

Volume 32

THE OFFICIAL PUBLICATION OF THE NATIONAL PONY EXPRESS ASSOCIATION

April 2021

25th Anniversary of the Olympic Torch Ride

Rennie Truitt of the Atlanta Centennial Olympic Games Torch Relay Committee wanted to have the Torch carried by many different means of transportation, including on horseback.

He contacted the National Pony Express Association. Tim Closner who was California State Division President was asked by NPEA President Wendall

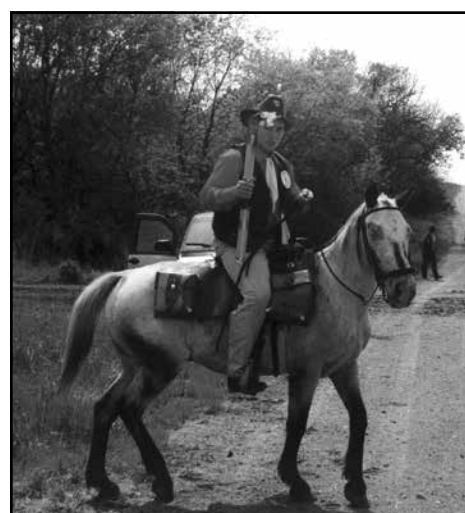
Overfield to serve as the Chairman of the NPEA Olympic Torch Relay Committee.

The news that the NPEA had been approached about the possibility of carrying the Olympic Flame on horseback on its journey to the 1996 Olympic Games in Atlanta, Georgia was met with enthusiasm and excitement. Many questions had to be answered and plans to be made. The NPEA's portion of the route would be from Julesburg, Colorado to St. Joseph, Missouri along the Pony Express National Historic Trail.

Among the concerns were the security of the Flame, how to determine the number and qualifications of riders and horses, their accommodations, and most importantly, would the horses tolerate carrying a flaming torch with its accompanying hissing sound, especially at night.

Roger Mastrogianis of Malcolm Great Designers, Inc., worked with the Atlanta Committee for the Olympic Games to design the 1996 Olympic Torch. The torch featured 22 aluminum reeds, each representing one of the modern Olympic Games, bound by a center handle of Georgia pecan wood. A gold band at the base of the torch listed the names of each Olympic Games host city. Another gold band near the top featured the logo of the 1996 Olympic Games and the Quilt of Leaves motif.

The 1996 torch was the first Olympic Torch with a center handle. Previous torch handles were near the bottom, creating a top-heavy torch that was



Matt Hearty on Apache

difficult to balance. At 32 inches high and approximately 3.5 pounds, the 1996 torch was also the tallest and among the lightest for a Summer Olympic Game. Working with professors and graduate students at the Georgia Institute of Technology, they engineered a fuel system allowing a 12-inch flame to burn up for 40 minutes. Torch-bearers were able to purchase their torches and the torches are now highly collectible.

Famous baseball bat maker Louisville Slugger cut, sanded and stained wooden torch handles that served as the center piece for 10,000 Olympic Torches. (Editors note: Last time I checked the Torches were worth \$3,500 to \$4,000.)



SEE TORCH PAGE 3 ►

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	<i>February, 2021</i>

2021 Re-Ride Schedule

Wednesday, June 16 Depart-Old Sacramento, CA	2:00 PM PDT
Thursday, June 17 California/Nevada Line (Woodford, CA)	1:00 PM PDT
Time Change (PDT > MDT)	
Sunday, June 20 Nevada/Utah Line (Ibapah, UT)	2:00 AM MDT
Salt Lake City, Utah	10:00 PM MDT
Monday, June 21 Utah/Wyoming Line	6:30 AM MDT
Wednesday, June 23 Wyoming/Nebraska Line (Lyman, NE)	2:30 PM MDT
Thursday, June 24 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 25 Nebraska/Kansas Line (Tri County Marker)	10:00 PM CDT
Saturday, June 26 Kansas/Missouri Line	7:00 PM CDT
Arrive-St. Joseph, MO	7:30 PM CDT

State Division Presidents

Missouri: Gary Chilcote St. Joseph, MO 816-232-8206	Wyoming: Les Bennington Glenrock, WY 307-436-9569
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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.

Arleta Martin, Editor
Marysville, KS
785-562-3615
arleta@bluevalley.net

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Making memories, friendships

WILBUR KIRBY
NEVADA DIVISION

Fond memories of a West Virginia man of the NPEA annual re-ride over the original Pony Express trail between Sacramento, California and St. Joseph, Missouri.

I have had the pleasure of being a small part of the Re-rides since 2007. I was lucky enough to be present in Old Sacramento in 2007 to see the Pony Express re-rider arrive with the mail in the mochila.

I have always loved the west and horses and was interested in the re-ride details. After hearing about the details I knew I wanted to be a part of it. I travel to the Carson City area each June to visit our son and with the re-ride being in June I started making sure my visit was when the re-rider came through that area.

In 2008 I was waiting the arrival of the

mochila in Genoa, Nevada. While waiting the arrival I mingled with crowd and NPEA members. This is where a lasting friendship was formed with Dale Ryan and family. Dale always remembered me and greeted me on sight each year. Dale's daughter Debi was the outgoing rider on Skeeter. Dale's son Mike and grandson Nick are also riders. The photo here includes Dale, Debi and Skeeter in a group shot. Sadly Dale and Pony Girl have passed away. I miss them.

Another good year was at the 150th anniversary of the Pony Express. There I had the pleasure of meeting Deby O'Gorman and her sweet horse, Pony Girl. There are so many friends in the group photo and they are all dear to me. My friend Petra Keller is standing on Pony Girl's mounting side. I so enjoy her stories of her many adventures during her legs of the re-ride.



It is a pleasure for me to have a few personal letters to my horse-loving friends in the mochila each year. They enjoy them so much I usually try to have a few photos of some exchanges to go with their letter.

Although I am unable to ride, I am proud to be a full member and proud of the reception I always get when meeting fellow members. Each year I get to meet

new friends. Also, kudos to all the ones behind the scene. There are so many: the rider scheduler, the rig backup drivers, the communication people, the local news coverage, and the staff doing all the letters. Thanks all of you.

I have only missed two Re-rides 2011, postponed due to Equine Virus and 2015 due to health.

Torch

continued from page 1

The Torch Relay began March 30 in Olympia Greece, when the Olympic flame was lit. It was relayed through Greece, birthplace of the modern Olympics and then flown to Los Angeles on April 27th. There it began its 15,000 mile journey to Atlanta.

After traveling by runner, bicycle, canoe, train and motorcycle, it arrived in northeast Colorado. A Olympic community Celebration was held on May 13. NPEA members wearing their ride uniforms started relaying the torch(es) along with a mochila over the Pony Express National Historic Trail. Normal operations called for a halt each evening, but was relayed non-stop, 24 hours a day. The NPEA was the only horseback group to carry the torch on its 84 day journey.

The torch Relay as well as the NPEA attracted widespread advance publicity in local newspapers, radio and television. Throughout communities on the route, streets were lined with Olympic and Coca-Cola (the official sponsors of the Torch Relay) banners and spectators. Thousands



Myra Koch with Past President Bill Arant

attended celebrations at Julesburg, North Platte, Kearney, Marysville, Seneca and St. Joseph. Rural farm families and friends lined country roads to observe the event.

The Olympic Torch arrived in St. Joseph by Pony Express on May 16. One

cannot put into words the thrill and honor of carrying the Olympic Torch and its flames, considered to be a sacred symbol. This opportunity was a big asset for the National Pony Express Association.

The Editor



Jeff Hearty on Apache

Partnership for the National Trails System

John Cannella selected as NPS National Trails and Rivers Systems program manager

John Cannella has been selected as the National Park Service's new National Trails and Rivers Systems program manager! Many of you know and have worked with John for years and most recently in his 6 month detail helping NPS by filling in behind Rita Hennessy. John can be contacted at John_Cannella@nps.gov.

John brings a great depth of knowledge, experience, and passion about the NPS, our national special area systems, our partners, and the challenges and opportunities facing our Rivers and Trails systems. He will be officially starting on November 8, 2020 and will continue to live in and work out of the NPS office in Santa Fe, NM.

John grew up in northern New York state spending time in nearby woods, experiencing the streams and lakes of the area, and listening to his grandfather's stories, especially the ones relaying time

in the Civilian Conservation Corps. Over the last two decades John has been in the Southwest, where he joined the NPS in 2004.

For almost 12 years, John has been working with a range of partners and colleagues across the country in different roles tied to the National Trails System. Most recently he has served as the Deputy Superintendent for the NPS National Trails office (NTIR) headquartered in Santa Fe, NM. NTIR administers nine national historic trails (Oregon, Mormon Pioneer, California, Pony Express, Santa Fe, Old Spanish, Trail of Tears, El Camino Real de Tierra Adentro, and El Camino Real de los Tejas National Historic Trails), manages the Route 66 Corridor Preservation Program, and leads feasibility studies and other planning for potential and new additions to the National Trails System.

Some of John's accomplishments in-

clude developing a partnership across a group of NPS parks to expand GIS utilization through resource sharing, co-founding the National Trails System GIS Network, participating in the interagency National Trails System Administrators Roundtable since it began, serving as the coordinator for the roundtable for the last year, and serving as the acting NPS lead for the National Wild and Scenic Rivers and National Trails Systems for most of this year.

Prior to joining the NPS, John worked for other Federal agencies, universities, and nonprofit organizations. He has held positions focusing on a diversity of topics that have included trails, GIS, natural and cultural resources management, plant ecology, paleoecology, and global change. John earned a Bachelor of Science degree in biology from St. Lawrence University, graduated from the NPS Generating Or-



John Cannella

ganizational Advancement & Leadership (GOAL) Academy, and received a Master's in public administration from the University of New Mexico.

He enjoys spending time with his family, hiking, camping, and playing ice hockey.

The Trail of the Mochila

by Nevada rider Sallie Joseph

The smell of sagebrush smoke drifted up the narrow canyon,
Just moments before he saw the flicker of a campfire's light.
The Pony rider pushed his almost spent and lathered horse,
Into the relay station on a deathly quite moonless night.

A brilliant red and golden sunset had faded fast behind him,
And the threat of rain and consequent mud remained true.
But the mail must go on no matter what the elements bring,
As a Phantom of the Desert spurred his pony on through.

A sudden holler echoed in the silence "RIDER COMING' IN"
The remount pawed and danced in place waiting for the swap.
With a spray of gravel, the rider stepped to the ground,
Even before the winded pony had come to a complete stop.

He jerked the infamous Mochila from atop the saddle horn,
And with an effortless motion gave the satchel a fling...
Onto the anxious, wild-eyed mustang, ready and rearin' to go,
Then the horseman was aboard with a leap and a swing.
Gallop off into the darkness as quick as they came
The pony rider's integrity is laced with lots of luck and trust.
With the precious mail tucked neatly inside "La Mochila"
They left behind only tracks, a weary horse and some dust.

The sound of hoof beats disappeared quickly into the
silence The heavy breathing of a tired horse was the only sound.

The salty, stinging smell of later softly lingered there As
The pony's sweat dripped in puddles on the ground.

The excitement starts to rise and the anticipation begins...
As the station keeper's voice calls out "Rider Comin' in" again
For another fast transfer and onto another fresh mount ,
A saga endures, the legend remains, of The Pony Expressmen.

Steadily racing across the deserts and mountain peaks,
Fording raging rivers and through blizzards of snow ...
The route of "The Pony" supplied the West like a vein,
With the blood and sweat of a nation to nourish the flow.

Relentless in desire the loyal horse and rider sped...
"The mail must go through" even if life be the cost,
With Bravery and courage and the will of a saint,
The trail of the Mochila was never tarnished or lost.
Pounding the changing terrain and challenging the wind,
Against all odds the sheer speed and superior skill...
The epitome of unity between horse, rider and country,
Stretched the limits of endurance and unbridled will.

The trail of the lettered word always remained connected,
Where a bond seemed in vain in the shadow of civil war.
History, heroes and horses – the legend of the Pony Express
Endures years of marvel, fascination and mystical lore.

Written after participating in the 2009 "Re-Ride" by
Sallie Joseph 6-17-2009
Originally published Nevada XP News July 2009
Note: See Obit: Sallie lost her life in a wildfire...

Keeping the flags flying

DEAN ATKIN
NPEA FLAG CHAIRMAN

As the wind blows across the plains of Nebraska the flags wave in the breeze at the National Pony Express Monument in Sidney.

With the elements of nature and time, the flags need to be replaced on an average of every 6 months. We have had help from our friends, Amber Talish and her husband of Sidney, Nebraska. They not only maintain the flags but also the grounds.

We have been able to fund the flags in the past years from the General Fund with help from the Letter Account

We applied for a grant from a company called Clean Harbor and they were happy to help us with a grant we will use it to maintain the flags. This company has plants located in Fallon, Nevada and Tooele, Utah both close to the Pony Express Trails. They also have plants located all over the United States and Canada helping to keep our environment clean.

This year the Nebraska Division is also



helping fund flags with a very generous donation

I want to thank the Nebraska Division and Clean Harbor for their generous support in helping us to "Keep the Spirit Alive". Also, all of you for your continued support of our organization.

CleanHarbors®



Tommy Leman part of re-rides from the beginning

BILL SINNARD
WYOMING DIVISION

In 1860 William H. Russell, Alexander Majors, and William B. Waddell figured they could deliver mail from Sacramento, California, to St. Joseph, Missouri in just ten days, rather than the normal 25 days by stagecoach. They formed the Pony Express, which lasted just 18 months. Their

operation and its riders went into history when the telegraph line was completed between California and the East.

In 1960 the governors of the states along the Pony Express route decided to do a re-ride in honor of the 100th anniversary. The ride was started July 19, 1960, and was completed July 28. Five hundred riders rode east and 500 riders rode west.



Tommy Leman riding eastbound on Spring Canyon Road near the original Pony Express Trail in 1960.



Tom during the Re-ride of 2014.

Tom Leman of Converse County, Wyoming, was one of those riders. He rode to Laprele Station from the west. Laprele Station is east of Deer Creek Station located in Glenrock, Wyoming.

In 1985, Tom participated in the 125th Anniversary Re-ride of the Pony Express. The year 2010 was the 150th anniversary

of the Pony Express. Once again Tom Leman rode his part of the re-ride. He also participated in the 150th anniversary of the termination of the Pony Express that was held in Kansas in 2011.

Born in 1936, Tom still participates in Pony Express related events and lives on his ranch west of Casper, Wyoming.

WANTED

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

Please contact us at:

nationalponyexpress@gmail.com





This Is the Place - Utah

This Is The Place State Park is a well-known location and the Pony Express monument draws a lot of tourist attraction, there is a statue, cabin, and multiple plaques there that needed maintenance, along with a lot of shrubbery & weeds, we had a great turn out of Utah members and supporters to help with the cleanup efforts and I think it showed in the end result, what an amazing difference, this is a very nice historical display and well worth stopping and checking out.

I think it is especially important this

year to put together some work projects and other activities to keep our members involved, the Utah division put on a trail ride for members and supporters, including family and friends that had a great turnout, hopefully we can keep these team building activities going.

I am very proud of our members and their dedication to help keep the spirit alive, it really shows what we can accomplish as a group and a team when we all contribute.

Jamie Marvidakis
NPEA Utah



Indians chase Pony Express rider

*From the Archives of the Julesburg Grit-Advocate –
Wednesday, July 27, 1960*

The centennial re-run of the Pony Express came through Sedgwick County Friday and Tuesday on schedule and ahead of schedule. Over 1,000 people turned out for the exchange Friday morning at the Courthouse in Julesburg and many more that were just a little bit late missed it. Tuesday morning the eastbound mail went through from 6:55 to 8:05, which was quite a bit ahead of schedule. 1860 riders would've envied the times being set.

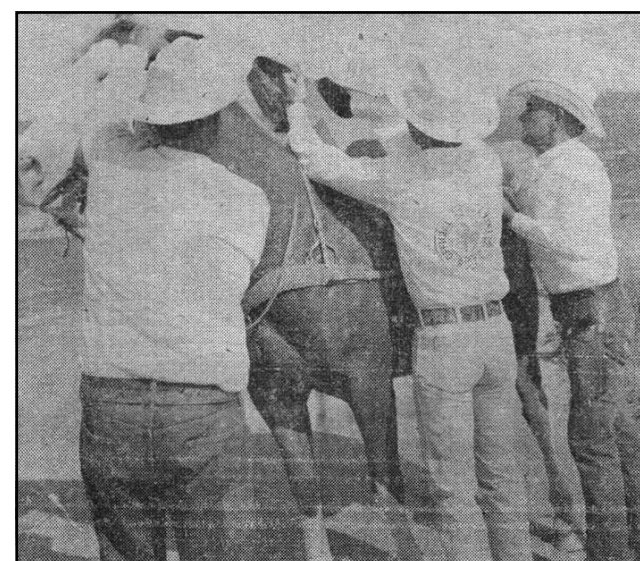
Friday morning Chuck Stone picked up the mochila mail pouch at the State Line southeast of Julesburg at about 7:30 a.m. Darrell Smyth took it from him at the south end of the river bridge. He was delayed here as they waited for Colorado Governor Steve McNichol's party to arrive in Julesburg. Smyth and the Governor hit town at about the same time, 7:45 a.m.

State Committeeman Gene Hogue opened the pouch

and removed the letters sent by President Eisenhower. Bob Price then took the pouch back out to the river road and Raymond Anderson started the next run at 8:20 a.m. Jim Parker dashed from south of Ovid to the State Line. The Pouch was going into Nebraska with Thad Patrick from Oshkosh at 9:05. The westbound mail went through the County in one hour and 35 minutes, which was the exact time allowed.

Disaster almost overtook the Pony Express as a band of Indians ambushed Darrell Smyth at the north end of the river bridge. He outdistanced the savages and saved the day. His closest pursuer was Chief Short Hair Bud Meline. Other warriors identified were White Eagle Dave Mercer, Red Crow Stan Randell and Flaming Foot Darris Cumming.

At the Courthouse ceremony Governor McNichols received the President's letter. The one to the Boy Scout Jamboree in Colorado Springs was turned over to the Bob Smyth, who rode south out of Town. It was picked up from by the State Patrol for delivery to the Jamboree.



The Exchange of mail "mochila" traveling from St. Joseph, Mo. to Sacramento, Calif. is an historic event. Here Jim Parker loads it on his mouth south of Ovid for the dash to the State Line. Leo Austin is holding the horse while Darrell Smyth (right) helps Parker. (Grit Photo)

The Battle of Egan Station

by Dean Atkin – Utah Division

The Battle of Egan Station (also known as Deep Creek Station) was a minor skirmish which occurred near present day Schellbourne, White Pine County, Nevada in August 1860. A group of about 80 Paiute warriors attacked a Pony Express station in Egan Canyon looking for food. When the two civilians had gathered up all the food on hand the warrior's chief demanded they bake more bread. Meanwhile, an approaching Pony Express rider turned around and rode back to a military column he passed along the trail. The soldiers were members of the 4th U.S. Artillery under Lt. Stephen H. Weed. As Weed rushed to Egan Station just as the warriors were preparing to burn the two station workers alive. In the ensuing fight, Weed's men freed the captives and ran off the Native warriors inflicting 3 killed and roughly 12 wounded. Weed's losses were 2 wounded and 1 died of wounds.

The *San Francisco Daily Evening Bulletin*, on August 21, 1860, report on the incident:

...[they demanded] some powder and lead of the men in charge of the station, which they refused to let them have as a matter of course. They then wanted some provisions, and the men gave them two sacks of flour, and some sugar and coffee. One of the men then started out after the animals kept at that place, when the Indians told him that he could not go, and that they would take care of the animals themselves, and commenced singing and hallooing at a great rate. At that instant Lieutenant Weed, with twenty-five soldiers, came up and attacked the Indians, who returned the fire, wounding three men ... The Indians fled without driving off any of the stock. About the same time, six or eight Indians went to where some men were mowing, near Deep Creek, and ordered them away, but went off without molesting them further. They came back next morning, when four soldiers, who had secreted themselves in a wagon, fired on them, wounding two mortally. The others fled.



The noted English traveler Richard Burton's account, described the site as "two huts and a station-house, a large and respectable-looking building of unburnt brick, surrounded by fenced fields, water-courses, and stacks of good adobe." Burton also noted that a Mormon named Harrison Sevier acted as the stationkeeper. Sources generally agree on the identity of this station. Major Howard Egan, Division Superintendent of stations from Salt Lake City to Roberts Creek, apparently maintained a home ranch here, which produced hay, grain, beef, and mutton for other stations along the route. Substantial structures included Egan's home, a barn, and an adobe station, kept by Howard Egan, Mathew Orr, and Harrison Sevier.

Howard Egan was the division superintendent for service between Salt Lake City, Utah, and Roberts Creek (near Eureka, Nevada). This well-equipped and service functioning facility was the most westerly station located within the present boundaries of Utah. The western boundary of the Utah Territory at this time was the California state line and Genoa the most westerly Utah Territory station.

This is the grave of an unknown Pony Express Rider, buried in Fort Pearce Cemetery, White Pine County, Nevada

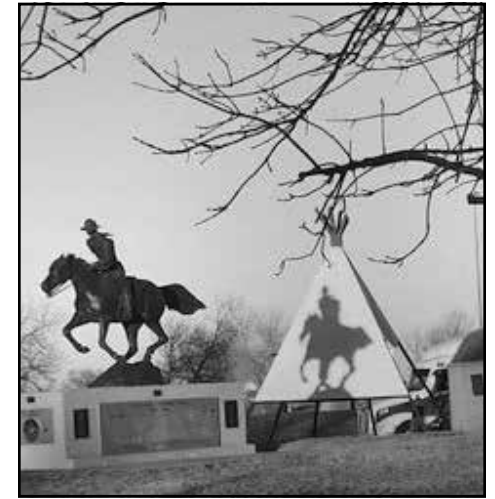
Colorado Welcome Center celebrates its 25th anniversary

SUE CARTER

MANAGER OF THE COLORADO WELCOME CENTER - JULESBURG

Developing the Welcome Center took 10 years, from its planning to its February 8, 1996 opening day. The effort was a concerted one by many different entities helping in various ways to finish the goal.

The Welcome Center has a Native American and pioneer motif, with silhouettes of buffalo scattered out among trees and native grass and teepees over the picnic tables. The wooden archway symbolizes an entrance to a large western ranch and is marked with a figure of a Pony Express rider. The running horse logo was designed by local artist, Gary Lancaster. Visitors pass into an open courtyard which features large wooden pillars and old-time light poles. In the plaza sits a large sculpture entitled "Swept Away." The blue heron in the sculpture signifies the large abundance of wildlife in the area. The half circle design of the building is representative of a wheel and shows the significance of transportation to the area. There are walking paths, dog exercise areas and an RV Dump. At the entrance to the Welcome Center proudly on display is the Pony Express Statue which was made at a cost of \$110,000 sponsored by local patrons and the Colorado Division of the National Pony Express Association. The interior of the building is designed with high, open-beamed ceilings, patina lights and oaken fixtures. The building features a 35-foot tower and observation area. Proudly



presented in the Welcome Center's Lobby is "The Ritual", a steel sculpture of a male and female eagle with talons locked in a free-fall, created and donated by Julesburg Artist Terry Hinde.

Inside a large artistic map of Colorado can be found along with over 350 brochures to assist the over 6,000,000 plus visitors that have stopped in the last 25 years. A Penny Press owned by Fort Sedgwick Park has also been added with four unique designs depicting our area history. The Welcome Center is staffed by two employees and 50 volunteers many with volunteer hours totaling in the thousands and is a collaborative effort with the State Tourism Office and Sedgwick County.

The Welcome Center is planning to celebrate their 25th Anniversary with an open house hopefully later this summer.

Update of the partnership's new mailing address and office number

PNTS Executive Director Valerie Rupp (valerie@pnts.org), who officially started her new position Aug. 17, 2020, will establish the Partnership's new office in Washington, D.C. in September. This outstanding location is close to several peer organization offices, such as the Appalachian Trail Conservancy, Outdoor Afro, and The Wilderness Society, as well as Capitol Hill, Federal agency partners, legislators, and our traditional Hike the Hill meeting location at the Washington Plaza Hotel. Please promptly update our office phone number to 202-963-2910 and our mailing address:

Partnership for the National Trails System
1615 M St. NW, Second Floor
Washington, D.C. 20036

2021 National Pony Express Association Delegates Meeting

Atchison, Kansas • September 9 thru 11, 2021

- Sept. 9: (Thursday evening) for those arriving early there will be a meet and greet with light snacks at the Holiday Inn from 5 to 8 p.m. Registration will be at Jerry's Again Friday at 8:30 a.m.
- Sept. 10: 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. 11: Jerry's Again – walking distance from Holiday Inn
- Saturday 9 a.m. Delegates Meeting
Noon Lunch
1:00 – 3:30 p.m. Delegates Meeting
Alternate: Tours and Shopping in Atchison: meet at Holiday Inn 9:30 a.m.
Evening Meal/Event at Jerry's Again: CASH BAR at 5:30, Meal at 6 p.m.

Event	#Attend	Price	Total
Early Registration Due by 8/1/2021	x	\$100	
Registration Due by 9/1/2021	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 • • •

September 9 thru 11, 2021

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 + tax (book before August 10)
- **Quality Inn:** 1-913-367-4000 has 30 rooms reserved for the N.P.E.A. at \$99/night + tax (book before August 10)
- **Camping Sites** available by the **Warnock Lake** – no reservation needed

Additional Accommodations: No block of rooms or special rate

- **Old Glick Mansion – Inn B&B:** 1-913-367-9110, \$140 to \$165/room/night + tax
- **Super 8:** 1-913-367-7666 start at \$63/night + tax
- **Hotel Eastin:** 1-913-367-7000 or 310-902-3829 \$55 to \$60/room/night + tax

THE PRESIDENT'S CORNER

Well, it has been a Wild Ride! There have been many changes due to restrictions imposed by the pandemic precaution. We have held Zoom meetings, phone conferences, used email and text to stay in touch with members to handle the needs of the organization. I am ready to get together and carry the mail, hold our delegates meeting and talk face to face. Through the adjustments our members have pulled together and taken care of business. It has proved that we are a strong organization together.

There have been a few changes in the coordinators for the website and Facebook and g-mail accounts. Mary Cone is now handling the duties of the website with the assistance of Stephanie Goulart. Mary also checks the g-mail account. She is doing a wonderful job and has learned a lot with the help of Petra Keller. Pam Simmons continues to handle the Facebook account and set up the Zoom meetings. Kudos to our media team for a job well done.

We have had phone conferences with NPS to keep current on our Task Agreements and have been fortunate that they

have worked with us on extensions for the agreements. There are several projects that have been initiated and will be reviewed by NPS for possible approval.

Kansas has confirmed plans for the Delegates Meeting in September 2021. The registration form is on the website and in the Gazette. Please get your rooms early as this is a college town and the rooms will fill fast.

My thanks to Pat Hearty for writing the letter on the NPEA that is to be carried this year. The ride pin for this year is a depiction of the N.P.E.A. versus a state.

Plans are to carry last years' letter as well as this years' letter. We will be using the mochila that was made for last year with the addition of the 2021 year to the lettering. As the number of letters are increased there may be a need to carry an additional pouch to accommodate the increased letters.

I am looking forward to seeing all of you on the TRAIL.

Melva Sanner, President
National Pony Express Association

WANTED



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

Please contact us at:
nationalponyexpress@gmail.com

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

BRIAN DEATON

NPS NATIONAL TRAILS GIS SPECIALIST

PETRA KELLER & MARY CONE,

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) National Trails Office continue to make this possible for the public to interact with this event across the Pony Express National Historic Trail (PENHT). Preparation starts early in the year when each state provides their scheduled exchange locations. These exchange locations get transferred to GPS coordinates and are loaded onto a map. Once the GPS coordinates are finalized, they are sent to the NPS team. These exchange locations are added, along with the expected Re-Ride route, to the NPS map/web app. 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 yearly, as Eastbound and Westbound routes are slightly different in some states. (nationalponyexpress.org/annual-re-ride/follow-the-ride)

"Follow the Ride" Maps during our Re-Ride

Have you used the maps during the Re-Ride? There are 2 maps available on the NPEA website nationalponyexpress.org/re-ride/follow-the-ride

1. Spot Map that shows the 50 most recent locations (aka pings) of the rider
2. NPS Map (Pony Express Annual Re-Ride) where you can see the latest known rider location, all of the past rider locations, expected route, exchange locations and the PENHT designated alignment.

We hear from many folks all over the world that use the maps! 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 rider locations will be cleared from the map and the current year 2021 route and exchange locations will be made available on the website. On the first day of the Re-Ride, we will 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 GPS transmitter (aka Pinger) that is placed in the mochila and travels along the entire route. It transmits a GPS point location "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 2021!

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
- Indication if the last known Rider Location is ahead/behind schedule
- Automatically zooming to the latest rider location when the map is opened/refreshed
- Removing the introduction splash screen

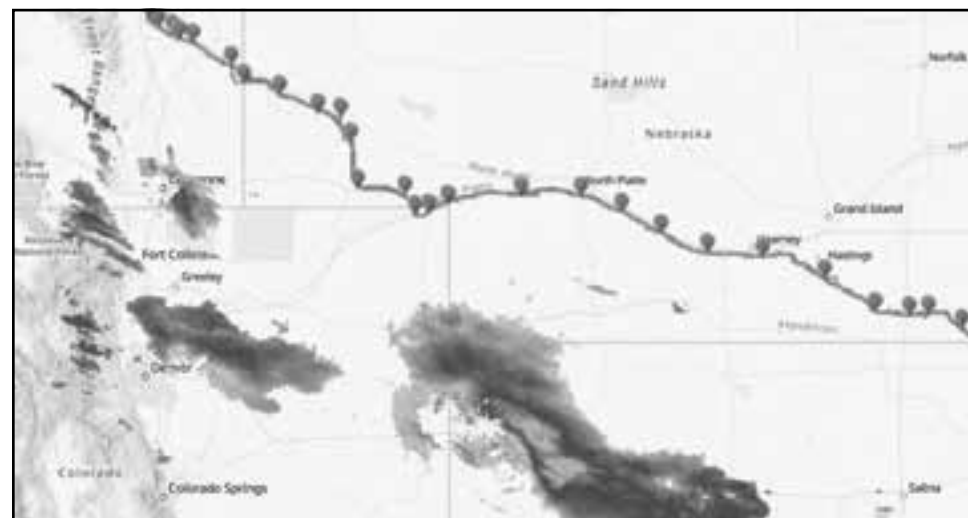
Did you know?

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 any or all:

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

Legend – Symbols Used:

- Rider Locations
- Expected Exchange Locations (Stations)
- Pony Express NHT

Basemap Gallery:

- 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. 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 her desk in Kansas! We recovered the Spot device and got it back in the mochila.

- Since 2016, the mochila design has been modified to include a special 'cantina' for the Pinger!

The 'Follow the Ride' mapping applications are brought to you as a team effort between the NPEA & NPS. We hope you enjoy using them, if you have suggestions for improvements, email 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.

Major wind storm hits Patee House

A major wind storm struck St. Joseph on June 4th of last year. Winds took a third of the roof off the east section of the Patee House Museum, allowing rain to run into all four floors.

The wind lifted the entire roof portion up and over the top of the Patee House, dropping it into the intersection of 13th and Penn Streets. It didn't hit any houses, people, or cars.

The entire intersection was filled with debris up to four-feet deep, from the corner of Patee House diagonally to the house across the street.

Fireman assisted by moving items on the upper floors to prevent water damage.

Most of the water was on the 3rd and 4th floor storage areas, and only a small amount of water got into the 1st and 2nd floor ceilings.

Most of the museum remained dry and they re-opened the following day.

The windstorm came from the southwest. It first destroyed a wood panel in the gazebo on Mitchell Avenue, then it knocked down a large tree in the back of the Jesse James Home.

Crews installed a temporary roof to protect the building and its contents. Exactly 3 months later on September 4th, the roof was completed.

From *Pony Express Mail*, the Museum's newsletter.

Communication in History

by Pat Hearty

I believe in History. And it has long been my thought that an appreciation of history is particularly important for our young people. That link with the past helps to give them a sense of their place in the overall scheme, as well as a feeling of gratitude for those who have sacrificed to prepare the way for us. With this often comes a feeling of connection to place, be it the nation, region, or the town in which they were raised, which is also vital to the health of our society (and the lack thereof is one of the factors contributing to the mess our country is in today). So, when our NPEA Stabilemaster asked me to respond to students' requests regarding history day projects, I was happy to agree.

We receive a variety of requests. Some students have simply sent an e-mailed list of questions, some have asked for a telephone interview. Most common are requests for ZOOM meetings, although the kids have to set them up, as I am clueless in that department. These interviews may be done in red shirt and cowboy hat, or just in civilian dress, according to the wishes of the student. I always like to see a list of questions or topics that they would like to discuss, so I can try to have the right answers on hand. And the questions are often pretty predictable. Why did they start the Pony Express? Why did it end so quickly? What were the dangers to the riders? What was its significance in U.S. history? And things like that. When they ask what else

I think they should know, I like to de-bunk the "orphans preferred" thing, in spite of the romantic image it invokes.

In the last month, I have fielded requests from kids in Texas, Maryland, and Michigan. And they tend to be sharp, articulate young people. It is nice to know that the history we revere still fires the imagination of this rising generation, and especially gratifying that they seek out NPEA as the source of information and answers to their questions. We must be doing something right. And hopefully we'll continue to inspire younger generations, as we prepare to celebrate the 161st anniversary of the historic Pony, and our 42nd year of "Keeping the Spirit Alive."

Process of communication through the Pony Express

by Sahiti Sushmitha Midithuri

The mail industry has always been a fascinating and interesting topic to me ever since I first learned about it. So to incorporate this enthralling subject into my project, I researched about olden-day mail services. While doing this, I found two options: the Telegraph or Pony Express. After conducting some background research on both topics, I felt that young riders that go against perilous situations seems like a more interesting topic rather than messages that travel by a telephone pole. Hence the reason why I choose the Pony Express

over the Telegram.

As I started to explore databases for the Pony Express and quickly found out that there was an expanse of information. But first I needed to get a basic idea around my topic, therefore I started where almost everyone starts; Youtube. After watching a few videos, I got the basic idea of what to do. From there I went to more complex websites and started my research. I looked for specific information, such as early methods of mail delivery, the dangers the riders had to face, what caused the downfall of the Pony Express, and so on. I started to take notes from each website that I

visited, and began building paragraphs for the website.

I decided on creating a website instead of the poster or the video because I feel like I would excel in this more than the other ones. Another reason I choose a website is that it can present the information with a better visual impact and it also lets the viewer understand the material and interact with the project. And lastly I believe that a website is the perfect way to showcase a lot of information in one place. So instead of creating my project on a poster or in a video I choose to do it on a website.

When the Pony Express was founded it

tied the East and West together by creating the fastest system to transport mail and messages from one place to another. I also realized that there was more to the Express than I had thought, it helped establish the communication that we have now. This small establishment became something that everyone now knows and because of that learning about the Pony Express shaped my interest in the whole mail delivery topic.

Sahiti is from Michigan and built a website as part of her project You can access her website at: site.nhd.org/15731021/home.

Interview

Patrick Hearty; Member of The National Pony Express Association

Q. What made the 3 founders want to start this mail business, and how much money did they make from it? How much did they lose?

A. "The founders, William Russell, Alexander Majors, and William Waddell, ran a huge freighting company carrying supplies across the west, mostly to army forts and posts. They were well aware

of the need for mail service faster than the Butterfield Stage, a 2700-mile route requiring 25 days from St. Louis, MO, to San Francisco, CA. They had great hopes of landing a large contract with the Postal Service. That contract did not come while they were running the Pony Express, and the money brought in never covered expenses. Their losses were estimated between \$200,000 and \$500,000."

Q. Why did the riders take the job knowing it was very deadly?

A. "The riders were not just heading out into trackless wilderness. They fol-

lowed roads used by the immigrants, and by the stagecoach."

Q. How did the riders know the correct way to deliver their package?

A. "The riders were not just heading out into trackless wilderness. They followed roads used by the immigrants, and by the stagecoach."

Q. How were the post stations chosen? And who was running the post stations?

A. "Toward the east, stations were established in towns or at ranches or settlements along the road. Across the west desert and Great Basin, many stations

had to be built. They were spaced at water sources, when possible, or depending on terrain and how far a horse could reasonably travel at a good speed. Station keepers were hired by the company, some who lived at or near the stations, some brought in to staff the more remote locations."

Q. How does the Pony Express relate to communication?

A. "In 1860, The Pony Express was the fastest means of communication between California and the rest of the United

SEE INTERVIEW PAGE 12 ►

History Day 2021 The Key to Understanding

National History Day (NHD) is a non-profit education organization based in College Park, Maryland. NHD offers year-long academic programs that engage over half a million middle and high school students around the world annually in conducting original re-

search on historical topics of interest. Since 1974, NHD has continuously improved history education by providing professional development opportunities and curriculum materials for educators. The largest NHD program is the National History Day Contest that encourages more

than **half a million** students around the world to conduct historical research on a topic of their choice. Students enter these projects at the local and affiliate levels, with top students advancing to the National Contest at the University of Maryland at College Park. – Pat Hearty

Here comes the pony! A critical connection between the American East and West

by Marina P. Kinzy

I wanted to make an individual documentary for this year's National History Day Fair, but the theme of communication initially stumped me. Today, communication is almost entirely online and very detached. I was sure many other History Fair participants would look to the radio, phone or television. But despite the genius surrounding those inventions, they hold little relevance to our modern day separation, which is not dictated by space or time but by a deadly virus. I needed a topic that reflected the physical cleaving of a nation, a topic that would resonate with people in modern, divided communities. I came across the history of the Pony Express, and was struck by the courage and determination in it's workers

and founders. Furthermore, the Civil War was perhaps the most divided our country has ever been, and the Pony Express became the main form of communication between the American East and West during the critical time period leading up to the Civil War. This made the Pony Express my perfect topic for the theme of communication.

Immediately after deciding on my topic, I started my research. At the beginning I used EBSCO, a resource provided to me by Austin ISD, looking up the words "Pony Express." And there was a lot of information out there. I quickly fell down the rabbit hole, and found a wealth of both knowledge and contradiction. The Pony Express, though well-researched, held a lot of myth and confusion, which made it difficult to find the absolute facts.

I found myself following chains of information, leading back to original sources from testimonies, documents, and artifacts. I came across the Pony Express National Museum in St. Joseph through this research, and planned a road trip to see it during my Thanksgiving break. There I interviewed the museum manager who also suggested several books, websites, and other source materials. Later, I met with an official at the National Pony Express Association via Zoom for even more information. These books, articles, and interviews were all essential in my research.

At this point, I began work on my documentary script. I created a four-part format, starting with a contextualization, then going into the operations of "The Pony," a description of its decline, and

finally, an explanation as to why it was important. All of this provided evidence for my argument-- the Pony Express was an important stepping stone in America's communication history that was not only crucial in California's steadfast loyalty to the union

during the Civil War, but an innovative enterprise that represents the American can-do attitude. And that's why it's so important: the Pony Express was not only an odds-defying, adventurous undertaking, but a reminder that connection between people is a critical part of what binds us together as a nation. That, in my opinion, makes it one of the most relevant and paramount developments in American history, and an ideal choice for a documentary on communication in a time of our own limited in-person interaction.

Video Plan

Intro:

The Wild West is a common theme in popular culture, from movies to shows to books, although much of it has been romanticized to the point of total inaccuracy. Having connected the American East and West in impossible times and culturally enduring the test of time, one of the biggest enterprises from which these stories are derived is about as adventurous as it was painted to be: The Pony Express, affectionately called "The Pony."

PART I: The History

The Pony Express was devised a solu-

tion to a tremendous problem. San Francisco and Salt Lake City were becoming more and more populous, which meant that communication between the east and west was becoming more and more necessary. This became even more true because of the recent gold rush at Sutter's Mill in California, along with the more recent threat of civil war in the United States. But that communication was difficult.

Ocean routes would take up to 6 weeks, while land routes were faster, being on average 4 weeks, but also less reliable as complications arose from skirmishes with Native Americans and harsh weather conditions. Many attempted to create more streamlined land routes between the east

and west, but failed because of a lack of government subsidizing and massive expenses from the dangers along the route.

Being owned by the Central Overland California and Pikes Peak Express Company, which also owned stagecoach lines and a bank, the Pony Express was created. There were 3 founders of the Pony Express: William Russell, Alexander Majors, and William Waddel. All three men had prominent experience in the freighting and drayage business. Together, they thought up an idea to have riders on horseback rather than in stagecoaches, using a quick paced relay system that could get mail from St. Joseph to Sacramento in only 10 days, which many people deemed

impossible.

PART II: The Operation

On April 3rd, 1860, at 7:15 PM the very first official Pony Express ride set off from St. Joseph, Missouri.

"...an immense crowd had gathered around the Express office to witness the inauguration of this great and novel enterprise. Before the departure of the Express, the assembly [was] addressed by... MAJORS and RUSSELL, of the Express Company, who in brief and appropriate remarks, set forth the benefits to the country from this undertaking, and the prospects of its future... [and] were

SEE VIDEO PLAN PAGE 12 ►

Interview

continued from page 11

States, which were east of the Missouri River.”

Q. How did the Pony Express evolve and how did it spread to other countries beyond the US?

A. “In the days before mechanized transportation, mail and messages were

commonly carried on horseback in many places in the world. But, I assume you’re talking about modern times, Sahiti. Buffalo Bill, although probably not an Express rider, always featured the Pony Express in his Wild West Shows, which toured the US and Europe. A number of commemorative re-rides were held in the 1900’s. Many people in western Europe are fascinated by the stories of our American West, and in 1985, horse people in Czechoslovakia started a Pony Express

commemoration which has since grown to include the Czech Republic, Slovakia, Poland, and Germany. They love the romantic images of the Old West.”

Q. What were the main reasons for shutting it down so quickly?

A. “One reason only. The transcontinental telegraph was completed in October, 1861. That brought an end to the need for fast mail delivery.”

Q. What else do you think I should know about the Pony Express?

A. “The importance of the Pony Express probably lies in the fact that it proved the Central Route, following the immigrant trails, was feasible for year round use, and that the expedited communication helped to preserve California’s loyalty to the Union as the Civil War approached. The romantic image of that young rider alone with his horse, conquering time, distance, and all dangers, has appeal even today.”

Video Plan

continued from page 11

received with applause” — The New York Times.

The Pony Express was a delicate operation— there were many variables and factors that would take part in its success. All the mail was held in a mochila, a leather piece of equipment with 4 pockets meant for holding mail, all together weighing as much as 20 pounds. The saddle on the horse was designed to be as lightweight as possible. Each rider had to be under 125 pounds, to minimize the weight on the horse, and they would travel through both blazing deserts and icy mountains. The horses themselves were usually under 900 pounds, as bulkier breeds would be less effective on the trail.

Stations were about 10 miles apart. Each rider would go to the next station and switch out their horse, only taking with them the mochila. Riders rode an average of 75 miles per day, before stopping at a rest station, where they would be provided food and shelter for the night. These station workers and their families, some of which were women, made the entire operation possible — but were constantly at extreme physical risk because of the many dangers of the trail. Some better known female station workers include Sophia Hollenburg, Ms. Tom Perry, and Molly Slade.

As opposed to the small average income at the time of about 75 cents a day, the company paid the riders \$100 per month, which is a bit over 3 dollars a day. But it’s debatable if the money was worth it, as

the job was very dangerous because of the harsh weather and attacks.

All of this work amounted to doing what was at first considered impossible — the Pony Express successfully delivered mail in 10 days and under. This of course, didn’t come cheap. {insert interview quotes} Indeed, the mail sent through the pony express was usually communication between families, transfers of funds, and government correspondence.

All of this said, on the 10th day after the first rider rode from St. Joseph, the public anxiously awaited news on the Pony Express’s arrival, hoping for a system that would at last connect the East and West.

“...citizens paraded the streets with bands of music, fireworks were set off.... the best feeling was manifested by everybody.” - New York Times, April 14, 1860, after the very first successful delivery of the Pony Express.

PART III: The Fall

War was brewing. Growing tensions between the North and South caused states in the middle to pick a side and hunker down — California being one of those states. In March 1861, a letter was sent through the Pony Express to California government officials announcing Lincoln’s Inauguration. Obviously, the urgency of this specific letter was apparent to the riders, as it set the record for the fastest delivery in the Express history — 7 days and 17 hours. This was one of the last stands of the Pony Express, especially because of recent accidents that caused major costs to the company.

And, a big problem presented itself: The Pony Express was relying and designed to be the U.S.’s official form of transport

from the east to west. The contract to do this would come with extra funding and would essentially cut out all competition. But the contract to do this was awarded to a different company.

Soon after, Ben Holladay, creator of a stagecoach empire, acquired the company. For a short while, the Pony Express kept going under this new company, until operation was halted due to the beginning of the civil war, only running between Salt Lake City and Sacramento.

And then there was the biggest factor in the Pony Express’s demise: the telegraph. The telegraph required minimal human effort, was faster, and was cheaper. And though the Pony Express was revolutionary for its time, it was also using old technology — horseback. Only 2 days after the telegraph had been set up from East to West, the Pony Express announced it’s closing.

PART IV: The Legacy

So why does it matter? The Pony Express wasn’t even all that successful — sure, it accomplished what it set out to do, but it was still a financial failure that antiquated after only a year and a half of operation. But while that is all true, the Pony Express also achieved what many thought impossible: communication between the East and West in 10 days. Not only that, but the Pony Express left a lasting imprint in both pop culture and U.S. history.

Back in the 1860s, the Pony Express was known throughout the United States, as many newspapers would relate news through “the Pony”. And during its months of operation working with the U.S. Postal Service, it became part of the U.S. Postal Service History, even being

awarded a national postage stamp much later on. William Cody, also known as Buffalo Bill, ran a Wild West show that toured all around the United States and Europe, and showed the Pony Express in a romantic light. Bill is known as a famous rider because he talked about it in his show, though there’s minimal proof of him being an official rider. Mark Twain wrote about the Pony Express in his book *Roughing It*. The story of the Pony even lives on in modern day films, books, and TV Series. Ben Holladay, mentioned earlier to have bought the Pony Express, later sold it to Wells Fargo, and it became part of their history too.

Overall, the Pony Express was a revolutionary enterprise that created connection between the East and the West, particularly with California, in a time when the country was extremely divided and western loyalty to the union was uncertain. By cutting the communication time from around a month to almost a week, the Pony Express enabled families to quickly communicate and transfer funds between them and for officials to send important government correspondence despite the vast Native-American-controlled land in between. The invention of the telegraph technologically outpaced it, but the Pony Express remains an icon to this day because of its innovation and representation of the American can-do attitude. The Pony Express serves as a reminder that anything is possible and that connection between people is what drives our world.

“A telegraph to the pacific is a feat accomplished. The line was formally opened yesterday, and... the Pony Express is no more.” — Chicago Daily Tribune, October 26th, 1861.

News from the Stable (Website)

MARY CONE
NPEA STABLEMASTER

Many of you are aware the National Pony Express Association (NPEA) has a website: www.nationalponyexpress.org. There are many features that have been built into the website, but you may not realize how they work and how you can use them. Elsewhere in this Gazette edition is the description of the National Park Service (NPS)/NPEA "Follow the Ride" interactive map. This is great for anyone to see, in real time, where the Pony is, throughout the annual 10-day Re-Ride in June. We are grateful to the NPS for helping to bring this activity to the website for anyone to access.

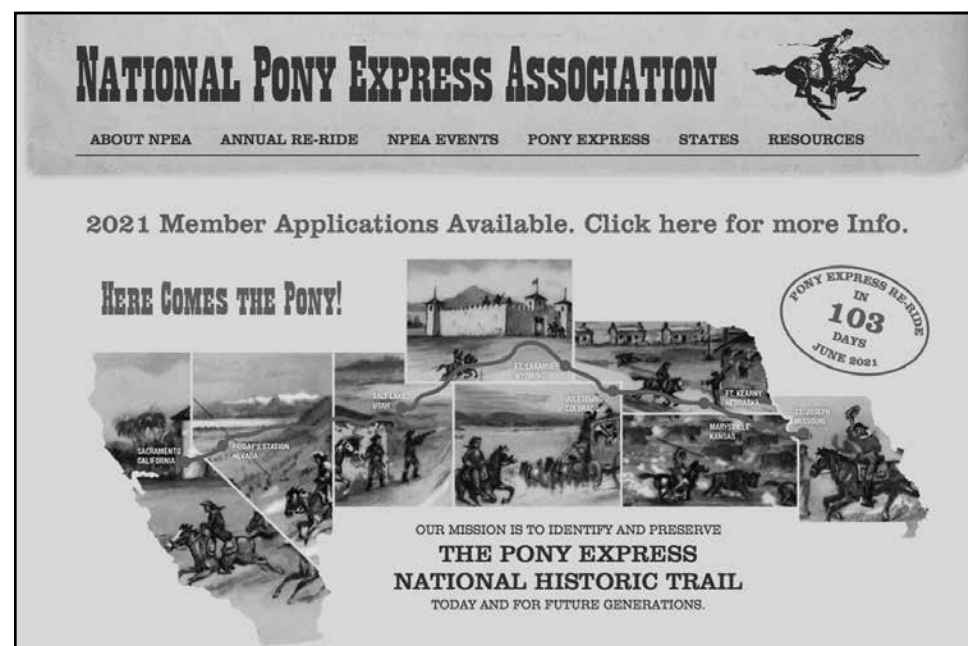
The website serves each State's Division, as well as the "National" part of the Association. From each of the eight states' pages, nationalponyexpress.org/the-states/, you can see and print off forms, such as Membership Application Forms, Waiver Forms and the Re-Ride Letter Application Form. The Membership App and Waivers are specific to each state, but the Letter App is the same for everyone. Also available on each state's page is the Re-Ride Schedule for that state. This is connected to the National Schedule, and vice versa, via links on each page, state and national. Some states have other things on their pages, too, as we can add other forms or schedules, etc., depending on what each State Division may choose. You are invited to check these out and learn more about all eight state divisions in our organization.

As Stablemaster, I simply report information. The information comes from the membership, research and events that

are/have happened. Membership reporting of things happening in the organization is vital to keeping the newsy part of the website current and interesting. We especially appreciate "Reports from the Trail," nationalponyexpress.org/re-ride/reports-from-the-trail/. This feature is usually used a great deal during the Re-Ride, but can be a story of anything that happens along the Pony Express Trail, involving NPEA, throughout the year. Also used during the Re-Ride is the "Status Updates". These are quick, "where is the Pony now" comments. Both "Stories" and "Status Updates" are located on the "Reports from the Trail" page. Fans delight in hearing about what is really happening along the Re-Ride Trail, from runaways to simply enjoying watching the sunrise or sunset as they ride.

Many parts of the website are historical, telling a bit about the Pony Express stations, riders and how the mail delivery system worked. We continue to update and research these things to make the website more interesting and fresh. Check these things regularly for updates and additions. The "Book Corner," nationalponyexpress.org/news/book-corner/, is a great resource for books and reading material on the Pony Express.

The Media Kit page, nationalponyexpress.org/news/media-press/, has seen major adjustments to accommodate the more media requests we are receiving. The pictures national magazines require need to be in high resolution for quality. We have devised a way to put up some pictures of higher quality for access by any media. We are looking for a variety of high resolution photos to post there, but



our supply is limited. Ironically, the lower resolution pictures "load" more quickly and are usually preferred in a website setting, so most of the photos in our "media library" are lower resolution. We welcome new hi-res pictures when you may get them.

Send any of your photos and stories, to us at nationalponyexpress@gmail.com. Be sure to tell us who took the photo (for credit), what was happening and where it was taken (general area is fine). When it was taken is okay too, if relevant. Horses and XP Riders are great subjects, as are mochila exchanges, fixing flat tires, and other things that may happen along the Trail. Also consider wider view pictures to show, perhaps, a unique feature of your state as a backdrop to the Pony and Rider. Be creative! It's best for Riders to be in full uniform to be on the website. We would also love to have some "before and after" pictures of each year's mochila, to show

"new" at the beginning of the Re-Ride and "used" at the end. It's undoubtedly too late for any "before" pictures of the past years' mochilas, but an "after" picture taken, even now, would be great! I'd like to make a mochila picture gallery.

We do need help in covering activity along the Trail during the Re-Ride. As some of us media helpers are riding or working jobs, others are needed to monitor the Pony by checking the NPS interactive map, to make sure the pinger is working, and log status reports. Any member with a bit of computer savvy can do this. We'd just need to teach you how to do some website things first. Having a person(s) from each State Division would be GREAT! Heather from Germany has graciously volunteered to cover the "night shift" (her days) for us.

We welcome input from the membership, ideas, suggestions and comments. See you on the Trail...

News from the Stable (Facebook)

PAM DIXON-SIMMONS
NPEA

Do you know that the National Pony Express Association has a Facebook page? Yes, we do, and it can be found by searching National Pony Express if you are already in your Facebook page or entering www.facebook.com/expressrider. This page was created to help keep NPEA engaged with each other and the public to further our educational outreach. My goal

is to have two to three posts a week, but I need your help to reach this goal. The reason I need to get as much information to post this often is to ensure our page stays front and center for our followers and to share our history and current events.

I know that during the last year it has been a struggle to hold events as member and public safety has been our goal. However, if your Division does have an event please do one of two things. If someone is

already posting your event or activity on their Facebook page, please ask them to tag our page for that post. This will allow even more people to share in all the great work our membership does all year long. No one to post your event on Facebook before, during or after it happens? No worries I am here to help. Just email a description of the event along with date time and location to nationalponyexpress.org and attach any photos you may have as they are always a hit. Please type Facebook in the Subject line and I will post the information on our National

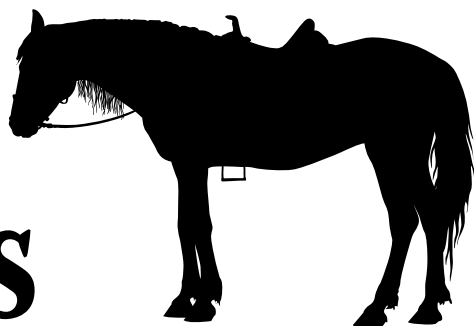
page.

Since September 1, 2020, through January 31, 2021, we have had 48 posts which reached 30,915 people (some of these are repeated if they like more than one post) and created 4,507 reactions, comments, or shares. These posts reach many different states and countries.

I cannot do this without everyone's help, so please send me your event information and pictures.

Stay safe and I hope to post many events and pictures from along the trail soon.

Empty Saddles



Sallie Joseph

Sallie Joseph, horseman, poet, artist, iconoclast, died in the Walker Fire in California in Nov. 2020. She was 69.

Sallie was born in Santa Barbara into a ranching family. Her family bought a ranch in Coleville in 1959. Sallie graduated Coleville High School in 1969. She then attended one community college, and after taking all the arts classes it had to offer, enrolled in a second school to take all of its arts classes – Feather River College in Quincy.

She met her husband, Dennis Joseph, who was enrolled at Chico State at the time. They eventually figured it out, married, and then moved to Idaho where the Joseph family had bought a big-game hunting outfit based in Riggins. That's how they spent their autumns.

In the summers, Sallie would work at Hunewill Guest Ranch at Twin Lakes in Bridgeport. And spent the next four decades of summers there. Her other home was, of course, the ranch in Coleville. She opened "Burlap and Blossoms," a flower shop and feed store.

But her true love was art. In all its forms. She made wind chimes, did leather-work, painted, quilted and wrote poems. Sallie knew all her poetry by heart and could recite it from memory. "She was most comfortable reciting poetry in a pasture on horseback with all the feeling that fit into that space."

It was cruel fate, therefore, for one so observant to be blindsided by a fire she didn't see coming (her home was orientated in such a way that it faced away from the fire's path) and couldn't hear coming because of the powerful wind event that day. Wind that carried fire 10 miles in the span of 15 minutes.

Her son says he spoke to his mother at 12:20 p.m. During the call, she told him she noticed a glow in the distance. They spoke again at 12:22 p.m. Her house was on fire. She was set to flee. He tried her again to get an update at 12:25 p.m. No answer. There would be no more answers. No more daily phone calls. Her children discovered her remains in the middle of the driveway, near the debris of her burned home. The Mountain View Fire was fanned by erratic winds that drove the fire into the residential area of Walker.

Heidi Ann Powell

A Celebration of life for Heidi Ann Powell, 46, was held Feb. 27, 2021, at the Fremont Center at the Fremont County Fairgrounds. Cremation has taken place and interment will be held at a later date at Mountain View Cemetery.

Mrs. Powell passed away Monday, Feb. 15, 2021, at her home in Riverton, Wyoming, surrounded by her loving family.

Heidi was born on Sept. 29, 1974, in Casper, Wyoming, daughter of Richard J. and Toni (Bolinger) Garrison.

She graduated from Douglas High School in 1993.

On Feb. 14, 2001, Heidi married Chad S. Powell in Douglas, Wyoming.

Mrs. Powell worked for Riverton Memorial Hospital from 2002 until 2008 as a phlebotomist. In 2008, she began working for the State of Wyoming as a child care specialist.

Heidi loved her horses, Purdyboy and Shiloh as well as her dogs and chickens. She also enjoyed 4-wheeling, camping, fishing and spending time as a spin instructor at Teton Athletic Club. Heidi could be found spending time in the hay field, doing yard work, mowing the lawn and



admiring her solar lights and beautiful flower garden. Her kids brought her much joy while showing their animals in 4-H and FFA. Heidi also enjoyed spending time at Pop's cabin in Esterbrook. She was active in 4-H, a member of the National Pony Express Association (Ride Captain of the Atlantic City group) and Riverton Girls Fast Pitch Softball.

Survivors include her husband, Chad Shiloh Powell of Riverton, WY; daughters, Rachaelle Cecilia Hill of Douglas, WY and Vanessa DeeAnn Powell of Riverton, WY; sisters, Shannon Peterson of Torrington, WY and Lynnette (Jeromy) Herrick of Douglas, WY.

She was preceded in death by her parents, Richard and Toni Garrison and grandparents.

Petr Binhack

On Sunday, July 19, 2020, a great friend, good man and passionate western man, Petr Binhack (72) passed away. He participated significantly in building the solid foundations on which Westerners International-CZ (WI-CZ) stands today. The list of his activities and functions is worthy. He was historically the first officially elected president of WI-CZ, the second Sheriff of Rodeo Corral, until the last moment, an active rider of Czechoslovak Pony Express and a rider of the American Pony Express. He was an unmistakable moderator of rodeo competitions. His life was mainly around horses, he loved western riding and organized various events where horses played a major role.

His red shirt is disappearing in the distance, but his footprint remains here forever. Legends don't die, they live in our hearts!

Petr Binhack's funeral was July 31, 2020 at St. Peter and Paul's Church in Radotin.

From: Ceskoslovensky Pony Express

...

Petra Binhack was born April 12, 1948, in Prague, Czechoslovakia, and died July 19, 2020, in Prague, Czech Republic, after a long bout with cancer.

Petr was one of the founders of the Czech Pony Express in early 1980 and rode with the Nevada Division here in the US for 11 plus years. He was involved in the Prague City Council for years and worked for his community.

Survivors are his daughter Margaret Binhackova who lives in the United States, and a son David (Alzbeta) Binhack and two grandchildren.

Information from Bonnie Ryan from Petr's daughter Margaret.

Lee R. Payne

Lee R. Payne, son of LeRoy "Bud" Payne and Marsha Rae Bettridge passed on July 20, 2020, in Fillmore, Utah after a long illness.

Lee was born in Salt Lake City, Utah, on March 7, 1961. He attended schools in Fillmore, Utah. When he was old enough, he went into the Army. He really enjoyed the Army, but life had other ideas for him and his family.

He was married to Tammy and had a daughter- Misty Payne, who has three children,



Syrus, Amanda Porter and Adrianna Pinkerton. Amanda has three children, Adaline, Azaylia Porter and Haven Peterson. Yep, he was a great-grandfather.

Then he married Lorena and had a son and two daughters: Micheal and wife Kellie Payne; Shelby Payne and child, Kensley Campbell and Aubrie Payne. He married Novetta and they had two more daughters, Kimberlee and Justice. Kimberlee (Bryton Wolfsfeld) children, Damian and Brooklyn Wolfsfeld. Justice Shaw, husband and child.

Lee also has a sister-Wendy Cobb, Ely, Nevada and a brother, Ty Payne Philadelphia, Pennsylvania.

Lee was a great mechanic, attended all the schooling he could to keep up with all the changes in that industry. He enjoyed the great outdoors, hunting, fishing, pets, playing pool, bowling, getting together with friends to play the guitar and of course drinking beer. Later in life he spent a few years in Ely, Nevada with his sister Wendy where he got involved with robbing trains, and riding horses for Pony Express. He was quite the character and could tell great stories to make everyone laugh.

He loved his family dearly and will always regret not spending more time with all of his children. He will be missed by family and friends. A service was held at the Fillmore Cemetery on Aug. 8, 2020. Online condolences can be offered at www.olpinstevensfuneralhome.com.

Dr. Francis L. Peniston

Francis L. Peniston, 95, Easton, Missouri, passed away Oct. 2, 2019, at home. He was born Dec. 28, 1923, in Chillicothe, Missouri, to Robert Carl and Beula (Wetzel) Peniston.

Francis was preceded in death by his wife, Darlene Meisner Peniston; parents Robert and Beula; his brother John M., John's son, Richard, and John's first wife Pat; brother Robert, his wife, Frances, and son, Robert; brothers-in-law Paul Read and Don Hole. He is survived by daughters Suzanne (John) King and Carla Peniston; brother Dan (Loretta); sisters Shirley Read and Lila Hole; sister-in-law Jewell Peniston; and grandchildren Richard (Laura) King and family, Emily (Mitch) Cayton and Kristin King; and numerous nieces and nephews and their families. He was a loving husband, father, grandfather, great grandfather, brother, "Uncle Doc" and "Doc" to his friends. He will be missed by all.

In the fall of 1941 he entered Wichita University, Wichita, Kansas. Then in March of 1943 was called to serve and chose the U.S. Navy. Francis completed his basic training and then sixteen weeks of Radio Operator Training. December 1944 then was assigned to the USS Bluegill SS242. On March 5, 1946, Francis was discharged from the Navy and returned home to Wichita.

During the fall of 1946, Francis re-entered Wichita University. He graduated with a B. A. in Bacteriology and Chemistry. He completed his graduate work for a Master's Degree at Kansas State University, Manhattan, Kansas in 1950.

Francis married Darlene Joyce Meisner of Manhattan, Kansas, Aug. 21, 1952.

Francis was awarded a Ph.D. in microbiology and chemistry in 1953. In 1954 he was elected into the Society of the Sigma Xi (Honorary), Kansas State Agricultural College.

From 1953 – 1954 Francis worked for the Cudahay Pharmaceutical Laboratories in Omaha, Nebraska. From 1954 to 1961 he worked for the Pitman Moore Company in Zionsville, Indiana as the Production Head for the Salk Polio Vaccine, Human and Veterinary Cell Culture Vaccines and Central Supply Systems. He was an Assistant Professor at the University of Missouri, Kansas City from 1961 to 1962.

He returned to the business sector in 1962 to 1987, working for Philips Roxane in Saint Joseph, Missouri to scale up the Human Measles Vaccine. His time in Saint Joseph included work for both Anchor Serum and Boehringer Ingelheim where he became Head of Production for all Biologicals. He retired from Boehringer Ingelheim in 1987.

Francis' other interest and activities include the following: Member of the N.R.A., N.M.L.R.A., Oregon and California Trails (Saint Joseph Chapters), Gateway Trails Head, National Pony Express Association, The Morgan Horse Association and Chapter. He was also involved in The Carriage and Driving Society of Greater Kansas City, The Saint Joseph Historical Society, volunteered at The Patee House Museum in Saint Joseph for 11 years, and he also enjoyed seeing children learn how to swim and ride horses at the YMCA.

Francis's Navy Submarine experience provided the motto for his life: "Keep an Even Bubble."

Dean H. Hazlett

Dean Hazlett, 87, Buffalo, Wyoming, passed away at his home south of Buffalo, Wyoming, Dept. 26, 2019. Services were held Oct. 3 at Pleasant Hill Cemetery in Springfield, Ohio, with Reverend Tim Kohl officiation. Online condolences may be made at www.harness-funeralhome.com.

Dean Harrison Hazlett was born Sept. 15, 1932, in South Charleston, Ohio, to Joseph and Margorie Chaffin. He grew up and went to school in New Moorefield, Ohio, and graduated from North Eastern High School in Springfield, Ohio, with the class of 1950. He was drafted into the U.S. Army in 1951 and served in Fort Collins, Colorado, where he worked as a mule trainer, packer and handler for the infantry.

Following an honorable discharge, he returned to Ohio where he took a job with International Harvester. He was married on Nov. 12, 1955, in Terre Haute, Ohio, to Carol Shaffer and they made their home New Moorefield and in 1968 they moved to Urbana, Ohio. Dean worked for International Harvester for 30 years and retired in 1984. They moved to Buffalo, Wyoming in the 1990s and lived there for a couple years before moving back to Ohio. In 2010, they moved back to Buffalo where they lived until his death. Dean loved farming and taking care of his mule. He enjoyed going to auctions, but his passion was spending time with his family. He is survived by his wife Carol of Buffalo, one daughter Deann Meyer of Buffalo; one brother Fred Hazlett of Casper; three grandchildren Hannah Brakebill and Jason Meyer both of Buffalo and Kerrie Hazlett of Charlotte, North Carolina; six great-grandchildren. He was preceded in death by his parents, one son, Mark Allan Hazlett.



Pattie Killpack

Utah lost one of its dedicated Pony Express riders, Pattie Killpack on Oct. 15, 2019.

Pattie joined the Utah Division of the National Pony Express Association in 2003.

During her time with the Utah Division, she acted as co-chair of the Parade Committee and drove the support vehicle for Team 1 for several years until 2017 when her health began to decline. She also participated in many re-rides and parades. Pattie was at most meetings and events. She supported and helped others within the organization. She was also a big recruiter of new riders. Pattie was involved with many other equestrian events and was vocal when it came to equestrian matters in her community.

Surrounded by those she loved, Pattie succumbed to cancer last October after a long and courageous battle. We miss Pattie and all she did for the Utah Pony Express.



Patricia Ann Fanelli

Aug. 12, 1941- July 4, 2020

While Patricia "Pat" Ann Fanelli was at home in Wilton, California, she passed from this life to the next July 4, 2020. She was born in Spokane, Washington, Aug. 12, 1941, to Roy P. Taylor and Ruby F. (Turner) Taylor.

Pat graduated from U.S. Grant High School of Portland, Oregon, in 1959. She attended the University of Wyoming where she met Lawrence L. Fanelli. They were married on Aug. 11, 1960, in Portland, Oregon, and they had three children. The marriage came to an end, so Pat and the children moved to California in 1972 where she worked for nearly 30 years. She retired in 2003 from the Felony Bureau of the Sacramento County District Attorney's Office.



Passing On the Trail

by Dave Rhodes

We go out on the Pony Express Trail
Once in a while, just the horse and I,
Where I'll daydream about the men
Who rode this path in days gone by.

Starting our ride at Simpson Springs Station,
We'll take the road back to the east
And make our way slowly to Lookout Pass
Where there's water to refresh man and beast.

It's probably not too judicious of me
Wasting the whole day trying to get in sync
With the time and the people of the past....wondering,
"How did they feel, and what did they think?"

When out on the trail where the Express was run
I sometimes feel my ancestors are right there!
Every time I go where they used to be,
It seems there is something left of their spirits in the air.

If you promise not to call me crazy or obsessed,
I'll relate an experience of one remarkable day.
Now, what happened to me I don't often tell,
And whether it was a dream or real, I cannot say.

It was early morning and just barely turned light.
Alone, I rode from Simpson north a ways
To where the mountain stops and the road bends.
My mind was full of the beauty beheld by my eyes.

Like the faint hint of sunlight on the DugWay Hills,
Or the way objects start to take shape subtly
And all the colors in the sky rapidly coming alive.
That is when my peaceful trance was about to end
abruptly!

Up ahead on the trail I could see a dark shape
That turned into a horse and rider as it came near.
It was a bearded man on a large black mount,
Eventually I could make out his clothing and gear.

I could see the brass of an antique Henry rifle.
There was a rawhide lasso slung over the horn.
Hanging on his belt was a Navy Colt revolver,
And the tack was all "old style," but not hardly worn.

His pants, showing a little wear, were purple and gray
tweed,
Each leg of which was tucked into an old fashioned black
boot.
Under his one-button suit coat was a sweat-stained white
shirt,
And the face 'neath the plantation hat was serious and
resolute.

There was an unsettled look in his eye
As if he just couldn't quite figure me out.

He circled all the way round me as he slowed to a stop,
And, so we could see eye to eye, brought his horse about.

After he sized me and my outfit up and down,
He took off the big hat to wipe the brim.
"Did you lose your weapon?" he quietly asked.
But my tongue was tied when I got a good look at him.

My heart was pounding and I thought I might faint
As I recognized who this striking man was!
Yet, it was hard to accept my great-great-grandfather,
Our family icon, the one so dedicated to the cause

Was sitting before me, taking a drink from a canteen!
Still unable to speak, I watched him looking puzzled at
my boots.
"Did you leave your gear at camp?" another polite query,
As I tried to understand this encounter with my roots.

Here was the man who operated the Pony Express
Over the very trail which I so often ride.
There is no way on earth to describe
The strange and wonderful feelings I had inside.

I do not know how long we lingered there together
Nor what all was said in this meshing of different times,
Which, strangely, seemed kinda normal, as if it happened
every day,
Though I'm not a person who dreams up visions and
signs.

Gaining my composure a little, I am struck by the
thought:
"There must be a reason for this meeting between us two.
Are there certain words I should say to fulfill the moment
Or is there something specific I am supposed to do?"

Finally, as our visit was in the last few seconds,
Feeling like a frightened, sobbing little kid,
I blurted out in a weak, quivering utterance:
"We sure do think a lot of the things you did."

For years I had dreamed of the time
That we would meet in person, face to face,
And my thanks and admiration could be expressed,
Although, I thought it would be in a different time and
place.

The purpose of this occasion was clear and accomplished:
By finally being able to say these things to him,
He would know through eternity how we felt
If by chance we never do meet again

However, in an instant, everything was changed around.
My noble and righteous thoughts were blown away
And the real meaning of this amazing event
Was revealed by what the visitor was about to say.

He stopped, turned back and looked into my eyes
With a smile that burned clear through.
Then, in a quiet and kindly voice, said,
"We think about you from time to time, too!"

The Pony Express

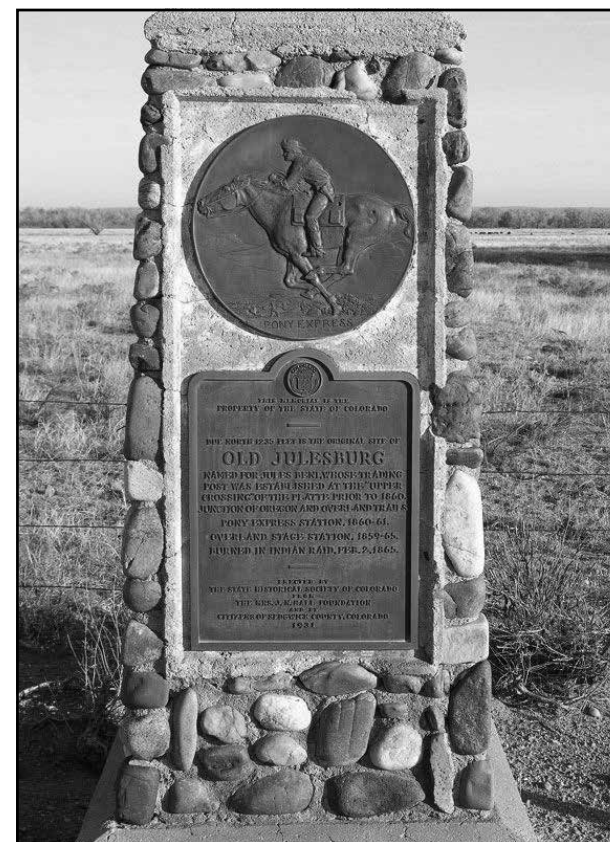
by Bret Harte (1836-1902)

In times of adventure, of battle and song,
When the heralds of victory galloped along,
They spurred their faint steeds, lest the tidings too late
Might change a day's fortune, a throne, or a state.
Though theirs was all honor and glory -- no less
Is his, the bold Knight of the Pony Express.
No corselet, no vizor, nor helmet he wears,
No war-stirring trumpet or banner he bears,
But pressing the sinewy flanks of his steed,
Behold the fond missives that bid him "God-speed."
Some ride for ambition, for glory, or less,
"Five dollars an ounce" asks the Pony Express.

Trip lightly, trip lightly, just out of the town,
Then canter and canter, o'er upland and down,
Then trot, pony, trot, over upland and hill,
Then gallop, boy, gallop, and galloping still,
Till the ring of each horse-hoof, as forward ye press,
Is lost in the track of the Pony Express.

By marshes and meadow, by river and lake,
By upland and lowland, by forest and brake,
By dell and by cañon, by bog and by fen,
By dingle and hollow, by cliff and by glen,
By prairie and desert, and vast wilderness,
At morn, noon, and evening, God speed the Express.

Note: This poem was originally published in
the Golden Era - July 1, 1860
Larry Carpenter – California Division



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 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



URGENT

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

National Pony Express Association

2020 Director's Meeting Notes

National Pony Express Association
2020 Director's Meeting
Via Zoom
September 12, 2020

Called to Order

12:37 p.m. – National President Melva Sanner

Pledge of Allegiance

Melva Sanner

Invocation

Dean Atkin

Welcome Remarks

Melva Sanner welcomed everyone in attendance for the zoom meeting. Thanks to Pam Simmons and Wendy Cobb for making everything happen for the meeting. Melva introduced all Vice-Presidents, State Presidents and voting delegates. All guests were welcomed and thanked for their attendance. Special thanks to Vice-Presidents, Tony Goulart, Pam Simmons, Howard Schultz and welcome to guest Carole Wendler from the National Park Service.

Remembrance of Deceased Members

Pat Fannelli, Dean Hazlett, Pattie Kilipack, Francis Peniston and Bob Moore. There was a moment of silence for lost members.

MOTION: Sally Quackgrass moved to defer the Trails, Strategic Plan Committee, Past National Presidents, and State Presidents meetings until the 2021 Delegates meeting. Rich Tatman seconded the motion. California Rich Tatman, Carolyn Gilmore, Michele Harris=3 yes. Nevada Gene Ockert, Tony Zamora, Diane Garland=3 yes. Utah Dean Atkin, Pat Hearty=2 yes. Wyoming, Howard Schultz, Les Bennington, Stephanie Goulart 3-yes, Colorado Wanda Austin, Shelly Sutherland, Linda Dolezal=3 yes. Nebraska, Scott Wolf, Mary Cone, Frank Pride=3 yes. Kansas, Amanda Zvoboda, Lyle Ladner, Jean Miller=3 yes. Missouri, Sally Quackgrass=1 yes.

2019 Trails Meeting and Delegates Meeting Minutes

Les Bennington wanted to note that the typo errors in the minutes from those meetings needed to be corrected. Pam Simmons stated that they would be corrected.

MOTION: Rick Tatman moved to approve the minutes with the typo corrections. Gene Ockert seconded the motion. All state delegates listed previously voted yes.

Treasurer's Reports:

CONSENT AGENDA FOR FINANCIALS:

MOTION: Gene Ockert moved to consent agenda for financials including the National Account, Certificates of Deposit, Commemorative Letter Account, Quartermaster Account. Rich Tatman seconded the motion. Discussion: Jack Davis mentioned that there was a mess in changing banks to Country Club Bank and that there would be more reports available soon. All state delegates voted yes.

National Corresponding Secretary report

Larry Carpenter

The report was included in all the reports sent to delegates on line. Nothing else to report.

Gazette report

Arleta Martin

The report was included in all the reports sent to delegates on line. Arleta did report that there was no success on the flags, no one participated. Arleta did say thank you to all who helps and supports.

Partnership for National Trails Report

Wendy Anderson Cobb

All the information is provided on line for the zoom meeting. Please turn in all your information to Wendy so we have great information for the trail's reports. Melva Sanner mentioned that she was sure there was more information that should have been included, it just needs to be sent to the National Secretary so it can be reported. If anyone has any additional information for all the blank areas in the future, be sure and send it to us.

National Park Service Volunteers Report

Wendy Anderson Cobb

All information was provided on line for the zoom meeting for all delegates. Pam Simmons reminded everyone of the importance of turning in all volunteer information for these reports.

The information was included in the delegates emails. Lyle reported that not a lot was reported or accomplished because of Covid-19 for this year.

NPEA HAM Coordinator Report

Ron Norton

Nothing extra to report. The report pretty much sums it up. We are working on possibilities with Nebraska, southwestern Wyoming and California for making the Ham operation better.

Trails Advocacy Week

Pat Hearty

Pat reports that Gary Werner retired was replaced by Valarie from Baltimore. There are a lot of changes for BLM, they were dealt quite a blow by administration, the changes could cause us problems out here in the west. Pat recommended in the essence of time that everyone read the report that was sent.

Website

Melva Sanner and Stephanie Goulart

Petra Keller was thanked for starting the website. Melva and Stephanie worked on keeping it going this year with some local tech help. Pam stepped in and helped with some of the programs too. Stephanie has agreed to stay on and do the website for the coming year.

Melva encouraged everyone to send all their information to Wendy, Stephanie and Pam for the reports, website and Facebook, which makes us look better. There was a report missed from Stephanie for this year and Pam asked her to resend it and Pam will send it out to everyone when she gets the financial reports from Jack.

Facebook/Newsletter

Pam Dixon

Pam thanked Petra for all her help. Did not get that many posts, hopes to get at least 4 posts per month minimum for this next year. Pam told everyone that a lot of information was shared that was historical from other sources about Pony Express. Pam shared the posts to get people to look at our page. Pam said she did not know a lot about Facebook, but with Petra's help she is getting better at it. People ask questions about Pony Express and she thanked all the members she had to contact for information to answer the questions. When we do posts about Pony Express, we need to include the National Pony Express website too.

Pam told us that the newsletter was not a good report today. At the last convention, she took on too much work which

included the newsletter. She did not get very much information for the newsletter from members. She got the newsletter out early in the year, but did not have information for the newsletter for August. Pam reported she was not going to do the newsletter for the new year. There is over 800 members and several jobs should not fall on just a few members. She asked everyone, "Did you miss the newsletter? Do you want to continue to do the newsletter? Should we change the deadlines? Do you want 2 or 1 newsletters? Should we just send in information for the website?"

Shelly's idea was to have the individual states do their own blogs on the websites. This would eliminate all the work in doing a newsletter and just do blogs.

Petra Keller stated it was hard to get people to provide information for the newsletters. Providing a newsletter yearly has come up over the past few years. Everyone wants a newsletter, but information is hard to come by. Petra said might be hard to have everyone write blogs, we could just write and post information on Facebook. Petra said when she and Arleta was working on it, they had to ask people to write articles or provide information.

Melva stated that this is not a new issue, it has been hard to get information from members for the newsletter or the gazette. It has also been hard to get members to report the work they do out on the trails too. We have to follow up on writing up the information and sending the pictures too. Don't know whether a blog is the answer, or what could be a better solution. Maybe we should just flood Facebook for this year rather than taking on a new thing. At the end of the year we can discuss whether flooding Facebook was a good idea as to whether or not it helped for Pony Express information getting out to the public.

MOTION: Gene Ockert from Nevada moved that we drop the newsletter for 1 year and put all our information onto Facebook and the website. Gene Miller from Kansas seconded the motion. California, Nevada, Utah, Wyoming, Colorado, Kansas, Nebraska, and Missouri voted yes.

Per Melva, we are all going to send our information into Facebook, the website and Wendy for trail reports.

Budget 2021

Melva Sanner

Jack Davis reported that the budget was approved back in January before Covid.

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The budget was extended out through March 2021. He didn't know exactly how that would work through March and into the rest of 2021.

Melva said she has talked with John and there's an option to write a new memorandum to extend the budget back out. Melva asked Carole for her input too. Carole/ said that the memorandum was written to try and help us not lose the money due to Covid. As we do our planning throughout the winter and plan to do the re-ride in June, the budget can be modified again through June for the re-ride. If Covid continues, it could be modified again for a different date as well.

Insurance

Fred Leslie

Fred Leslie was not in attendance for the Insurance report. Melva will try to get with him for his report later.

Old Business

10 Minute Break

There was a question about the re-ride letters for 2020 and whether or not to return them or hold them over for 2021. A few people have asked for refunds, but the majority have not. All states, California, Nevada, Utah, Wyoming, Colorado, Nebraska, Kansas, and Missouri were all individually asked for their opinions and all delegates said to roll them over into 2021. Re-ride letters for 2020 and 2021 will be carried in the mochilas.

MOTION: Rich Tateman moved to defer payout of the letter money until next year. Gene Ockert seconded the motion. All 8 states voted yes to defer the letter money payouts until next year.

Jean Miller asked if we were carrying 2 letters next year. Melva said that she thought we would be carrying 2 letters one for 2020 and one for 2021. Lyle Ladner said there were people interested already in buying the letters for 2021. Melva said people are not going to want to miss a year in collecting the series of letters.

MOTION: Gene Ockert moved that we carry the 2020 and 2021 letters on the next re-ride and National will create the ride letter. Rich Tateman seconded the motion. All states were in favor of the motion. Passed

Gene Miller had a question on how many letters will be carried for next year that are for 2020? Sales are down for 2020.

Lyle Ladner said people already want to

buy 2020 and 2021 letters for next year. Lyle also asked the question as to who will be responsible for the 2021 re-ride letter? Melva stated that National has not created one in the past and it might be a great idea for National to create one for 2021.

Question: Rich Tateman asked how the extra letters would be carried on the re-ride. Melva thought we would have to see how many letters we have and maybe put another mochila on the saddle horn. This will have to be decided when we know how many letters we will have to carry.

MOTION: Gene Ockert moved that we carry a 2020 and 2021 re-ride letter and National will be responsible for creating the 2021 re-ride letter. Rich Tateman seconded the motion. All states voted yes.

In addition, Melva said we would have to add additional lettering to the 2020 mochila.

MOTION: Les Bennington moved to use the same mochila and add 2021 to the 2020 mochila. Kansas will make the modifications. Rich Tateman/Sally Quackgrass seconded the motion. All states were in agreement/yes.

Olympic Mochila

Wayne Howard reported that the Olympic Mochila is on display in Dawson County Historical Society Museum. They would like to keep it for now. Nebraska would like to put it in Fort Kearney for their 100-year celebration if approved by the board. Wayne would make sure it was delivered there for the event. After the celebration, the Mochila would come back to Wayne.

Pam said Wayne Howard should write up a statement about the Olympic Mochila and the transfer to Fort Kearney for the 100-year celebration and post all of this on Facebook and the website.

Also, Wayne Howard mentioned his concern that the Lifetime Memberships are not being recorded correctly. It was to be kept separate and only use the interest off the account. This was set up a long time ago and there may be some confusion as to how it is done. He commended Jack for his hard work on this, but thought it should be looked at. Melva will talk with Jack about this.

Sydney Monument Flags

Dean Atkin

Dean reported that sponsors have been lost due to Covid. There is \$1,000 in the general fund and \$1,000 in the letter fund. We need a plan to go after corporate

funding, maybe Bass Pro Shops, or the states will have to pony up some money for the states flags for the year. Each flag costs \$60 for wind resistant flags. That means 5 per year for a total of \$300 per state per year. Dean stated he would keep trying.

Wayne Howard reported that he has been talking with Gene Hunt in Nebraska and they have no one in the area to maintain on location and be responsible for the flags. Wayne suggested flying the flags for the 10 days of the re-ride. Fly the National flag during holidays. Flying all the flags all the time is very cost prohibitive.

Melva suggested leaving this up to the flag committee to do research and determine what to do. Nebraska will be holding a meeting to see if there is one or two people who could be responsible to put the flags up and down. Wayne Howard stated that he would bring it up at the next Nebraska meeting.

Gene Miller asked what we would do for funding next year?

Jack Davis said that the JC's have been funding the flags in the past. Jack stated that there is enough funds for this year and part of next year.

Amber Walker and her husband have been doing the flags for us.

Discussion held on recognition for Amber and her husband for doing the flags. Melva will research if Nebraska can do an honorary or lifetime membership for them being responsible for the flags.

MOTION: Gene Ockert moved that we give Amber Walker and her husband a National Lifetime Membership. Dean Atkin seconded the motion. California-3 no, Nevada 3 yes, Utah 2 yes, Wyoming 3 yes, Colorado 3 yes, Nebraska 3 yes, Kansas 3 yes, Missouri 1 no. 17 yes, 4 no motion carried

Recognition Awards

Arleta Martin

As reported and sent in the emails!

New Business

National Park Service

Carole Wendler/Aaron Mahr

Carole Wendler is on line today reporting information for Pony Express. She stated that John and Aaron are in other temporary positions and will be back later in the year.

The current task agreement is about \$54,000 and is valid through March 31st. The new task agreement was signed on June 30th for about \$54,000 and is valid

through September 15th, 2021.

Project updates include the GIS team working on the re-ride app and improvements of three things. They added a weather app, an app to zoom to the lead rider, and the user can see if the rider is on time or behind schedule. They hope these changes will be helpful to the users.

Facebook / social media was mentioned earlier in discussion and Carole will put Pam Dixon in touch with National Parks Service social media Em Horner. Carole said that Em could put together anything that Pony Express might need to help for training purposes for face book and social media. Something can be set up at a later date.

Carole thanked us for our report for the PNTS report for volunteer hours that was sent in early.

Carol Clark may get in touch with us later about the impact of Covid-19 and Pony Express.

Carole said there was some signage hurdles for California, but mentioned several specific signs erected or ready to be installed along the Pony Express Trail.

Petra Keller thanked the team responsible for updating the XP app.

Jack asked about a specific sign for California. He said he would be looking for it. If he sees it, it was suggested that he take a picture for Facebook promotion.

Gene Ockert asked for contact information for signage for the west side of Nevada. Carole will send that information to Jack Davis and Melva Sanner. Gene will need to coordinate his project through Jack Davis. For National Parks Service, Corry Donnelly is the contact person.

The east side of Nevada's signage project is complete from Ibapah, Utah over 140 miles to the base of Overland Pass/ Diamonds.

Honorary Membership Nomination

Melva has not received any new nominations. No one else had anything to report.

2020 Re-ride, Letters and Ride Pins

This was discussed earlier in the minutes, however National will do the National letter and pin.

2021 Re-Ride Schedule

The document was emailed to everyone. After brief discussion, the ride schedule for 2021 will stand as presented.

MOTION: Rich Tateman moved for

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the approval of the 2021 ride schedule as presented. Gene Ockert seconded the motion. All states voted yes.

2021 Re-Ride Pin, Vignette & Envelope
MOTION: Sally Quackgrass moved that National co-ordinate the 2021 Re-ride pin, Vignette & Envelope. Rich Tateman seconded the motion. All states voted yes. Motion passed

Future Delegates Meetings:
2021-Kansas, 2022-Utah, 2023-California. Kansas convention dates will be September 10th, 11th, 2021.

Other New Business
None

Report of Nominating Committee
Lyle Ladner/Dean Atkin
MOTION: Dean and Lyle moved to nominate Melva Sanner for a second term as President of National Pony Express. Rich Tateman seconded the motion. All states voted in the affirmative. Motion passed.
1st Vice President: Tony Goulart
2nd Vice President: Pam Dixon
3rd Vice President: Howard Schultz
Treasurer: Jack Davis
Secretary: Wendy Cobb
MOTION: Rich Tateman moved to approve the officers for National Pony Express as presented. Lyle Ladner seconded the motion. All states voted yes.
Side notes: There was some information shared about a short video/documentary coming through which will include some of the Pony Express trail. The project will go into 2021, Mt. Hope and Eureka Nevada was mentioned. Gwen Clancy is the contact person and can be reached through email and video chat. It will be distributed through BLM. Could be used to promote Pony Express. Will be considered as an educational documentary.
Was mentioned to email Richard Spears as someone that can help with minor details on XP trail, is titled, Ride like the Wind. Anyone with information needs to get in touch with Melva Sanner, Pat Hearty, and Sally Quackgrass.
There might be some changes that need to be made with the due date list. Pam will have a look at the list and make revisions if necessary so it is less confusing.
Les Bennington suggested that all delegate members and National Officers should be reimbursed for printing ink costs. This will be handled through Jack Davis.
MOTION: Rick Tateman moved that we adjourn the 2020 Delegates Zoom meeting. Sally Quackgrass seconded the motion. All states voted yes.

Adjournment: 2:55 Central time.

URGENT

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

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

2021-Annual Re-Ride of the
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