

Volume 31

THE OFFICIAL PUBLICATION OF THE NATIONAL PONY EXPRESS ASSOCIATION

April 2020

No Revision to the Pony Express NHT

The Department of the Interior has transmitted to Congress the *Revised Feasibility and Suitability Study for Additional Routes of the Oregon, Mormon Pioneer, California, and Pony Express National Historic Trails*.

The National Park Service completed the study according to Public Law. The purpose of the study was to evaluate the

significance, feasibility, suitability, and desirability (eligibility) of adding certain additional routes to the four existing Historic Trails.

The transmittal of a feasibility study to Congress does not imply that lawmakers will designate any of the study routes or that any funding and staffing would be authorized. Congress will decide whether to designate any of the study routes for addition to one or more of the four parent trails. Planning and development of the added routes would depend on future funding and agency priorities.

They evaluated 17,043 miles of trail (a total of 77 study routes) in 13 States, which included; Missouri, Kansas, Nebraska, Wyoming and Nevada. To be eligible for designation as a National Historic Trail, the trail(s) must be nationally significant, have a documented

route through maps or journals, and offer significant potential for public recreational use.

The three sections evaluated for the Pony Express NHT were:

- An 8 mile section from Wathena, Kansas to Troy, Kansas.
- A 22 mile section of trail between Atchison and Kennekuk in Kansas.
- 93 mile route - 1850 Golden Pass Road in Utah

These three segments failed to pass through the first criteria of historical use during the period of significance. The National Park Service stated:

Wathena to Troy, while clearly a road (the Pottawatomie Rd) produced no documentation of actual use by Pony riders.

Atchison to Kennekuk Route was a stage coach route that carried Pony mail during the closing months of the Pony run, but was never used by Pony riders.

And the 1850 Golden Pass Rd in UT was used only 10 times and not enough to warrant NHT designation.

The following is from the original study. Statement of Significance. The original Pony Express National Historic Trail

feasibility study (which was combined with the California National Historic Trail feasibility study) found the Pony Express to be nationally significant as "the nation's most direct and practical means of east-west communications before the telegraph." The Pony Express "proved the feasibility of a central overland transportation route and demonstrated that such a route could be used year-round, thus showing that a cross-country railroad could be built" and "played a vital role in aligning California with the Union" by providing a fast communications link between the eastern U.S. and California on the eve of the Civil War (National Park Service 1987b:8). Moreover, the "collective heroism and determination of Pony Express riders and station masters... has left generations of Americans with remarkable examples of courage, endurance, and spirit of which the nation can be proud" (National Park Service 1987b:8).

The current length of the Pony Express NHT, as calculated by geographic information system (GIS) analysis, is 2,006 miles.

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.

My Pony Family-

I would like to THANK all of you who reached out to me when my beautiful daughter, Alicia, passed away. Whether you sent a card, a plant, flowers, made a phone call or stopped by, I want you to know I appreciated your kindness and thoughtfulness. A special thanks to the gals who reached out and included Alicia in your 'girl outtings.'

Hugs,
-Arleta

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2020 Re-Ride Schedule		
Wednesday, June 3	Depart-Old Sacramento, CA	2:00 PM PDT
Thursday, June 4	California/Nevada Line (Woodfords, CA)	1:00 PM PDT
————— Time Change (PDT > MDT) —————		
Sunday, June 7	Nevada/Utah Line (Ibapah, UT)	2:00 AM MDT
	Salt Lake City, Utah	10:00 PM MDT
Monday, June 8	Utah/Wyoming Line	6:30 AM MDT
Wednesday, June 10	Wyoming/Nebraska Line (Lyman, NE)	2:30 PM MDT
Thursday, June 11	Nebraska/Colorado, Line (Chappell, NE)	2:30 AM MDT
	Colorado/Nebraska Line (Big Springs, NE)	6:00 AM MDT
————— Time Change (MDT > CDT) —————		
Friday, June 12	Nebraska/Kansas Line (Tri County Marker)	10:00 PM CDT
Saturday, June 13	Kansas/Missouri Line	7:00 PM CDT
	Arrive-St. Joseph, MO	7:30 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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Partnership for the National Trails System Executive Director Gary Werner Retires

The Partnership for the National Trails System's founding executive director, Gary Werner, retired Feb. 9, 2020 at the start of Hike the Hill in Washington, D.C. Thank you to the dozens of trail nonprofit partners, Federal partners, and friends who attended the celebration in his honor, as well as the Pacific Crest Trail Association and American Hiking Society for collaborating to organize the event.



Gary Werner

In Gary's words, "I really do think this is a celebration of us as a community. And the kind of kindness that you're displaying toward me tonight is simply a recognition of the kind of kindness and dedication and generosity you all give every single day to what you're doing. And I honor you and applaud you for doing that. We're all part of this together and we're going to continue together, it's just that I'll be in a different role. And we have very good people working to come along after me to make that progress."

Interim Executive Director Karen Crossley and Advocacy and Policy Director Kathy DeCoster started their new positions with the Partnership for the National Trails System, effective Jan. 21, 2020.

"We are fortunate to have these two professionals joining the PNTS team during the crucial months ahead," said

Barney Mann, PNTS President. "Our members, agency partners, and affiliates can be confident that we are in capable hands."

Karen Crossley's professional career in the nonprofit and public arenas has focused on conservation, higher education, arts, culture, and civic engagement. As a volunteer, she has worked on environmental and sustainability issues, public education, youth leadership involvement, and other areas.

A resident of Madison, Wisconsin, since 1984, Crossley will manage the day-to-day activities of the Partnership and help with planning for a move of the PNTS offices from Madison to Washington, D.C.

"I am humbled by the confidence placed in me by the Board of Directors and the Transition Task Force," Crossley said. "We have a great organization in place thanks to the efforts of Gary Werner and the members of the Partnership, and I look forward to building on a legacy of leadership, accomplishment, and relevance. Like so many members, there is no question that our best days are ahead of us and I am enthusiastic about helping set our direction into the future."

Kathy DeCoster retired last year after 25 years with The Trust for Public Land, including the last 10 years as Vice President and Director of Federal Affairs. She is a former member of the Partnership's Board of Directors.

Based in Washington, D.C., DeCoster will serve as a consultant and focus on



The Partnership for the National Trails System's founding executive director, Gary Werner, retired Feb. 9, 2020 at the start of Hike the Hill in Washington, D.C. A quilt of all 30 scenic and historic trail logos presented to Gary Werner, right, by Barney Mann, PNTS board president, and RG Absher, PNTS Trail Leaders Council chair and Overmountain Victory Trail Association representative.

keeping the Partnership and Trail Leaders Council up to date on Federal agency and congressional developments. She will work closely with the PNTS Advocacy and Policy Committee and will have an important role during Hike the Hill.

"As a long-time advocate of the Partnership for the National Trails System and the importance of trails to our national well-being, I'm excited about this opportunity to use my experience on behalf of an organization whose mission and activ-

ities are very close to my heart," DeCoster said. "The relationships our National Historic and Scenic Trail groups already have with our Federal partners are models of successful collaboration and I am grateful to have the opportunity to further these positive experiences."

Meanwhile, the Transition Task Force has begun planning for the search for a permanent Executive Director, and anticipates having that person in place by the end of summer 2020.

New Endowment for Hollenberg Pony Express Station

Margie Jaedicke, of Sequim, Washington, provided a generous donation of \$25,000 to create an endowment fund in the name of her father, August Jaedicke, Jr., for the preservation of the Hollenberg Pony Express Station State Historic Site near Hanover, Kansas.

Gerat Hollenberg built the station in 1857, which he and his wife Sophia (Brockmeyer) Hollenberg operated. They provided meals, supplies, and lodging for wagons on the Oregon-California Trail. Their ranch served as a way station for the Pony Express before Hanover was founded by Gerat Hollen-

berg in 1869.

August Jaedicke, Jr., was born in Hanover in 1871, the son of a young German emigrant, who helped found Hanover. With a strong interest in the Pony Express, he helped promote and preserve this unique historic site. From 1911-1914 he served as regional chair-

man to erect a large granite monument marking the Oregon Trail along the Kansas and Nebraska line. The monument was relocated west of Lanham, Nebraska, in 1993. Hollenberg Pony Express Station was purchased by the state of Kansas in 1941 to be preserved for future generations.

International Ride

by Pat Hearty - Utah
They say time flies when you are having fun. Or even when you are not. It has been thirty years, now, since the First International Pony Express Ride for Peace and Unity among Nations initially linked NPEA with Pony Express riders in Europe. Bonds were formed back then which still hold strong today. But first, a little back-story.

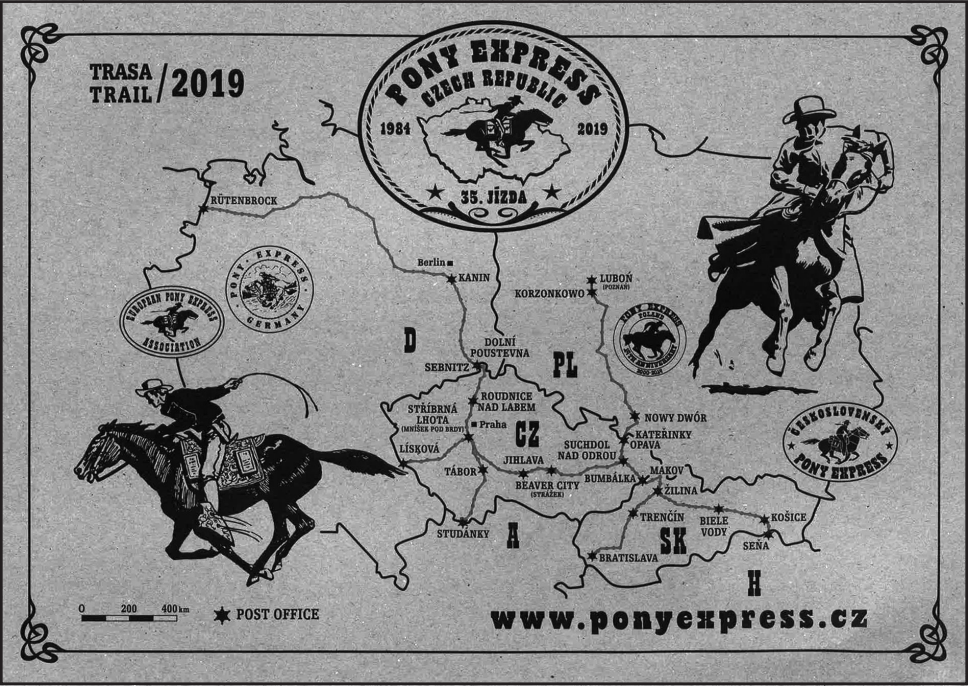
Many Europeans have a very deep love for our American West, the cowboys, the Indians, the wide open plains. In 1984, members of the Tramp movement in Czechoslovakia decided to celebrate our Pony Express. The Czech Tramps, who remain active to this day, are independent-minded, freedom-loving people who enjoy the outdoors, camping, and Country Music. Though still under a Communist regime they marked out a "trail" of about 250 km starting at Mnisek pod Brdy, just south of Prague, and passed a mail pouch in horseback relays out to Suchdol nad Odrou to the east. Apparently the government saw no threat in this, so they let them ride.

Somehow, the Czechoslovak riders became aware of NPEA, and in 1989, they contacted Ken Martin, who was then NPEA president. Through a long year of difficult communication, plans were laid for an international rider exchange. Six Czechoslovakian riders would travel to

the US to take part in our Re-Ride, and 6 American riders would travel to be a part of theirs. Ken was excited about the opportunity to reach out to like-minded people in a foreign land, and he felt that this event would be a great way to celebrate the 130th Anniversary of our historic Pony Express.

The visiting Czechoslovak riders were sworn in in California, and followed the Ride pretty much all the way to St. Joe, riding whenever the opportunity was offered. Then, in late June, the American contingent flew over to ride with them. The American riders included then NPEA President Ken Martin, Malcolm McFarland, Bill Arant, and Pat Hearty, all past NPEA presidents, as well as Paul Melece and Bob Holms. Arleta Martin, Betty McFarland, and Bill's daughter Holly Arant, along with West German rider Peter Kwo-ka, rounded out the entourage.

It is an understatement to say that the Americans were treated like royalty. Parades, music, western riding programs, dinners, introductions, and many, many toasts to our health and the friendship between our countries. Also many gifts which still call to mind the love and hospitality they showed. The swearing-in of riders at 1000-year old Krivoklat Castle was one of the most precious moments ever experienced. And the Pony Express ride through the Czechoslovak countryside

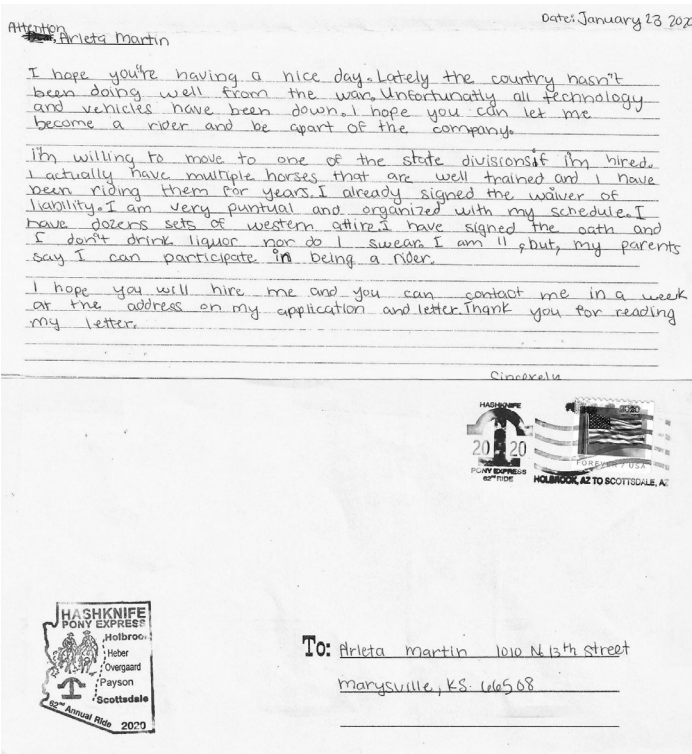


was unforgettable. The Communist government of Czechoslovakia had fallen only about six months before our visit, and they were so eager to celebrate their new-found freedom and contact with America. In our country, we have no idea how blessed we are.

Since the First International Ride, the spirit of the Pony Express has spread across Western Europe. This summer, riders in the Czech Republic (CZ), Slovakia (SK), Poland (PL), and Germany (D) will saddle up and relay mail pouches over six different segments of the European

Pony Express Trail. In Strbna Lhota, in the Czech Republic, a linden tree grows as a symbol of the friendship between our nations and our organizations.

Now in 2020, we will celebrate the 160th Anniversary of our Historic Pony Express, and the 40th year that NPEA riders have carried commemorative mail over the length of the trail. We are on to something good, and our success has been both perpetuated and emulated. So keep up the good work, Pony Riders. Who knows where the next chapter of the Pony Express story will be written.



Writing Project in Arizona

by Arleta Martin

On February 10, I was pleasantly surprised to receive 51 letters from Indian Hills Elementary School in Holbrook, Arizona, via the Hashknife Pony Express Ride which runs from Holbrook, Arizona to Scottsdale, Arizona. Beginning in historic Holbrook, the horseback mail route covers over 200 miles from the majestic Mogollon Rim through the wilderness of the Mazatzal range to the desert city of Scottsdale. This year's ride was February 5th thru the 8th.

On February 11, I received 15 more letters! And 3 more on February 13th.

These 68 letters were from the 5th and 6th grade Writing Class. Their letters were dated Jan 23, 2020. Each year students study the Pony Express. They then looked at a classified page and read some job openings and discussed how to stand out when hundreds or more are applying for the same job and discussed the importance of a cover letter attached to an application. They

used original Pony Express wanted sign and held mock interviews for the job. Each student had to fill out a job application and write a cover letter.

Each student described a catastrophe that knocked out all modes of electronic communication and transportation and brought our country to a standstill. These catastrophe's ranged from a World War, a Zombie Apocalypse, a meteor shower, an earthquake, aliens and even a Giant Venus Fly Trap!!!

Since there was no electronic communication, nor any type of transportation, they all were applying to become Pony Express Riders! Most of them had their own horse, knew what the Ride Uniform consisted of and were ready to sign the liability waiver. Some even stated that they were skinny and wouldn't cuss or drink liquor.

I corresponded with the school, their teacher and the principal. I obtained permission to include this article in our publication.

I love these kids imagination and hope they remember the History of the Pony Express.

CLIPS FROM COLORADO



Kyle and Carlie Brandt hand over their postal delivery to JoEllen Smith at the Julesburg Post Office. Eight riders from the Julesburg Pony Express Division crossed seven miles between Ovid and Sedgwick to deliver Christmas cards. One-hundred thirty-five cards were hand-stamped with the official Colorado Division of the National Pony Express stamp. The local Pony Express has provided this service for the past several years at no charge.



Fort Carson's Mounted Color Guard lead the welcome parade. The Julesburg High School Band played the National Anthem.

Upcoming events

by Vickie Sandlin

Members of the Colorado Division of the Pony Express never slow down. The membership is busy planning the annual Gymkahana to be held on June 14, 2020 at the Sedgwick County Fairgrounds in Julesburg.

The cast that portrayed legendary

historic figures at the 2019 National Convention has agreed to dress in period costume and will be ready to entertain the guests for the annual dinner to be held on Wednesday, June 10, 2020 at the Colorado Welcome Center. There will also be a mock mochila exchange for the public. The entertainment promises to be fun and dinner fulfilling. Everyone is invited.

Keeping the legend alive

by Vickie Sandlin

Approximately 125 members of the Pony Express converged in Julesburg for a three-day convention. Not all were delegates, and this was the largest turnout of the annual convention in the past five years. Those attending were impressed with what Julesburg and Sedgwick County had to offer for such a small community.

Visitors who were not attending meetings visited the antique stores, shops and museums during the day. Daylight Donuts was served in the morning, lunches by D&J Cafe, Julesburg Family Market, and dinner by Mike Michael and Outlaw Catering with the bartending provided by

Julesburg/Sedgwick County Chamber of Commerce and Sedgwick County Organized Sports. Venues included meeting rooms at Sedgwick County Economic, Hippodrome and Hippodrome Etc., Watchorn Cabin, and included a picnic at Thompson Park.

The National Pony Express Convention is held annually and is rotated every year throughout the eight states. The last time Colorado played host was in 2011. They will again host the convention in 2027.

Attendees were treated to a history lesson with spirited characters, landmarks, and the stories from the past that the community embraces that keeps the legend alive.



Colorado Division Christmas Card Ride.

WANTED

MEMBERS TO SEND VIDEOS LIVE FROM THE TRAIL DURING THE RE-RIDE.

Please contact us at:
nationalponyexpress@gmail.com



NEWS FROM NEVADA

Nearly 40 years of on the trail for Doc Christensen

by Wendy Anderson

Pony Express history started back in 1860 and is still happening even today. I would like to share some history with everyone about one of our local riders for the Schellbourne Re-riders.

Dr. George Norman Christensen has been re-enacting with Pony Express since 1981, up to this present day. So, lets back up a bit and find out who he is outside of Pony Express.

George went to the University of Tennessee College of Medicine where he graduated in 1961. He has been in practice as a doctor ever since and still not retired.

Doc Chris married his wife Joyce and together they have raised three successful children, and have many grandchildren and great-grandchildren.

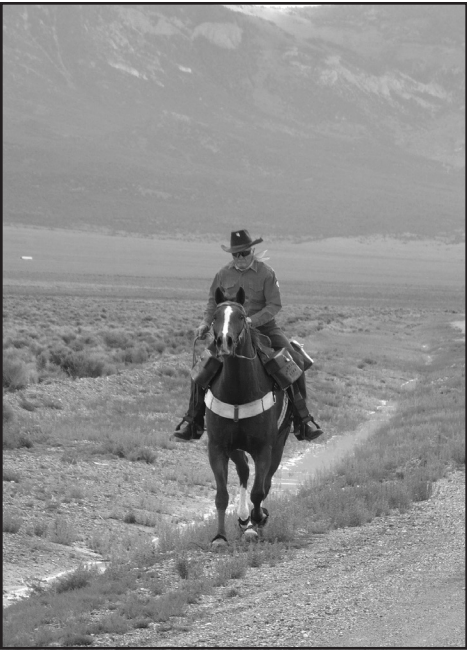
Growing hay for himself and his neighbors has been a life-long project that he and his wife have been very successful at as well. Many of us are happy to see the wheel lines get into place each spring. For me personally, I have a small hay field and I don't know what I would do without their help each summer with cutting and baling my small field for the horses. They are wonderful friends and neighbors. He and his wife also participate in church, and community activities that would take a lot of time to list. Lets just say they are very involved in the community.

Now how did they get started with horses? Well, they had some friends who encouraged them to look at the Appaloosa horses they were breeding and selling. Hoyt and Carol Pew got them started in the horse industry with Appaloosas. In fact, they bought a wonderful Appaloosa horse by the name of Promise for their daughter Debbie. Doc says that girl could do anything on that horse. We all loved that great horse, so much so, we bred her and got several great colts out of her. Dale Johnson was also a great contact for finding awesome Appaloosa horses throughout the years.

From 1976 to 1985 Doc Chris and his family participated in chariot racing; they used their great Appaloosa horses. They had a lot of fun as a family doing this event together. When he started participating in Pony Express, in 1981, he used the chariot horses. These horses were already in great shape to run up and down all the mountains.

So, 1980 comes along and I asked Doc, how did you get involved in Pony Express?

He tells me about how Dale Ryan contacted John Babb (from Ely) and Dale told John all about the Pony Express Re-enactment proposal and convinced him to find



Doc Christensen, riding the trail.

enough riders to make it all happen. Doc said he first rode in 1981 because most of the riders were from John Babb's Baptist church congregation which included the Christensen's, the Babb's, the North's, Rice's, Laurence's, and of course all their kids. In the beginning, they only rode from Schellbourne to Ibapah, Utah.

In 1983, Jim Bath joined the group and they picked up a few more miles and riders riding from the mouth of Egan to

Ibapah, Utah.

In 1985, the Schellbourne group of riders rode from Long Valley Wash to Ibapah, Utah, and back. By then, things were beginning to change for the Schellbourne riders. Many of the riders were getting older, the horses were older. Some of them had moved from the Ely area. Some just quit riding, sold their horses, and some members passed on. But, as far as the Christensen's were concerned, it was still a family affair, even Joyce had been coming to help with the driving, etc. However, 1985 was the last year Joyce went out on the trail for the re-ride.

So, 1985 was a tough year with many problems and issues. Some were created by a national officer who showed up in a vehicle that would not stay running. The Christensen's had to keep unhooking their trailer to help get the vehicle running. After numerous attempts to get the vehicle running all along the route, the vehicle was finally left on the trail. A little further down the trail, Jerry Baker had trouble keeping his vehicle running as well, through the Egan seeding area, but they finally got it jumped and didn't have any more trouble.

Further along the trail, not too far from all that trouble, the mail had gone ahead

CONTINUED ►



Christmas Parade



Christmas Card Ride to White Pine Care Center

of the trucks with the young Stump kid on his trusty steed. While everyone was dealing with truck issues, he went off the trail and got lost. So, once again trucks and trailers were unhooked while several individuals attempted to find the lost rider. He was found, the mail was back on track once again. At this point, some were tired and discouraged and went home. It was a bad, dry year with lots of bug dust; everyone got stuck in it and had to be pulled out more than once.

Finally, after more long miles down the trail, Carson City riders met them at Long Valley Wash to take the mail on.

So, you might think this was the end of a long, dry, vehicle issue re-ride. Not so. On the way home driving along 30 mile, the Christensen's hit a ditch, the trailer hitch came undone and they lost the trailer and horses. The horses had to be unloaded from the trailer once again for the fourth time that day. They were everyone else's savior all day long, and now they were alone trying to fix their latest problem. Joyce decided she had had enough fun and decided this would be her last time to participate in the Pony Express re-ride.

Then there was the year when they lost an Idaho trailer off the side of a steep hill going up Rock Springs from the Tippits side. That was not fun unloading horses and trailers and trying to pull a truck and trailer back on the road uphill. That was the last year they took all the trucks and trailers through the Rock Springs trail. From that time on, only two horses were sent all the way through there, with everyone else taking the main road all the way around to Voglers Y. It was a great decision; really helped save the wear and tear on the trucks.

Doc Christensen, laughed as he recalled many years when there was so much mud on vehicles you could barely determine which truck and trailer was which. Dented vehicles, blown tires, bent mirrors, lost wheels, horse accidents in the dark, etc. There were many years with something happening that would become a memorial for years to come.

I asked him specific questions like, how many rode in the beginning? There was just a few, mostly just a few families.

How many miles did everyone ride? It just depended on how many showed up and stayed. Sometimes it was a lot of miles. We did what we had to do.

His family all rode together for several

years, then they got married, had babies, went into the service, went to college, moved away, and on, and on. But, through the years, at least one of his children has always been there to support and help him each year. Brett was there for quite a while, but then he needed to focus on what his son was involved in and of course, that included horses too. His oldest son, George, (Chris) has been with Doc for quite a few years now, since he moved back to Ely and is working at the local mine.

Riders who stand out in his mind: Ted Stoddard was a good horseman. In the beginning, John Babb, Gary North, Harlan Moorehead, Glenn Terry, and many others. Schellbourne has a record of all the riders who have signed up to ride since the beginning; it includes hundreds of riders. Some road for one year only, some road for a few, and some are still riding just like Doc has been doing.

How many horses have you been through over the years? He couldn't recall all of them, but mentioned names like his son's horse Comanche, Missy, Ugly, Cedar, (this horse would do anything Doc Chris asked him to do, like putting the horse on the top of a giant rock), Sadie, Lilly, and Duke. Sadie just passed this winter and he still has Lilly and Duke. I asked if he was going to get another horse to replace Sadie and he said probably not.

Tell me the story about the new truck out on the trail. Well, he took the new truck out, and they all lined out across Butte Valley (he mentions Keith Anderson and Lance Gale were riding together with the Christensen's) and watched the rain come in across the valley and that was the end of a good Pony Express trail ride. They spent hours pulling each other out in the slippery mud and the new truck did get dented. Joyce was not really happy when she finally found out about the dent.

In conclusion, the Christensen's met Dale Ryan and family at a Chief Joseph ride in the early 1980s. They started talking about the Pony Express because they each noticed they both had Nevada plates on their vehicles. Dale Ryan challenged Doc Chris to keep riding as long as, he, Dale Ryan rode. Well, we all know that Dale passed here a while back and he is greatly missed by family and friends. Doc told me, now he is gone, I can stop riding now! No, keep riding Doc, we can't do it without you, your family and all your great memories and history! Go Pony Go!

Pony Express Documents/Materials

The Gateway Chapter of OCTA/Oregon-California Trails Association has launched a new website: gateway-octa.org This website contains over 200 original trail diaries from those who jumped off from St. Joseph, Missouri plus over 200 pieces of Pony Express Trail material. After reaching this website, click on

DISCOVER THE TRAILS and then on the dropdown menu, click on PONY EXPRESS MATERIALS.

The National Park Service helped fund the digitalization of these documents. It is a quick and easy way to access older material on the Pony Express.

Stamp collectors flood revived Pony Express Newspaper recap of the Slide Ride in 1983

POLLOCK PINES, Calif. -- Letters from stamp collectors around the world are cramming the saddlebags of riders during a brief revival of the Pony Express in the high Sierra Nevada.

Alongside the traditional pistol and Bible in the leather pouches of riders are hundreds of envelopes sought by international philatelists for the hand-cancellation made with a single ink stamp whose use will be halted in about a month.

The cancellation shows the silhouette of a scruffy Pony Express rider, whip in hand, on a galloping horse.

The service originally ran between St. Joseph, Mo., and Sacramento, Calif., for 18 months in 1860-61.

It was revived last month after a huge mudslide closed U.S. Highway 50 east of Pollock Pines, cutting traffic between Sacramento to the west and South Lake Tahoe to the east.

‘We’ve gotten over 20,000 pieces of mail,’ Postmistress Patricia Peterson said while standing in the early morning fog outside her one-room post office. ‘And there’s more coming. We probably have 10,000 letters backed up.’

Letters are pouring in from ‘as far away as Australia, Japan, Norway and Sweden,’ Mrs. Peterson said.

‘One hundred years from now it will be a major item,’ says Cliff Horrell of the Camelia City Philatelic Service in Sacramento. But the immediate value of the cancellation was set by several stamp collectors at closer to \$1.50 or less.

‘This is heavy volume,’ said postal worker Anita Henderson, who does the special cancellations in Sacramento. ‘I’ve already done over 7,000, all by hand. I still have five trays, holding 3,000 to 4,000 letters, yet to be canceled.’

She worked in Pollock Pines for several days but found the tiny post office too cramped. ‘She had a blister on her hand the first day,’ Mrs. Peterson said.

The riders, members of the National Pony Express Association based in Pollock Pines, carry up to 1,800 letters a day along 40 miles. Part of the route was the original Pony Express trail.

The organization is paid \$2 a day on a contract extended week by week. The riders keep mail trucks from having to detour the closed highway 114 miles over winding roads between Pollock Pines and Kyburz, Pacific House, Little Norway and Twin Bridges.

The California Department of Transportation has been trying to reopen the busy trans-Sierra highway by Memorial Day but progress has been slow.

‘We’ve had everything from sleet, hail, thunderstorms, snow and, yes, even some sunshine,’ says rider Malcolm McFarland, 49, who helped organize the Pony Express run.

‘You almost feel like the outlaws and Indians are coming after you, especially when you get up into the pine trees,’ adds Davey Wiser, a 41-year-old Placerville resident who has gone on the trail every day since April 15.

2020 National Pony Express Association Delegates Meeting

Atchison, Kansas • September 10 thru 12, 2020

Sept. 10:	(Thursday evening) for those arriving early there will be a meet and greet with light snacks at the Holiday Inn from 5 pm to 8 pm. Registration will be at Jerry's Again Friday at 8:30 a.m.		
Sept. 11:	Jerry's Again – walking distance from Holiday Inn		
Friday	9:00 a.m.	Strategic Planning Committee	
	9:30 a.m.	Past National Presidents	
	10:00 a.m.	State Presidents Meeting	
	12:00 noon	Lunch	
	1:00 p.m.	Trails Meeting	
	5:00 p.m.	Evening Meal/Event at Veteran's Memorial Park at riverside – walking distance from Holiday Inn	
	Trolley Tour of Atchison: Leave from Veteran's Memorial Park		
Sept. 12:	Jerry's Again – walking distance from Holiday Inn		
Saturday	9:00 a.m.	Delegates Meeting	
	Noon	Lunch	
	1:00 – 3:30 p.m.	Delegates Meeting	
	Alternate: Tours and Shopping in Atchison: meet at Holiday Inn 9:30am.		
	Evening Meal/Event at Jerry's Again: CASH BAR at 5:30 Meal at 6:00 pm.		

Event	#Attend	Price	Total
Early Registration Due by 8/1/2020	x	\$100	
Registration Due by 9/1/2020	x	\$110	
Friday Lunch ONLY	x	\$15	
Friday Evening BBQ ONLY	x	\$30	
Friday Evening Trolley Ride ONLY	x	\$15	
Saturday Lunch ONLY	x	\$15	
Saturday Banquet & Auction ONLY	x	\$40	
Grand Total			

Send Registration Form and Payment to: Kansas Division NPEA, Amanda Svoboda, 1782 11th Rd. Marysville,Kansas 66508

ACCOMMODATIONS

• • • BOOK EARLY AS ROOMS FILL FAST • • •

Just mention you are with the National Pony Express

- **Holiday Inn Express:** 1-913-674-0033 has 30 rooms reserved for the N.P.E.A. at \$119/night plus tax (book before August 10)
 - **Quality Inn:** 1-913-367-4000 has 30 rooms reserved for the N.P.E.A. at \$99/night plus tax (book before August 10)
 - **Camping Sites** available by the **Warnock Lake** – no reservation needed
- Additional Accommodations:** No special rate
- **Old Glick Mansion – Tuck U Inn B&B:** 1-913-367-9110 \$130 to \$165/room/night
 - **Super 8:** 1-913-367-7666 start at \$63/night plus tax
 - **Hotel Eastin:** 1-628-239-4299, goes thru oyorooms booking

THE PRESIDENT’S CORNER

Plans coming together for 2020

It is hard to believe that it has been only six months since the convention in Julesburg, Colorado. A big thank you to the Colorado Division for providing for an enjoyable weekend and great meeting. A lot has been happening. First and foremost is the social media that includes our Facebook, gmail and website. I want to give a big shout out to Pam Dixon who is managing the Facebook and gmail with the help and guidance of Petra Keller. Petra was very generous with her time and knowledge in working closely with Pam to learn the “ropes.” Pam also took on the task of our newsletter. After several “operator errors” on my part, Petra was able to get me accesses as administrator of our website. I have been working with a local “techie” and have been able to get some information updated to the web. Just in case you did not know, TECH is not my strong point. I would love to hear from anyone that does enjoy the social media process and would be interested in taking over the management of our website. Just give me a call.

At the meeting, the Strategic Planning

Committee with the help and guidance from the NPS were able to update/revise our strategic plan with new dates of 2019 – 2024. This was approved during our delegates meeting. Plans are underway for the delegates meeting in Atchison, Kansas, in September 2020. See the registration form in the Gazette. Reports from the Letter Secretary are that Letter purchases have begun and the wheels have been put in motion for a cancellation stamp for this years’ letter. Next on my agenda is a meeting with the National Park Service in Santa Fe. A big thank you goes out to the National Park Service for their support of the National Pony Express Association. David and I are making plans for our travel during the re-ride and are looking forward to the sendoff from Sacramento. Thanks to every member as the members are what makes us a strong organization.

Thank You for your support.

Melva Sanner
National Pony Express President

Mural in Telephone Building in Denver

Design for the Telephone Building, began in 1926. Local Bell engineers made sure the framework fit the company’s technical requirement and Denver architect William Bowman devised the building’s exterior. Mountain States chose a location at the corner of 14th and Curtis Streets, and construction began in March 1927. Completed in 1929, the Telephone Building at 931 14th Street in Denver served for fifty-five years as the headquarters of Mountain States Telephone and Telegraph. Designed by architect William N. Bowman in a combination of Art Deco and Gothic Revival styles, the building

helped bring modern architecture to Denver. The Telephone Building’s interior made it one of the most lavish commercial buildings in Denver. The main lobby featured buff-colored travertine walls, marble floors and baseboards, and walnut woodwork. Some of the interior design was influenced by the Colorado artist Allen True, who also painted thirteen murals for the building’s entrances and lobbies depicting events and themes from the history of communications (“The Smoke Signal,” “The Pony Express,” “The Switchboard Operator”). The murals are considered some of True’s best work.



Continuing the NPEA and NPS partnership of the Pony Express Re-Ride

By Sarah Rivera & Brian Deaton,
NPS - National Trails GIS & Petra Keller,
NPEA

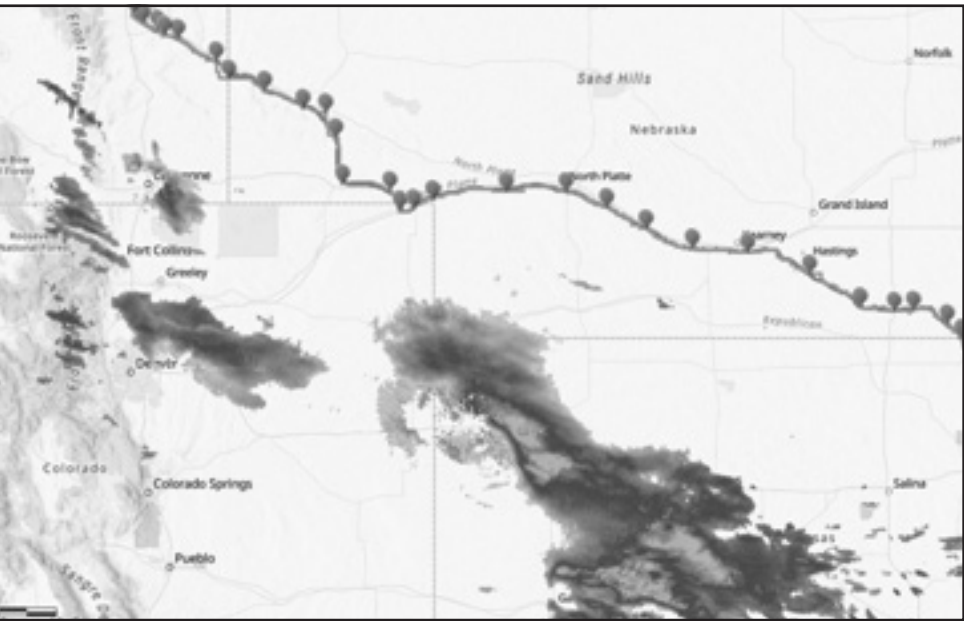
Maps - History of development

Do you use the ‘Follow the Rider’ maps during the Re-Ride? Ever wonder how all that works? The National Pony Express Association (NPEA) and the National Park Service (NPS) continue to make this possible. It starts early in the year when each state provides their scheduled exchange locations. These exchange locations get transferred to GPS points and are loaded on a map. Once the GPS points are finalized, they are sent to the NPS team. These points get added along with the expected route to the NPS map. The NPEA & NPS work closely together to get the information as accurate as possible of what the route and exchange locations will be. We modify the map as Eastbound and Westbound routes are slightly different in some states. (nationalponyexpress.org/annual-re-ride/follow-the-ride)

Maps during Re-Ride

Have you used the maps during the Re-Ride? There are 2 maps available on the NPEA website

- Spot Map that shows the 50 most recent locations (aka pings) of the rider
 - NPS Map (Pony Express Annual Re-Ride) where you can see all the rider locations, expected route, exchange locations and the historic route
- We hear from many folks that use the maps all over the world! Fans like to see where the rider is so they can plan to catch a glimpse of the mochila exchange. The maps also help riders figure out where the Pony is to create plans and help Ride Captains follow the Ride’s progress. They even help media and reporters plan when to be on site to catch a photo. Heather Payne mentioned, “As a former



Nevada Division Rider and Captain now living overseas, I am so grateful for the NPS map so I can follow along during the re-ride! I find myself checking the map multiple times a day throughout the ride and sharing updates with my German friends”. What do you use the maps for? Leading up to this year’s Re-Ride, we are testing and ensuring that the maps are ready for another successful year. About a month before the Re-Ride, the previous year’s rider locations are cleared from the map and the current year route and exchange locations are made available on the website. On the day of the Re-Ride, we turn on the Spot Device shortly before the start and ensure that all maps are good to go before we place it in the Mochila.

The Pinger

The NPEA acquired a Spot Device (aka Pinger) that is placed in the Mochila and travels along the entire route. It transmits a “Ping” every 10 minutes. If the Ping is received by the satellite, it will appear on our maps. Sometimes a ping might appear

to have skipped on the maps, this can happen if it did not get a satellite connection and will try again.

New in 2020!

The team has been working on incorporating feedback and improvements to the map. We evaluate changes for both desktop and mobile experiences.

- Adding a weather Layer – to see what the weather is on the route
- Automatically zooming to the last known rider location when map is opened/refreshed
- Removing the introduction splash screen

Did you know?

- The following are features included with the NPS map:
- Search for an address or place within the map
 - Full Map view is available as a link on the ‘Follow the Ride’ page
 - Available Widgets:

Ruler– Use the ruler tool to measure approximate distance by adding your own measurements. You can place waypoints and measure the distance

Layers – choose from

- Expected Exchange Locations
- Expected Re-Ride Route for Current Year
- Pony Express NHT (National Historic Trail)

Legend – Symbols Used

- Rider Location
- Expected Exchange Locations (Stations)
- Pony Express NHT
- Expected Re-Ride Route

Basemap– choose different reference maps like imagery or topographic maps to display within the viewer

Fun Facts!

- One year the Spot Device came out of the mochila and President Dean Atkin was boots on the ground in Nebraska while Arleta Martin was able to direct him to where the pings were coming from and we recovered the Spot device and got it back in the Mochila from her desk in Kansas!
- Since 2016, the Mochila design has been modified to include a special ‘cantina’ for the Pinger!

The ‘Follow the Ride’ maps are brought to you as a team effort between the NPEA & NPS. We hope you enjoy using them, if you have suggestions for improvements, e-mail them to NationalPonyExpress@gmail.com. Please visit the NPEA website (nationalponyexpress.org) and the NPS Pony Express National Historic Trail Website (www.nps.gov/poex) for more information.

chased the log cabin now known as “Mormon Station” the same year. It became a well-known supply house for emigrants. At that time, Genoa was a hub of bustling activity and travelers.

Using a mule train, they soon became known as “The Jackass Express” or “Jackass Mail.” Although Chorpenning continued to renew the contract until 1860, poor Woodward was killed in Utah while leading the mule team the very first year of operation. On his own, Chorpenning

was continually besieged by difficulties, the most significant of which was having to cross the mountains in the dead of winter. He had animals freeze to death, employees quit, and a hard time getting contracts renewed. Financial problems plagued him, and he struggled to pay his debts. Despite these hardships, he secured his place in history, creating the route that would later become the renowned Pony Express

Jackass Mail

Historian Frank Tortorich, California has written that Utah became a territory and California became the 31st state on Sept 9, 1850. A mail route between the two was one of the United States first priorities. People were heading out to California in droves to find their fortunes in the gold fields.

It's All About Mail

U.S. #113

1869 2¢ Pony Express Rider Pictorial - G Grill

Earliest Known Use: March 20, 1869
Quantity issued: 72,109,050
Printed by: National Bank Note Company
Method: Flat plate
Watermark: None
Perforation: 12
Color: Brown



At the time it was issued, the Pony Express Rider stamp was severely criticized for its design. The horse appears to be leaping rather than galloping. (Some say the horse's position is nearly impossible.) However, it captures our nation's infatuation with the romance of the Pony Express.

The 1869 Pictorial Series
The appearance of the 1869 Pictorials marked a significant change in U.S. stamp design. For the first time in American postal history, something

other than portraits of national leaders was being pictured on a stamp. These were the first U.S. stamps to be printed using two colors.

Printing with two colors required the stamps to be run through the press twice; once, to print the vignette (center design), and then again, to

print the frame. Carelessness in merging the two impressions resulted in the rare inverts. Instead of an inverted center, the stamp actually has an inverted frame, since the center design was printed first. The 30¢ Shield and Eagle with inverted flags is the rarest of the 1869 inverts. The least obvious of the three, it was the last to be discovered.

The pictorials were to be produced over a four-year period by the National Bank Note Company. When issued, however, the stamps were unpopular with the public. Within a year after their release, they were withdrawn from sale.

Today, the pictorial issues are the most popular of the 1840 – 1870 Classic Stamps. Because the stamps were only in circulation for a year, they have become increasingly hard to find in both unused and used condition.

U.S. #894

3¢ Pony Express Rider

Issue Date: April 3, 1940
City: St. Joseph, MO, Sacramento, CA
Quantity: 46,497,400
Printed by: Bureau of Engraving and Printing
Printing Method: Rotary Press
Perforations: 11 x 10.5
Color: Henna brown



U.S. #894 was issued to commemorate the 80th anniversary of the Pony Express. It pictures a rider leaving a relay station with a parcel of mail.

Immediately after the stamp was issued, a noted sculptor was quoted in a national newspaper claiming that a horse could not possibly run in the position shown on the stamp. Veterinarians, horse breeders, jockeys and horse enthusiasts agreed. Rumors claimed that the stamp was going to be re-issued due to the error, so collectors purchased large quantities of the stamp, expecting it to be removed from sale. In the end, the stamp was never re-issued, but sold out anyway, making it scarce today.

Introducing The Pony Express
In 1860, mail contractor Ben Holladay joined forces with the Russell, Majors and Waddell freight company to create a mail-carrying compa-

ny that would be faster and more efficient than the stagecoaches of the Butterfield Overland Mail. Holladay established 200 stations 25 miles apart along a 1,900-mile trail from St. Joseph, Missouri, to Sacramento, California. He bought 500 of the fastest horses he could find and hired 80 daring riders to begin service on the Pony Express on April 30, 1860.

These riders carried the mail 75 miles every day, picking up a rested horse at each stop, riding non-stop, day and night, rain or shine. This route could be completed in eight days, which was 12 to 14 days faster than the Overland Mail. The fastest trip was seven days, when riders delivered the news of Abraham Lincoln's presidential election in November of that year. Initially, it cost \$5 to send a letter between San Francisco and St. Joseph, Missouri, but that charge was

later reduced to \$1. Some famous Pony Express riders included Wild Bill Hickock and Buffalo Bill Cody.

The completion of the first trans-continental telegraph line in October 1861 brought about the Pony Express' decline, just 19 months after it was created.

FDR – The Stamp-Collecting President

President Franklin Roosevelt was instrumental in the design and issuance of U.S. #894. Introduced to stamp collecting at a young age by his mother, Franklin Delano Roosevelt turned to his collection throughout his life to relax and unwind.

Elected President four times, Roosevelt served in the nation's highest office longer than any other chief executive – 12 years. During those 12 years, Roosevelt shared his love of stamps with the nation, personally approving each of more than 200 stamp designs. He suggested topics, rejected others, and even designed some himself. It was his aim to use stamps not just to send mail but also to educate Americans about our history. And as he reluctantly entered America into World War II, he saw these stamps as an outlet to raise spirits and bring hope.

U.S. #1154

1960 4¢ Pony Express Centennial

Issue Date: July 19, 1960
City: Sacramento, California
Quantity: 119,665,000
Printed By: Bureau of Engraving and Printing
Printing Method: Rotary Press
Perforations: 11 x 10 ½
Color: Sepia



U.S. #1154 commemorates the 100th anniversary of the Pony Express. Now a famous chapter in the lore of the Old West, the Pony Express was a high-speed (for the time) mail service from St. Joseph, Missouri,

to Sacramento, California.
The Pony Express used relays of men and horses to deliver mail in

less than half the time required by other delivery methods. The Express operated for a year and a half – until the opening of the transcontinental telegraph made it unnecessary. Despite its fame, the Pony Express was a financial failure.

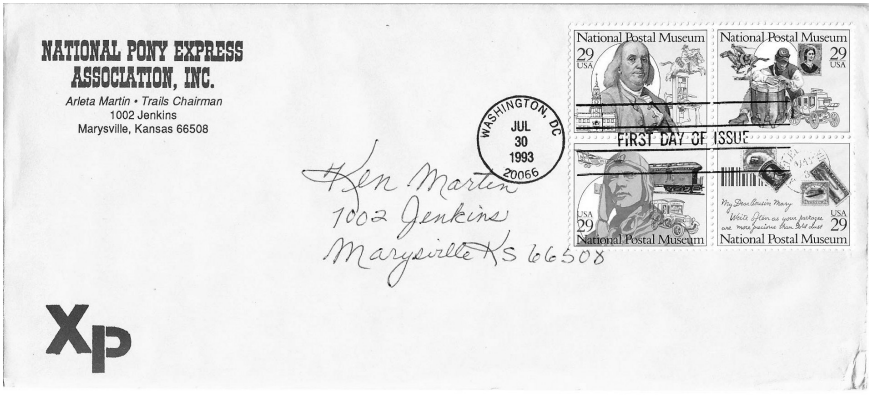
An estimated 400 horses were used during the company's operation. Riders typically rode stretches of 80 to 100 miles at a time, changing horses about every 10 miles at stations along the route.

Special envelopes between Elko and Ely, Nev.

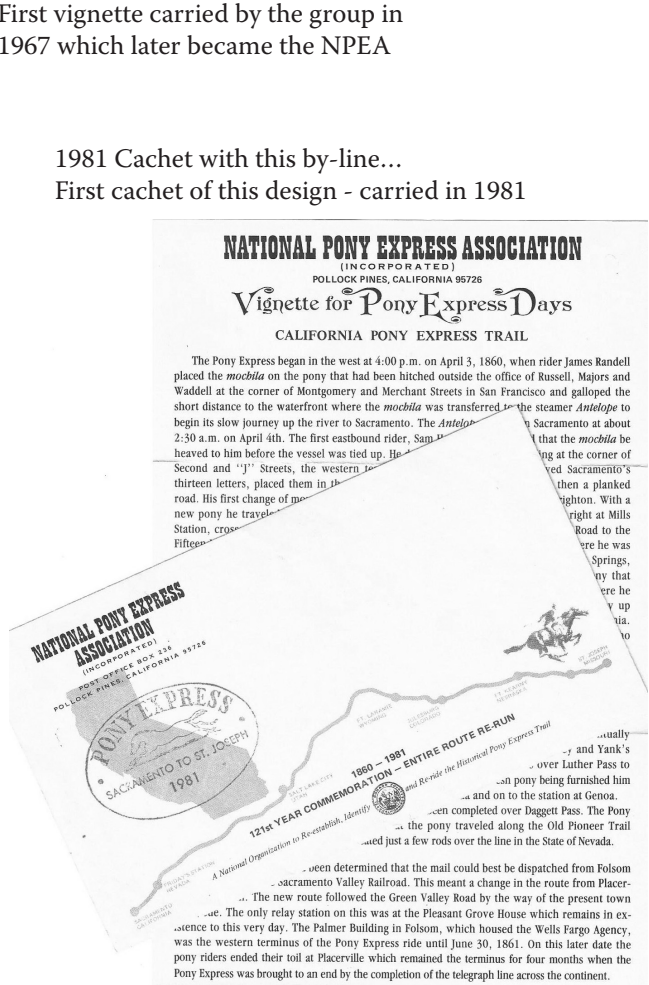
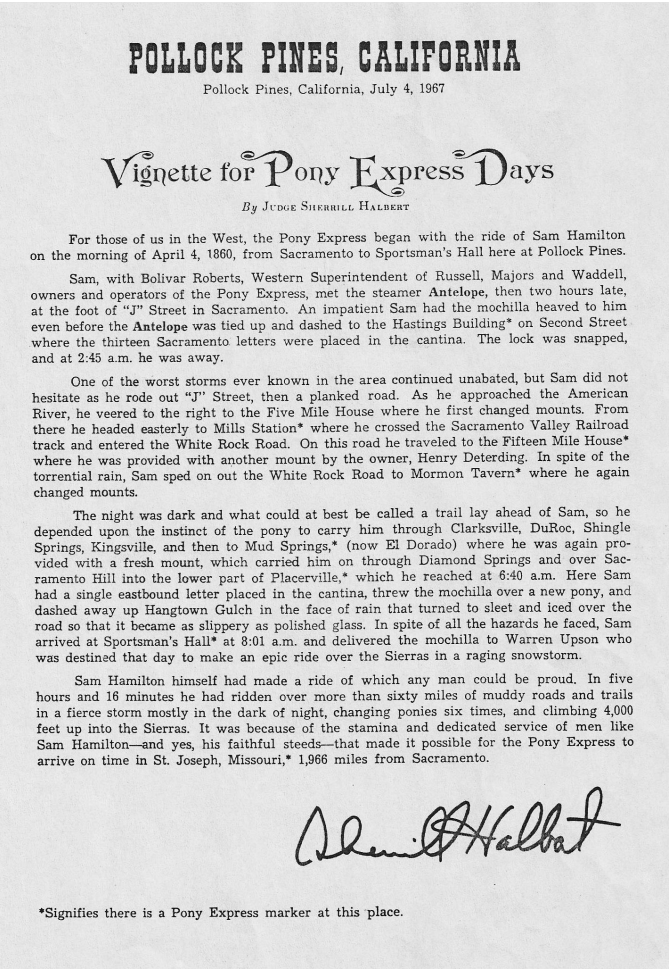
May 29, 1969: Special envelopes to be carried by Pony Express between Elko and Ely to commemorate the Elko and Elko County Centennials, are now being sold by the Centennial Pony Express Committee of the Elko Chamber of Commerce for \$1. The envelopes will be mailed from the original Ruby Valley Pony Express Station in Elko and will be hand-stamped with the legend

“Mailed at Original Ruby Valley Pony Express Station in Elko, Nevada June

27, 1969.” The stamp will also bear a picture of the original station.



Miscellaneous Collectible Envelope/
Postal Museum



National Pony Express Association Strategic Plan 2019-2024

In this current issue of the Gazette you will see a copy of the 2019-2024 Strategic Plan for the National Pony Express Association (NPEA). Since working with The National Park Service (NPS) it was very important for this organization to state it's purpose and direction in writing. From its conception the NPEA has strived to re-establish, identify and conduct an annual re-ride on the National Historical Pony Express Trail. With a strategic plan we have clearly defined the NPEA's mission, vision and goals for today and the future.

A committee was formed with representation from all the states in 2014. On May 16, 2014 the strategic planning committee met with assistance from the NPS in Tooele, Utah. A strategic plan was created spanning a five year period from 2014-2019. The plan was presented to the Delegates at the 2014 convention and it was unanimously approved. The committee met this past year on September 12, 2019 before the National Convention. The revised plan was presented and approved unanimously by the Delegates. Once again this plan is out-lining specific goals, objectives and activities that support the vision and mission of this association.

Jim Swigart,
Committee Chairperson

Strategic Plan

Introduction

The National Pony Express Association (NPEA) was established in 1978 to honor the memory and endeavors of the Pony Express riders of 1860-1861 and to identify, preserve, and mark the original Pony Express route through the eight states it crossed: California, Nevada, Utah, Wyoming, Colorado, Nebraska, Kansas, and Missouri. With the creation of the Pony Express National Historic Trail in 1992, the association became the primary non-federal advocate for the preservation of the designated national historic trail.

The first strategic plan was developed by the associationon May 16 and 17, 2014 by the

NPEA's strategic planning committee during a workshop in Tooele, Utah. The National Park Service, National Trails Intermountain Region facilitated the strategic planning workshop. The proposed strategic plan was approved by the association's membership at the September 2014 annual meeting in Sacramento, California. The strategic plan was revised on September 12, 2019 in Julesburg, Colorado.

This strategic plan describes the future direction for the association. The NPEA mission, vision, and goals for future achievement are included, along with objectives and related tasks. These provide the foundation for a strategy that will implement the specific goals, objectives, and tasks that support the vision and mission of the association. These goals, objectives, and tasks are considered critical, and therefore of the highest priority, for realizing the NPEA mission.

This strategic plan is expected to have a five-year time frame and will be reviewed annually at the national delegates meeting. The state divisions of the association are encouraged to review and develop activities for fulfillment and support of the national association plan. The strategic goals, objectives, and tasks have been developed such that the state divisions of the association will maintain their ability to carry out local commemorative events, educational programs, trail work, parades, trail rides, and other activities that complement and affirm NPEA's vision and mission, with the annual re-ride of the Pony Express a major focus of the association's activities.

While the goals, objectives, and tasks identified in the strategic plan are of highest priority, there are still other important activities that are on-going and conducted year-round and association-wide. These other local, state, and national events and activities represent the wide range of accomplishments undertaken annually and carried out by dedicated NPEA volunteer members in support of the association mission.

Vision

The National Pony Express Association will keep the spirit and memory of the Pony Express alive.

Mission

Our mission is to identify and preserve the Pony Express National Historic Trail today and for future generations by partnering with others, providing education, and creating public awareness through an annual re-ride and other activities.

Mission Goals

Four broad goals describe how NPEA will achieve its mission. These address trail preservation, education, partnerships, organizational effectiveness, and membership. Each goal is supported by objectives and implemental tasks.

- Goal 1. Identify and preserve the Pony Express National Historic Trail resources
- Goal 2. Educate the public about the Pony Express history, heritage, legend, and legacy
- Goal 3. Promote public awareness, enjoyment, and stewardship of the Pony Express National Historic Trail
- Goal 4. Ensure organizational accountability and sustainability

Goal 1. The National Pony Express Association will identify and preserve the Pony Express National Historic Trail resources.			
Objectives	Tasks	Lead [Point of Contact]*	Year
A. Identify potential risks to resources	i. Collaborate with agency planners and private landowners to identify and protect trail resources	State Presidents	on-going 2019-2024
	ii. Conduct protection activities for resources at risk	State Presidents	on-going 2019-2024
B. Verify trail and sites through research and fieldwork	i. Expand knowledge of trail-related resources Trail Captains	State Presidents	on-going 2019-2024
	ii. Locate and document trail and sites	Trail Captains State Presidents	on-going 2019-2024
	iii. Participation of trail-related workshops	Chair of Strategic Plan	on-going 2019-2024

Goal 2. The National Pony Express Association will educate the public about the Pony Express history, heritage, legend, and legacy.			
Objectives	Tasks	Lead [Point of Contact]*	Year
A. Provide educational activities in conjunction with the annual re-ride	i. Create a commemorative letter to carry in the mochila	Ride Letter Secretary	on-going 2019-2024
	ii. Take advantage of opportunities to make presentations and provide information at various locations along the trail	State Memberships and Boards	on-going 2019-2024
B. Continue educational outreach in schools and civic organizations	i. Expand distribution of the national five-day lesson plan for educators	Education Coordinator	on-going 2019-2024
	ii. Expand and track number of presentations and range of audiences reached	Education Coordinator	on-going 2019-2024
	iii. Review and update the national five-day lesson plan for educators	Education Coordinator	on-going 2019-2024

Goal 3. The National Pony Express Association will promote public awareness, enjoyment, and stewardship of the Pony Express National Historic Trail.			
Objectives	Tasks	Lead [Point of Contact]*	Year
A. Mark the trail in each state so that it is easily recognized and encourages public use	i. Utilize partnerships to implement sign plans	Project Coordinator	on-going 2019-2024
B. Hold an annual re-ride to increase public interest and knowledge	i. Create a standardized informational packet and distribute to individuals, major media outlets, and organizations nationally and internationally	Corresponding Secretary	on-going 2019-2024
	ii. Expand knowledge of the re-ride through use of social media	Corresponding Secretary Web Master	on-going 2019-2024
	iii. Create a web application by partnering with other interested organizations	Corresponding Secretary Web Master	on-going 2019-2024
C. Commemorate the Pony Express by establishing monuments, statues, and silhouettes	i. Plan, identify, and obtain funding for placement of new, and maintenance of existing, commemorative works	Project Coordinator National President	on-going 2019-2024
	ii. Manage project implementation through partnerships	Project Coordinator National President	on-going 2019-2024
D. Expand and improve outreach to the public	i. Develop and distribute new National Pony Express Association informational brochure	Corresponding Secretary National President	on-going 2019-2024
	ii. Use social media for relevancy, to reach new audiences and to increase interest in the Pony Express	Corresponding Secretary Web Master	on-going 2019-2024
	iii. Develop partnerships with youth organizations	State Presidents Trail Captains	on-going 2019-2024

Goal 4. The National Pony Express Association will ensure organizational accountability and sustainability.			
Objectives	Tasks	Lead [Point of Contact]*	Year
A. Hold an annual delegates meeting to promote transparency, coordinate activities, address concerns, and support networking	i. Review and revise the association by-laws	National President	on-going 2019-2024
	ii. Review and revise the National Pony Express Association strategic plan	Strategic Planning Committee	on-going 2019-2024
B. Recruit new rider and non-rider members to support association viability	i. Establish a committee to develop strategies for expanding membership	National President Executive Board	on-going 2019-2024
	ii. Review recommendations and implement approved strategies	Membership Committee	on-going 2019-2024
C. Document the association's history	i. Establish a committee with representation from each state	Association Historian	on-going 2019-2024
	ii. Identify and gather association records and oral histories	Association History Committee	on-going 2019-2024
D. Energize the membership through a safe and expeditious re-ride and other interactive activities	i. Establish a safety plan to provide criteria for physical condition of horse and rider	Ride Captains	on-going 2019-2024
	ii. Celebrate the volunteers and other supporters through appropriate recognition	Association Leadership	on-going 2019-2024

*For each of the identified tasks a responsible party has been identified as the lead or point of contact. While this individual may not directly perform the identified task, they will be responsible for its accomplishment.

Review Process

The strategic plan revisions will be presented for approval by voting delegates at the 2019 national meeting. In future years, this strategic plan will be reviewed at the annual national delegates meeting to guide work plans, track accomplishments, and revise objectives, goals, and tasks as needed.

Visit our Facebook pages

National:

www.facebook.com/expressrider

Colorado:

www.facebook.com/NationalPonyExpressCoDiv/

Wyoming:

www.facebook.com/groups/172788402881897/

and/or

National-Pony-Express-Association-Uinta-County-WY-Chapter

Utah:

www.facebook.com/National-Pony-Express-Utah-Division

Nevada:

www.facebook.com/National-Pony-Express-Nevada-Division

California:

www.facebook.com/xp.ponyexpress



Website: nationalponyexpress.org

Email: nationalponyexpress@gmail.com

Facebook: www.facebook.com/expressrider/

Website: nationalponyexpress.org

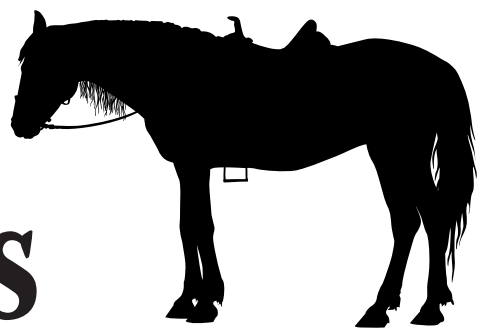
Email: nationalponyexpress@gmail.com

Facebook: www.facebook.com/expressrider/

URGENT

E-mail your ride reports to:
nationalponyexpress@gmail.com

Empty Saddles



Robert “Bob” J. Moore

Retired Lt. Commander Robert “Bob” J. Moore born 10/03/1923 passed quietly in his home on 11/21/2019. Bob served in the Navy for 35 years and then worked for the Dept. of Defense.

After retiring, he joined the Elks where he was heavily involved including serving a year as the NV State President.

He was one of founders of the NV Pony Express Re-ride and rode his route until he was 94 years old.

Bob also served on the Douglas County Sheriff’s Posse. He was of great service to his country and community.

The memorial was held at St. Gall Catholic Church at 1343 Centerville Ln., Gardnerville Nevada, on Dec. 7, 2019 at 10:00 AM. There was a graveside service following the memorial at Eastside Cemetery at 1600 Buckeye Rd., Minden, Nevada.

Bob is survived by son Robert Moore, daughter Cindy Moore, and step son Michael Armstrong.

Additional note: It was as if Bob’s horse Casey knew he wasn’t going to see his master again. Casey nuzzled his escort at Bob’s funeral as if seeking comfort.



Wilmer Leroy Ruhnke

Wilmer Leroy Ruhnke, 87, passed away Saturday, April 27, 2019, at Beatrice Community Hospital surrounded by family. Wilmer was born June 26, 1931, to Arthur A. and Gertrude (Krause) Ruhnke at the Mennonite Hospital in Beatrice, Nebraska.

Wilmer was baptized at the Evangelical Reformed Church in Jansen, NE and then confirmed in 1944. He attended Dist. 65 School in Fairbury and Jansen High School. Wilmer joined the Army in January of 1952 and was active with the Army Reserve until 1960.

On October 27, 1957, Wilmer married Doris Leverage (Heckart) Ruhnke. He was a member of the Grace Lutheran Church in Fairbury and was a retired farmer. Wilmer was a member of the American Legion for 63 years and the National Pony Express for 38 years.

Wilmer was preceded in death by his parents; one brother and two sisters. His mother passed away shortly after birth and he was cared for until the age of 5 by Aunt Tena Paul, whom he loved very dearly.

He is survived by his wife, Doris; children, Gustav L. Ruhnke and wife Mary, Donna Ann Paneitz and husband Neal, and Joseph Lee Ruhnke; grandchildren, Hunter Ray Paneitz, Nena Jo Obermier and husband Wesley, Paige Renee Paneitz, Molly M. Ruhnke, Matthew A. Ruhnke and Holden Lee Ruhnke.



Services were held Wednesday, May 1, 2019 at 10:00 a.m. at Grace Lutheran Church – Fairbury, NE with Pastor Glenn Meyer officiating.

Carl Arvil Schultz Jr.

Carl Arvil Schultz Jr., 81, passed away Wednesday, May 22, 2019 at his home in Green River, Wyoming. He was a life- long resident of Green River.

Mr. Schultz was born on August 12, 1938 in Rock Springs, Wyoming; the son of Carl Arvil Schultz Sr. and Helen Anita Murphy.

He attended schools in Green River and was a 1956 graduate of the Green River High School. Mr. Schultz also attended Western Wyoming Community College and obtained his Electrical Engineering Degree and obtained his Mechanical Engineering Degree at Oregon Technical Institute.

Carl married Carol Ann Glenn on October 28, 1961 in Green River, Wyoming.

Mr. Schultz served in the United States Navy from August 9, 1956 to July 24, 1959.

He worked for Texas Gulf Soda Ash for 23 years until his retirement in 1998 as an area maintenance supervisor.

Along with enjoying Hunting, Fishing Camping and most outdoor activities, he was also a very passionate and accomplished athlete in High School and played college football at Oregon Tech. Carl played fast pitch softball in Rock Springs and was considered one of the best in the league. He was also a member of the Mansface State Championship slow pitch team of Green River. Carl was an accomplished Bowler attaining the perfect “300” in his career bowling around the state for many years.

He was the current National Vice President of the Pony Express and was the past President of the Wyoming State Pony Express and a member of the American Legion and numerous city committees.

Survivors include his wife; Carol A. Schultz of Green River, Wyoming, two sons; Scott A. Schultz and wife Pennie of Lander, Wyoming, Brad M. Schultz and wife Stacy of Coeur d’Alene, Idaho, two brothers; Howard Schultz of Green River, Wyoming, Gary Schultz and wife Cynthia of Green River, Wyoming, three sisters; Patty



Garcia and husband Toby of Green River, Wyoming, Marcia Kay Jessop of Manila, Utah, Janice Maestas of Green River, Wyoming, six grandchildren; Ashley Martinez, Karlie Schultz, Amanda Bowen, Amy Schultz, Aubrey Schultz, Bryce Ellison, four great-grandchildren; Kansas Wilson, Kolbie Wilson, Arianna Bowen, Alex Bowen, as well as several extended family members.

Mr. Schultz was preceded in death by his parents, two sisters; Judy Hofeldt, Mary Maestas, two brothers; Floyd Schultz, and Roy Schultz.

Following cremation, a celebration of life will be held on Thursday, June 13, 2019 from 5:00 PM until 8:00 PM at the Fraternal Order of the Eagles, 88 North 2nd East, Green River, Wyoming.

Keith Mozart Anderson

Keith Mozart Anderson passed away peacefully on Aug. 4, 2019. He was born Aug. 22, 1957, to Lee McKay and Leanna Joy Larsen Anderson at Ft. Riley Kansas Army Base.

Keith moved to Ely in 1961. Keith loved Ely and spent most of his life volunteering his time whenever he could for Little League, 4-H Club and softball organizations, the high school wrestling teams and the Pony Express Schellbourne Re-Riders. His last big project was the Pony express horse and rider at the Schellbourne rest stop and a few other places in Nevada.

He married Wendy Payne on March 15, 1980, and they had four children, Brandon (wife, Corie, their daughter, Amberlynn and son Rylan Anderson), Jeremy (wife, Brandy and their son, Maddox Anderson), Jordan (wife, Courtney and their children, Kennedy and Sophie Anderson), Savannah (husband, Kade and their sons Chase and Kyrin Jensen).

Keith more than anything, cherished his grandchildren. His siblings James L. Anderson (wife Shauna) of Spanish Fork, Utah, Jeri Lynn (husband, Lynn) Gordon of Salt Lake City, Utah, Reba Ann (husband, Michael), Stier of Fallon, Nevada.

Viewing was at the Ely LDS Stake Center, Wednesday, August 14, 2019 from 12 – 12:45 p.m. Graveside followed the 1 p.m. funeral service.



National Pony Express Association 2019 Director’s Meeting Notes

National Pony Express Association
2019 Director’s Meeting
Julesburg, Colorado
September 14, 2019

Called to Order

9:06 am – National President Dean Atkin

Pledge of Allegiance

Invocation
Fred Leslie

Welcoming Remarks/Announcement

Dean Atkin
Les Bennington

Introduction of Past National Presidents

Wayne Howard
Pat Hearty
Les Bennington
Jim Swigert
Lyle Ladner
Dave Sanner

Introduction of Vice Presidents and Officers

Melva Sanner – 1st V.P.
Tony Goulart – 2nd V.P.

State Presidents/Delegates

California-Carolyn Gilmore, Rich Tatman, Cindy Shields
Kansas- Lyle Ladner, Amanda Svoboda, Dan Pralle
Nebraska-Lyle Gronewold, Mary Cone, Scott Wolf
Utah-Mike Robinson, Fred Leslie, Pat Hearty
Wyoming-Les Bennington, Stephanie Goulart, Howard Schultz
Nevada-Gene Ockert, Tony Zamora, Dana Grover
Missouri- Gary Chilcote, Doug Chilcote, Quackgrass Sally
Colorado-Cheryl Nei, Wanda Austin, Shelly Sutherland/Linda Dolezal (they are splitting the duties as 1delegate today)

Guests

National Park Service-Aaron Mahr, John Capanella, Sarah Rivera

Remembrance of Deceased Members

Keith Anderson, Lawrence Deegan, Patsy Hubbard, Dr. Bill Oborny, Ernie Bugg, Richard Dixon, Clark Maxfield, Wilmer Ruhnke, Julie Campbell, Daniel Hickey, Betty McFarland and Carl Schultz
Moment of silence.

2018 Delegates Meeting Minutes

See report on pages 1-12 in 2019 Director’s meeting binder.

Dan Pralle-Kansas made a motion to accept.

Rich Tatman-California seconded the motion.

Motion carried

Treasurer’s Reports

National Account – Jack Davis

See report on page 13 in 2019 Director’s meeting binder.

Correction-pins and patches expense and reride expense. These two things were put into the wrong categories, but this correction does not change to totals.

Pins/Patches \$4,869.00
Reride expenses \$1,219.97

Certificates of Deposit - Jack Davis

See report on page 14-15 in 2019 Director’s meeting binder.

Rich Tatman-California made a motion to approve as corrected.

Lyle Ladner-Kansas seconded the motion.

Motion carried.

Commemorative & Personal Letter Account – Melva Sanner

See report on page 16 in 2019 Director’s meeting binder.

Printing is up a little bit due to post-cards being sent to all nonmember who purchased a letter last year. There is one outstanding check for \$500.00 and that will be voided and reissued.

Gene Ockert-Nevada made a motion to approve.

Dan Pralle-Kansas seconded the motion.

Motion carried.

Commemorative & Personal Letter Sales Report – Melva Sanner

See report on page 17 in 2019 Director’s meeting binder.

Letter sales were down this year and dropped quite a bit in two of the states. Personal letter sales were up overall. Everyone who purchased a personal letter but didn’t send in the paperwork timely was called which resulted in being able to get the letters into the mochila.

There were six letters returned and some of those have been hand delivered.

We have quite a few letters left over

that were carries. To increase letter sales, it was suggestion that we allow museums to sell and they would then give National the national portion of the five dollars and keep the rest. The problem with this is we know they were carried by the horse, but they have not been cancelled because there is no address, and this may decrease the value.

California is all set up and good on the cancellation in Old Sacramento.

We have been having issues getting the cancellation on the St. Joseph end of the ride. We need to address what to do if NPEA is unable to get the cancellation stamp from the St. Joseph post office again. There may be complaints if the postmark is not St. Joseph. Kurt Harterly is a retired Postmaster in Wyoming who has stated he will help. Stephanie will follow up with Kurt. Quackgrass will also help and stated if we get our paperwork in early, they should be able to get the stamp to us to use then we would return it when we are done.

Rich stated in California the Post Office gives him the cancellation stamps then he returns the stamps when we are done stamping all the letters. During this last reride Rich had the stamps two weeks before the reride and they had the Philatelic group there to help stamp. All letters were cancelled and given to the post office by 7:00 pm that night. Rich works with the State Postmaster.

We received very few complaints from those who ordered letters this year. Melva handed out checks to each state for their letter sales.

Quartermaster Account Report-Scott Wolf
See report on page 18-19 in 2019 Director’s meeting binder.
This has been a slow year with 80 bibles, 42 patch and 1 flag holder sold, and he didn’t need to purchase any additional supplies. Scott paid back National the \$800.00 seed money. See Scott if you need bibles and patches because he has them with him.

Les Bennington- Wyoming made a motion to approve.
Gene Ockert-Nevada seconded the motion.

Motion carried.

National Corresponding Secretary Report
See report on page 20 in 2019 Director’s meeting binder.
Dean handed out the pamphlets to all states. We ordered 5,000 more so let Dean

know if you need more. These are great to use for educational events and to provide to Trails Centers and Museums.

Gazette Report -Arleta Martin

See report on page 21-22 in 2019 Director’s meeting binder.

Arleta loves doing the paper but please indicate any changes on the rosters you submit to the National Secretary to make combining for the national mailing list easier. If you can use an Excel format that would also help because they are easy to merge. Arleta will take articles all through the year and pictures are great. Make sure you identify who is in the pictures.

The company we are using to do the Gazette is great. We get about 1,000 extras if anyone needs some.

Partnership for National Trails Report – Pam Dixon

See report on page 23-33 in 2019 Director’s meeting binder.

Reports submitted in December are included in this report.

National Park Service Volunteers Report – Pam Dixon

See report on page 34-41 in 2019 Director’s meeting binder.

Thank you, we had 100% response rate for this report. These are all the projects submitted right before Convention. This information ends up on the Gold Sheet Pat talked about and it helps us with our funding.

Newsletter/Website Report-Petra Keller

See report on page 42-45 in 2019 Director’s meeting binder.

Website/Facebook

We had another good year following the reride and we got a lot of interest in the website and Facebook. It took a team of four to cover the reride since it’s a 24-hour job and one of those volunteers is in Germany that covered the night shift. Petra went over the report numbers and growth we have had over the last three years. It has been a successful three-year stint. We still have some concerns on the lack of reports along the trail from Trail Captains or Ham in six of the states to help the media team with where the Pinger is. The media team was very inventive and used the ruler on the map to tell if the horse was running early or late. They understand in some areas there is no internet service but if you have service please help.

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Vignette from Thunder before Lightning by Robert Lash Robbins 1961

This book contains many vignettes like the one printed here.

On March 17, 1860, William Hepburn Russell, dynamic partner in the firm of Russell, Majors and Waddell, caused the first publicity to be released at San Francisco which specified that mail for passage to points east would be received by the Overland Pony Express on April 3. The announcement appeared as an ad in the San Francisco Evening Bulletin. Similar proclamations were published at St Joseph, Missouri, the eastern terminus and the starting point of mail for the west.

Speculations, so previously irresolute, had ended. Or rather, perhaps they had just begun. There came into being fantas-

tic and almost incredibly composed sticks of type which when laved with ink, shaped messages such as these for Californians to read: EAST AND WEST TO BE WED! A BRIDGE OF PONIES ACROSS OUR LAND! CLEAR THE WAY FOR THE OVERLAND PONY EXPRESS!

And in the East, TEN DAYS TO CALIFORNIA! Persons, individually, could scarcely trust their thoughts alone and whenever and wherever men gathered, tongues wagged bravely with conjecturing’s and unbridled fancies.

Once the guarantee had been committed, events moved swiftly. An opportunity had been presented to road master George Davis of the Hannibal & St. Joseph

Railroad which he could ill-afford to ignore. The newly formed Company had never had a contract to carry the mail. He succeeded with arrangements to transport the first mail-laden mochila over the 160-mile track between Hannibal and St. Joseph on his Iron Horse-drawn express, to shorten the usual run by river packet. A special train was made up. The tracks were cleared of other rolling equipment; switches were spiked to make them secure. Ad Clark, the Railroad’s most reliable and fearless of engineers was assigned to handle the throttle of the wood-burning bell-funneled steed.

But an unforeseen delay occurred. The mochila-carrying messenger form the

East missed connections at Detroit. He arrived at Hannibal 2 ½ hours late. Davis order Ad Clark to make two 15-second stops enroute. A line of men was formed at Macon, Missouri, and another at “C. S. Coleman’s Stop.” At each, the train slowed to a walking pace, then moved forward, gradually accelerating as each man dumped an armload of wood into the tender. Otherwise, the then unheard of speed at sixty miles per hour prevailed until the Iron Horse, belching the last remnants of wood fire into a clear Missouri evening sky, pulled to a stop, hissing and panting, at the St. Joseph depot. The mochila was transferred to the waiting saddle. Pony and rider sped away to make history.

The website is very successful. When the media team took over with the new website, XPHomestation had 13,000 hits, this year the new website had 155,000 hits. Please share and like the Facebook page and Petra encourages everyone to like and share it because a lot of our members are not. These tools are marketing our organization and generate quite a few of the letter sales. Proof is that we already have an application for a letter for the 2020 reride.

The website and Facebook and the media team that supports it is very important. Facebook is beyond the trail, it is international. We had someone from Brazil comment on the livestream of the parade the other night.

It's a hard and thankless job. The media team has experienced hardship trying to do a great job for the organization and they don't get a lot of appreciation. It has been a lot of work and we need to find someone to take over this job because Petra and Arleta are both resigning. Please support the next team that takes this over and help provide content. The first year we had 47 events submitted from the states and this year we had 6 events submitted and some of those were for the Reno Rodeo. When thinking of the strategic plan that is very important. There is a budget of \$50.00 for the media team to reach over 155,000 people and this really needs to look at compared to other budget items.

Newsletter

Not all states have been sharing the email that includes a link to the Newsletter and this is discouraging. In addition getting content is tough. We know it is extra work but it's worth it. However, if the organization does not feel it's important do, we still want to do it?

We are worried about our membership and many of our members aging. If we want younger members and we want followers, we need this, or we will die in this society. Petra and Arleta have moved us into the future where we need to be if we are going to continue as an organization and grow. Thank you, Petra and Arleta. We have stepped forward please don't let it die. We also need to thank the NPS for pushing us in this direction and providing support.

NPEA website surpassed the National Historic Pony Express website by about 5,000 views. NPEA Facebook numbers are also higher than NPS.

The media team was asked why they are

stepping down and can we change their mind. The reason for the resignation is due to burnout and all the complaints by our members. Petra used her own money to follow the mail the last 2 years to post information because she is passionate about this job. It has been insinuated she was paid to do it, but she was not. She loved doing the job. When she started this, she learned about websites because she didn't know how to run a website and NPS also provided a training.

Dean stated he hates to see Petra and Arleta leave this job and they have done a great job over the last three years but with what they have dealt with he understands their decision. He apologized for what they have had to deal with and thanked them for the great job they did.

We worked with a company out of Seattle Washington setting up the website and they may help if someone volunteers but needs help to learn. If we want to do this let Jim Swigert know and he will reach out to them.

Aaron from NPS stated the numbers reported are real and there has been a huge impact. This is included in our Strategic Plan and it is very important. We need all delegates to step up and help and not rely on just a couple people to carry the entire membership with no help. The issue of not getting information is huge and getting nasty emails and not submitting information will burn out the next webmaster. The delegates need to ensure the information is provided or this organization will become stagnant.

One idea voiced could be for Fred to forward the events he gets for the insurance coverage to the media team. However not all events are appropriate to advertise ahead like school events, but they can be reported after the event. Communication needs to be the tool and if we can figure out how to communicate once to everyone that would help. We need to address process improvements. We have a "submit event" on the website, told everyone about it and nobody uses it.

If each state could find a person who is computer savvy to communicate this would help. Possibly use Dropbox that all the state documents and information can be uploaded, and it is free up to a specific size. We need to educate ourselves, keep computer savvy individuals active and give those with the knowledge the reins more often.

Budget 2019-2020-Dean Atkin/Jack Davis

See report on page 46-47 in 2019 Director's meeting binder.

We had a reduction in our budget due to not spending all the money this past year. We turned back about \$10,000 to NPS and most of it was in education miles. We know the events are happening, but we need to ensure the forms are turned in or we can't pay it out. Again it's the communication. The forms can be found on the website and that is why they are no longer in the Delegate binders.

Education Miles and Hours Report -Lyle Ladner

See report on page 48 in 2019 Director's meeting binder.

The report covers the first three quarters that have been submitted this year. He can only report what is submitted because that is what is used to verify the events. We are losing money due to lack of reporting and that's why we are receiving less money in the budget. The forms are on the website but if you need them mailed call Lyle and he will even help if you need help completing them. Lyle has received some reports for the last quarter but since it's not completed it will be in next year's binders. NPS staff stated if you're not reporting and seeing the reimbursement, we are not meeting the cooperative agreement we have with NPS and it is a contractual agreement. The money goes back to the US Treasury not NPS and it looks bad on NPEA as not meeting their contractual obligations with NPS. NPS contracting office will look at that and it will be a challenge to get the money back the following year and we may lose it. If you don't want the money fill out the reports submit them and the once you get the reimbursement you can cut a check to National. The form is easy to complete and is one page.

The Reno Rodeo education report money is staying in the National account

- Break -

Insurance-Fred Leslie

Fred introduced Brad who is the Agent who works with us.

Make sure you have everyone sign a waiver and once signed your good for future years. Every state president needs to keep all waivers. This is not just members, but everyone involved and helping. If someone does not want to sign, then they are not protected but we don't require them to sign to participate. You need to sign one for each state you participate to be protected in each state. If the presi-

dents have someone to keep the records that point person would be great to ensure all the forms are signed. It does not have to be the president that does this job.

Insurance packets were handed out to each state president. This packet is hole punched and it needs to be put in the front of your binder for future reference for every event that you have submitted that has a horse involved. If it's not on the list make sure you get the request to Fred timely that includes what the event is and where it is, so the insurance agent has time to process the event. When something happens with your horse at an event this is what this insurance is for, so you don't lose everything we own including our home.

Brad stated this is an event policy to keep the cost down. Information must be submitted prior to the events and don't forget to also submit date changes as soon as possible to ensure coverage.

The second page handed out is this past year's events for each state. Look at what you had last year and if you're going to do it again put it down along with any new events. Email this information to Fred by the end of the month.

The policy is a fiscal policy that goes from October 1st to September 30th. Submit the events for the fiscal year.

Fred is staying on as Insurance Coordinator.

HAM Report – Ron Norton

See report on page 49 in 2019 Director's meeting binder.

We have HAM coverage in California, Nevada, Utah and Wyoming and we are trying to find more for areas not covered. In CA the HAM is at all but one exchange point. The operator takes record of the time the horse comes in and goes out and is also there for emergency purposes if a rider or horse goes down. The prime concern and reason to have HAM participation is for safety.

The primary job is to provide the information to the person in charge and then if there is an ability for them to report for website updates Ron can suggest this to the other HAM coordinators. Ron is the new guy on the block with HAM as Nevada and Utah have more experience with Pony Express. As the new guy he can make suggestions but does not want to overstep and lose their help for future rides. Once suggestion for California is to possibly have NET control send updates to the website to help if they have

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a minute. A challenge for Nevada is the shortage of HAMs to help which means they may not have coverage the entire way next year on top of having no cell service in some areas.

Ron has been in contact with a HAM in Green River, WY for about five years and he may be able to start helping. Once we get the coverage then we can try to ask them to do additional jobs.

Once issue Utah had was that some of the HAMs got right in behind the horses when blocking traffic. Ron will suggest to the other HAMs to stay back from the riders. Hams in Nebraska are excited to help, and Larry Martin's contact information will be provided to Ron.

NPEA appreciate all the help we get from the HAMs.

Strategic Plan Report-Jim Swigert, Melva Sanner

See report on page 50-54 in 2019 Director's meeting binder.

Five years ago, NPEA was asked by NPS to create a Strategic Plan putting in writing the organizations future. A committee was formed and with the help of the NPS we created the plan which is in the binder. This was accepted by the delegates five years ago and is reviewed each year. After five years it had to be revised so that is what was done this year. It is broken down into three sections Vision, Mission and Mission Goals. There are four mission goals and the revisions of these goals is what we will be voting on this year.

- Updates to the plan include:
- The dates range changed to 2019-2024 throughout the document.
 - Updates to Lead/Point of Contact for some of the objectives.
 - Added-Participate in trail related workshops with the Lead being the Chair of the Strategic Plan Committee under Goal 1.
 - Added-Review and update the national five-day lesson plan for educators with the Lead being the Education Coordinator under Goal 2.
 - Added-Create a web application by partnering with other interested organizations with the lead being the Corresponding Secretary, Web Master under Goal 3.
 - Added-Develop partnerships with youth organizations with the lead being the State Presidents and Trail Captains under Goal 3
 - Change "volunteer members" to "Volunteers and other supporters" under Goal 4.

- The review process was rewritten

Regarding developing partnerships with your organizations, 4-H, FFA and other youth groups are always looking for speakers. This may be good for their winter meetings not requiring horses.

Lyle Ladner-Kansas made a motion to accept as revised.

Rich Tatman-California seconded the motion

Motion carried

- Lunch -

Re-ride Hotline Report

See report on page 55 in 2019 Director's meeting binder.

GPS Spot Tracker-Petra Keller

There were a few times it was not pinging, so the media team contacted Dean and he changed the batteries. They need to start with fresh batteries and then change them every 24 hours. It is 2 years old but still working but worn pretty good and we will continue to use it. There is a time stamp on each of the pings on the NPS map. People watching the tracker will also let us know when they see it stop tracking.

The cost of the Spot device has gone up so we may want to ask if they would be a sponsor for the NPEA reride to cut cost.

Olympic Mochila -Dean Atkin

The mochila is still in the Casper Trails Center. Wayne Howard would like to have it for the Dawson County Historical Society Museum. Wayne will work out the exchange with Les.

Sydney Monument at Cabela's/Bass Pro-Dean Atkin

The Sydney Monument was put up in 2010. When Cabela's sold to Bass Pro, they transferred ownership to NPEA and there is some upkeep required each year. Amanda and Joe have been changing the flags and doing the maintenance up to this point at no cost. The annual flag cost is about \$3,533.00 due to needing high wind flags and are changed out about 3 times per year. The cleaning is about \$500 every 2 years, concrete resealed for about \$300 and light bulbs are about \$20/each as needed.

The past couple years NPEA has donated \$1,000 for the flags and the tourism pays the balance of the upkeep cost. Today we need to determine how to increase our funding for the upkeep. The bills will now go to NPEA for payment.

We don't own any other statues so that's

why NPEA does not pay for any other monuments/statues.

If there is a state assessment it would be about \$300 each year to hep pay for their state flag. This could wipe out the total budget of the smaller states. If we did an assessment per membership this would put most of the burden on the larger states. Each year we have about \$1,000 extra that can be pulled from the letter account. If we do the \$1,000 from the letter account, it would bring the cost per state down to about \$200.00 each. We need to come up with about \$1,000 over the cost of the flags which is about \$4,500.

If we use \$1,000 from the Letter Account (National, get \$1,000 from Sydney Tourism, States \$200 each for a total of \$1,600 and National put in another \$900 then that should cover the cost. Other ideas include things like raising national dues by \$5 but this depends on what the states already charge for membership because this may impact membership. Another idea is to not give the states the letter money which would allow about \$2,500 from the letter account. Possibly gift it to the state if they would maintain it. If we deed it over to the state, we could lose all control.

It was asked if any of the education money could be funneled to this and NPS staff stated this is not an option. We could also investigate the Nebraska Tourism Board to see if they would provide a grant/donation for this at the state or local level.

We need to allocate money for this year and then bring it up again next year after seeing if we can get funding or have time to see about gifting it to the state. We need to read the stipulations in the contract regarding the ability to sell/gift.

Gene Ockert- Nevada made a motion to pay \$1,000 from the general fund, \$1,000 from the letter account and ask Sydney Tourism for \$1,000 to cover the cost this year and revisit options next year.

Rich Tatman-California seconded the motion.

Motion carried

A committee was formed to research how to cover the yearly cost and they will report back at next year's meeting. Committee Chair is Dean Atkin and members are Wayne Howard, Arleta Martin and Jack Davis.

Reno Rodeo-Petra Keller

See report on page 56-58 in 2019 Director's meeting binder.

Last year at convention Petra presented the Reno rodeo 100-year Celebration event and it was agreed that it would be a National event open to all eight states. Petra volunteered to be chairman of this event. We had 30 volunteers and 4 states help for this even. Leading up to the Rodeo we did a Veteran's letter drive and hap thirteen states and three countries participate and collected 1,300 letters. Friday night was Patriot Night which was attended by a sold-out crowd of 10,000 people and there was a mochila exchange performed in the arena. The Nevada Veterans Coalition was there, and Reno Rodeo sponsored the mochila. Events with the Veterans Coalition have been going on to distribute the letters to Veterans.

Parade day was Saturday where there was a group with flags in the parade and another group doing mochila exchanges at every block from the end of the parade route until they met up with the parade. There were over 200 entries and they mentioned that there were two memorable groups that day and NPEA was one of those groups. We handed out about 500 postcards to the kids along the parade route.

Sunday was kids' day where we had a booth set up with a barrel with a saddle and mochila that they could sit on dressed up and the parents could take pictures. There were 1,800 kids that attended this event. We also have a letter sale flyer that was designed and a Reno Rodeo shirt with special patches.

We reached about 50,000 people during these events and it was a huge success. The Reno Rodeo association was very appreciative and supportive of NPEA participation. There is a letter that was carried in the 2019 reride hanging in a frame in the Reno Rodeo office.

Cheyenne Veterans Affairs Hospital-Stephanie and Tony Goulart

Members of Wyoming NPEA do NPEA presentation to schools in early May and they collect letters written by the 4th, 5th and 6th grade kids to veterans. Then they ride into the VA Hospital in formation and deliver those letters to the veterans. Every year they invite the Governor and the U.S. President to join them at this event. This year the Cheyenne Rodeo committee joined in the event and the Cheyenne Rodeo Queen and Lady in Waiting joined in the event. They try to do this on the weekend closest to July 4th.

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New Business

Presentation of 40-year patch-Les Bennington

Presented to Wayne Howard. He was National President from 1995-1998 and was president for the Olympic torch run in 1996. Words of wisdom to new presidents is to get people to help you out because this organization has grown so much.

Thunder and Dust-Pat Hearty

The creator is very interested in NPEA input. Trailer clip viewing. There will be clips from each state showing the entire rouse to create a montage. The riders were historically accurate for the period where they rode with what they had.

Presentation of 30-year patch

Quackgrass Sally has been a member for 30-years and is a member of every state.

National Park Service Aaron Mahr, John Capanella, Sarah Rivera

Aaron Mahr Superintendent of NPS National Trails office in Santa Fe, NM office. Joined by Dept Superintendent, John Canella and Sara Rivera who is part of the Resource Management team (Geography and mapping).

Aaron Mahr

NPS is our federal partner. They do all the activity in administering the trail. There is an office in Santa Fe, Salt Lake City and Albuquerque. NPE is the NPS key partner for the National Pony Express Trail. The backbone of our partnership is the Cooperative agreement providing support for things like the reride, insurance for the reride and the Education Reimbursement program. They try to provide national standards and invest in all types of interpretive media such as wayside exhibits, maps, guides, apps. Preservation, mapping and signing the trail. A lot of partnerships with local sites and private sites.

Some of the things they are working on in the coming year with NPEA would be setting safety standards on the reride, digital enhancement of the reride experience like the place finder, digital media is another area they would like to focus to keep social media pages active. They just hired someone who is specific for social media. They would also like to provide trail preservation training.

NPS is very excited about all the good things happening on the trail right now. There are resource threats, but we are having successes on preservation. The NPEA web page has had great success that is positive, and they would like to see build in the future. NPS thanks us for working

with them.

John Capanella

The NPS key contact within the NPEA is Jack Davis. The key points to work together in the Strategic Plan to preserve develop appropriately and increase public awareness of the historic trail.

Trail Sites-Partnership certification is used with agreements with nonfederal historic sites, segments or interpretive facilities. This can be state parks, private owners or historical museums. Currently NPS only has eight agreements in three states along the trail. We are missing a lot of opportunities. John would like to talk to people to identify who we can add to this list to help us spread the work and provide information on the trail.

Media Updates-Trail Brochures help with layout, printing and distribution of the pamphlets. You can order more brochures by sending a msg to n tir_infor-mation@nps.com . Digital media is here to help folks plan their vacations like finding passport locations. The XP media team has done a great job to grow in the last 3 years. The NPS Social media staff member works with the NPS facebook.com/ponyexpressnps and Instagram accounts and will continue to work with NPEA during the transition.

Signage projects are moving forward to get consistent signage across the trail. Sedgwick County and Tooele have been completed and White Pine County NV is being worked on. NPS has an agreement for smaller signs that should be cheaper to purchase install and maintain. This is a slight change. Signage is important to help the public find, follow and experience the trail.

Sarah Rivera

Her favorite project is the Pony Express Reride. She has worked with NPEA to show almost Realtime tracking on the web map. Rider traveled over 1,800 miles in eight states carrying the spot GPS device. Every ten minutes the map was updated allowing the public to follow the rider 24 hours a day. This year we had over 20,000 views of the web map compared to last year there were 11,000 views. Next year we expect even more views. There were over 3,000 views the

firs day then an average of 2,000 view per day the rest of the time. This is an example of collaboration to promote the historic trail.

This year's highlights include an article in the NPEA newsletter, an article in the GPS Geospatial insights Newsletter for

NPS technology, GIS Conference in San with 17,000 participants and the poster showcased was of the NPEA reride. They also got a shout out in a newsletter by the Regional Director.

Sara demonstrated the different features of the map. The map shows the original trail and the trail the rider is taking. It also shows gaps when the gps device may have been dead. A lot of people used the measurement tool which measures in miles. This map varied from last year's quite a bit. This year we were able to update the map as the ride went along. They are looking for improvements now like having the instructions on a side panel and when the map is refreshed it goes to the rider location instead of the entire trail map. Another idea would be adding a weather aspect. We could also include a mini video on the screen showing how to use the map. If there are locations where the rider will not be passing through or doing an exchange, please remove it from your list of stops so the public is not there waiting, and the pony never arrives.

Jack Davis added that with the Task Agreement we have responsibilities to receive the funding. NPEA does a quarterly report which needs to include accomplishments we have achieved to receive the funding. A list of tasks that we need to perform was handed out to all the states. If you know of anyone doing these tasks, please report it to help continue our funding. Dean had to call the state Presidents to get the information for these reports.

BLM

Their representative was unable to attend but we do work with them on projects.

Honorary Membership- Melva Sanner and Tony Goulart

He has been a member from 1980 to the current year. He volunteers for the job of ensuring the reride pin is designed for each state every year and helps with the design of our patches. Was Wyoming state president from 1998-2007 and then was National President from 2007-2010 and then went back to be the Wyoming president again. He participated in the Olympic torch relay, Washington D.C. 2010 he participated in the delegation to DC for the 150-year anniversary. He has had a key role working with NPS to get reimbursement to help with funding for members to attend the national meeting. He always steps up to help. This year's Lifetime Honorary Membership and award goes to Les Bennington.

Re-ride Schedule-Dean Atkin

See report on pages 59 in 2019 Director's meeting binder.

Two months ago the reride schedule was sent out to all the State Presidents to review. It's early this coming year so we may have snow again, but we tried to get it with the full moon phase.

California has concerns about leaving at 10 am which will hit the 2-lane freeway at 3:00 pm during rush hour traffic. It would be better to push it out 4 hours and leave at 2pm. There was discussion among all the states regarding this change.

It was pointed out that the schedule has an error on the schedule. After looking at it the delegates agreed to push it out 4 hours leaving Sacramento at 2:00 pm on June 3rd and arriving in St Joseph at 7:30 pm. Updated times were provided, and all delegates were provided time to review the updated information to look for any additional errors.

Updated schedule

Leave CA 2:00pm
Nevada/California 1:00pm
Nevada/Utah 1:00pm/2:00pm
Utah/Wyoming 6:30pm
Wyoming/Nebraska 2:30pm
Nebraska/Colorado 2:30pm
Colorado/Nebraska 6:00pm
Nebraska/Kansas 10:00am
Kansas/Missouri 7:00am
Delegates reviewed and agreed to updated time schedule. Pam will update the document, and have it reviewed again prior to emailing/mailing it out again. Once you get the email please look for any other corrections that needed to be made or still need to be made.

Thank you, Dean, for the hard work and effort he has put in for the last three years.

Melva Sanner announced her officer team for acceptance. 1st Vice President-Tony Goulart, Wyoming 2nd Vice President-Pam Dixon-Simmons, California 3rd Vice President-Howard Schultz, Wyoming Cheryl Nein-Colorado made a motion to accept. Gean Ockert-Nevada, seconded the motion. Motion carried

Thank you, Colorado, for hosting this year's Convention. Rich Tatman-California, made a motion to adjourn. Lyle Ladner-Kansas, seconded the motion. Motion carried

Dean thanked everyone for all their hard work, and he has enjoyed being the President and appreciates all the support. He has had good traveling companions and they have had a great time.

Thank you, Colorado, for hosting this year's Convention. Rich Tatman-California, made a motion to adjourn. Lyle Ladner-Kansas, seconded the motion. Motion carried

Re-ride Schedule-Dean Atkin

Amazon Smile Fundraiser

There are three NPEA listed so we need to use the NPEA Pollock Pines as a revenue stream. We have not received any money up to this point.

Recognition Awards.

We should produce some type of recognition award for those who need to be recognized for their work and contribute to the association. Arleta, Mike and Pat will work on this idea and come back to the delegation next year.

Mochila

Tony Goulart has been approached by several members with concerns regarding the mochila not moving and this is seen by the public on the tracker. Another issue was when it is in a trailer and we understand this is due to safety concerns, but we need to make sure it stays on a horse. We need to know how to address this with the public. If on the Trail Captain level maybe, we can have other states help if they are available to travel to help states with gaps in available riders. This issue was addressed in the Trails meeting and further discussed in this meeting. Within social media we need to be honest with the public because they can see how fast it is moving when in a trailer. The media team was fielding question when this was happening.

Nominating Committee-Jim Swigert, Lyle Ladner

Additional committee members were Les Bennington, Pat Hearty and Lyle Gronewold. One name came to committee and it was Melva Sanner and nominating committee moves forward with her name.

Rich Tatman-California made a motion to close nominations from the floor. Dan Pralle-Kansas seconded the motion. Motion carried Congratulations Melva Sanner.

Thank you, Dean, for the hard work and effort he has put in for the last three years.

Melva Sanner announced her officer team for acceptance. 1st Vice President-Tony Goulart, Wyoming 2nd Vice President-Pam Dixon-Simmons, California 3rd Vice President-Howard Schultz, Wyoming Cheryl Nein-Colorado made a motion to accept. Gean Ockert-Nevada, seconded the motion. Motion carried

Treasurer Jack Davis-California

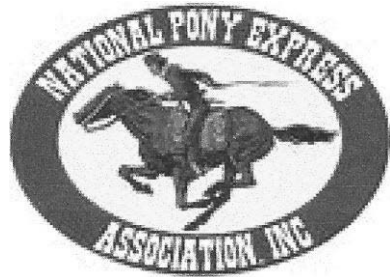
Gene Ockert-Nevada, made a motion to accept. Lyle Ladner-Kansas, seconded the motion. Motion Carried

Secretary Wendy Anderson-Cobb-Nevada

Geno Ockert-Nevada, made a motion to accept. Rich Tatman-California, seconded the motion. Motion carried

Dean thanked everyone for all their hard work, and he has enjoyed being the President and appreciates all the support. He has had good traveling companions and they have had a great time.

Thank you, Colorado, for hosting this year's Convention. Rich Tatman-California, made a motion to adjourn. Lyle Ladner-Kansas, 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.

2020-Annual Re-ride of the Pony Express

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

Mail will be carried by horseback by over 700 riders from California, through Nevada, Utah, Wyoming, Colorado, Nebraska, Kansas and into Missouri. The letters will depart Sacramento, California on Wednesday, June 3rd, at 2:00pm PDT and will arrive in St. Joseph, Missouri on Saturday, June 13th, at 7:30 pm CDT. Envelopes then receive a special postmark and are delivered by USPS. A special historical vignette this year will commemorate Kansas.

Visit www.nationalponyexpress.org for additional information and to follow the ride progress map.

SEND ORDERS and one check or money order to cover purchase to:
National Pony Express Assoc.
2458 Navajo Rd, Frankfort, KS 66427
For questions regarding orders - Phone (785) 799-5236

-----detach here -----print legibly -----detach here-----
COMMEMORATIVE LETTERS (described above) - \$5.00 EACH - **Order by May 15th**

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

CONTINUED ►

Thank you, Ham Radio Operators!

Cynthia Furse, Charles Killian (WB6YOK), Gerald Hasty (AD7QF), Bob Nelson (WA3PAD)

Galloping across the remote desert on a strong horse under the full moon with the mochila slapping to the rhythm of the hoof beats and the bright blue horse moon-shadow galloping alongside ... it's one of the most magical experiences of the Pony Express Re-Ride. We see wild mustangs, antelope, and coyote – for miles, the only domestic thing that is seen is a range cow. Gas stations (e.g. Eagle Mountain, UT to Wendover, NV) are 263 miles apart. With no cell phone coverage, volunteer local amateur radio (ham) operators provide tactical (when IS that Pony coming??) and emergency communications for the Re-Ride through Utah, Nevada, and California. They provide information on the location of the Pony, and are there in case of an emergency, providing communication for long distances in remote areas with rugged mountains and deserts, through quite literally rain, hail, sleet, snow, mud, and the dark of night. We want to thank these dedicated and skilled volunteers, for looking out for us and for being such a major help for the Re-Ride.

California

California hams cover the whole stretch of the Re-Ride from Old Sacramento, CA to the Nevada border (143 miles, 43 exchanges, 23 hours). The terrain varies from the high Sierras where the trail is far from the road where ham operators meet the Pony at check points, but the trail is otherwise too rugged for vehicles, to the great Sacramento with traffic and motorists where the ham pickup truck travels close behind the horse and rider, protecting them from cars. Two (ham) net controllers split the 23 hour shift, and an operation officer manages the whole route, with two hams who stay with the ride captain and relay information that is pertinent to the smooth operation of the ride. There is also shadow following the ride lieutenants. The exchanges are usually 5 miles apart. Usually there are 20 hams taking part in the Re-Ride leap frogging from one place to the other. A repeater in Pollock Pines, CA covers 95% of the trail, and a link to a repeater in Minden, CA covers the rest. Even though there are areas where cell phone communication is readily available, the repeater is used for the whole trip, so all the information goes through the net control and keeps the hams on the route in the link as to what is happening.

Nevada

Volunteers from the Sierra Intermountain Emergency Radio Association (SIERA) provide communication across the entire state of NV, through some of the remotest areas of the Re-Ride (470 miles, 2 ½ days). Stations on the desert floor can be sweltering during the day. Mountain passes are often icy, snowy, wet and inaccessible. Ham stations often also shelter the riders as they wait for the mail. With gnarly off-road vehicles, hams set up mobile (temporary) repeater stations on Austin Peak (8500 ft), which has a view of most of the state. From there, they can communicate (24/7) 117 miles to check point operators and a repeater near Fallon, NV, and then base stations in the Reno to Gardnerville area and a station set up at the Austin Airport.

Utah

Ham operators provide support for the Utah segment (260 miles, 130 exchanges, 36 hours) of the Re-Ride on both the east and west sides of the state where cell phone coverage is limited or non-existent. The central part of the state (Salt Lake City and surrounding urban areas) has cell coverage, so ham coverage is not required there. The eastern ride from Barker Ranch on the Utah-Wyoming border to This Is The Place Monument on the eastern side of Salt Lake City is a steep (paved) mountain road with deep canyons that sometimes limit even ham coverage. West of Salt Lake City from Camp Floyd, UT to Ibapah on the Nevada border is on a gravel road through desolate desert. The Re-Ride is generally scheduled on a weekend where a full moon lights the way through the desert at night. The eastern part of the state is covered by two permanent repeaters (Lewis Peak and Farnsworth Peak). The route through Utah's western desert utilizes four linked repeaters at Vernon, Wendover Peak, Black Mountain, and South Mountain in and around the Tooele, UT area. Typically, 15-20 volunteer hams support the Re-Ride, either accompanying the horse and rider in "The Rover" or providing net control operator monitoring for the repeaters. Riders are familiar with the challenges (mechanical, equine, human) of the Re-Ride. The volunteer ham radio operators share these challenges, and couple with them the vagaries of electrical and radio equipment — generators and solar power, gas, food and water, spare everything and the ability to reconfigure it on the fly. Cold water from



PHOTO COURTESY OF JAMIE MARVADAKIS

Volunteer ham radio operators provide logistical and emergency communication for the annual Pony Express Re-Ride. Here Utah ham operators in "The Rover" follow rider, Cindy Furse, on her horse, Tesla, through Utah's West Desert where cell phone coverage is non-existent.



PHOTO COURTESY OF SUE CAUHAPE (K17CTT)

Set up at the Austin Airport.

the Rover's fridge is a luxury in the desert heat and dust.

Wyoming, Nebraska, Colorado, Kansas, Missouri

While the remote areas of California, Nevada, and Utah rely heavily on state-wide volunteer ham radio support, many other areas of the Re-Ride need support on portions of their rides, as well. The route through Nebraska and Colorado mainly follows the Platte River Valley and I-80, and cell phone coverage is generally available. Ham radio support has been provided some years but not others. Through Kansas and Missouri, the route follows both well-established roads (where the ham support may include marking rail road crossings), as well as more primitive dirt roads, rarely graded. Mud and washed out bridges have required re-routing riders, which the ham operators have helped communicate, collaborating with the local sheriff offices to ensure the safety of the Re-Ride. Severe weather warnings (rain, hail, and even one tornado warning) have also been shared, so riders could take cover. Ham operators have also helped with a couple of emergencies including a wheel coming off a trailer (it was found about 3 miles back down the road), and the loss of a rider's pocket Bible (carried by the riders, as in the original Pony Express; this was also found back down the trail). The challenges of covering the ride, which takes over 30 hours, requires the cooperation

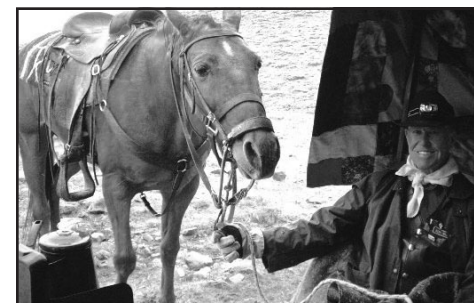


PHOTO COURTESY OF SUE CAUHAPE (K17CTT)

On wet and soggy years, ham stations sometimes also provide shelter from the weather for both ham operators and Pony Express riders (Phil Raglan shown here). The horse, Patriot Commander, is making it clear he'd like to come all the way into the tiny tent.



PHOTO BY CINDY FURSE

Chuck Killian (right) and another ham operator, waiting for the rider to bring the mail. They will support the next team of riders running the mail across the desert overnight. Many ham operators also join the National Pony Express Association, as Chuck is shown wearing the official Pony Express uniform.

and collaboration of numerous dedicated volunteer ham operators plus local law enforcement, weather service, and the Pony Express captains who organize their teams of horses and riders. Each state-line crossing is cause for celebration, and bragging rights for the relays that keep the mail on time or make up time when it gets behind.

Conclusion

The Pony Express, though short-lived, remains a romantic icon of the Old West frontier. Much of the 1900 mile Re-Ride closely follows the original trail, and much of this remains rugged and remote, even today, with little or no cell phone coverage. Volunteer ham radio operators provide communications support throughout these remote areas, helping organize the ride by sharing where the mail carrying rider is, and providing emergency communications as needed. Perhaps this coupling of old and new communication is poetic. The Pony Express was the high speed communication link of its time. It was soon outpaced by the transcontinental telegraph, only to ride again a century and a half later, supported by ham radio. In the cheer of the riders — "Go! Pony!"