keeping everyone updated with information about the Central Overland California and Pikes Peak Express Company better known as the Pony Express.

He constantly updated his website with new-found information on the people, locations, history, resources and anything else connected to the Pony Express.

Xp PONY EXPRESS HOME STATION

Tom also posted information about the National Pony Express Association and updated pages about our volunteers and events, mainly the annual re-ride and reports from the trail.

Thank you Tom for your work and dedication. The Media Team looks forward to continued contributions from our members to keep the NationalPonyExpress.org website current and relevant.

Anyone who goes to xphomestation.com will be redirected to our new website. Tom is a member of the California Division.

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[2018 Re-Ride Schedule](#)

[2017/18 Deadlines](#)

[NationalPonyExpress.org](#)

(buttons are clickable, may not work on some smart phones)

Letter from the President

With the heat of summer behind us, we look forward to the fall colors, the leaves changing and snow on the mountain peaks. We try to get the last ride in before snow flies.

As we recap our past year we are happy to report that we accomplished a lot of our goals that we set for ourselves. Sign projects in Utah, 11&1/2 miles completed. An Eagle Scout Project completed. Sign project in El Dorado County, California is on going. Two Kansas signage projects will be soon be completed.

Our convention in Ogallala, Nebraska was a big success. Thanks to the hard work from the members of the Nebraska division. The support from The National Parks Service also made additional learning experiences.

Our media team lead by Petra Keller and Arleta Martin helped answer many questions about the Pony Express Spot Tracker and the accesses to the website was a huge contribution. Petra Keller, with the help of her computer, was instrumental in helping us navigate the National Pony Express into the future by tracking our every move. We were able to know at all times just where the mochila was, where it stopped and where the delays were.



"Did you know that the Pony Express Newsletter is now available online?"
<https://nationalponyexpress.org/news/the-pony-express-news/>