

Volume 35

THE OFFICIAL PUBLICATION OF THE NATIONAL PONY EXPRESS ASSOCIATION

April 2024

# California Division recognized for commitment to preserving history

by Rich Tatman, California Division President

On the evening of February 1, 2024, the California Division of the Pony Express received a Historic Preservation Award from the El Dorado County Chamber of Commerce. El Dorado County is the home of Placerville (Old Hangtown), as well as numerous Pony Express stops such as the historic Sportsman's Hall. Representing Pony Express, was California Division Vice President Gordon Crowder, Secretary Liz Juba, Treasurer Marcia Stumpf and National President Pam Dixon-Simmons. The presentation was made by the Executive Director of Tourism Jody Franklin. Jody's father had been a Pony Express rider years ago as she was growing up. The presentation ended in tears as Jody recalled her father riding in his bright red shirt. The California Division was further recognized with certificates for historic preservation from the Office of State Senator Marie Alvarado-Gil, State Assemblyman Joe Patterson and Congressman Tom McClintock.

In his acceptance speech, V.P. Gordon Crowder told the crowd of 200 attendees, that these certificates not only represented the California Division's commitment to history, but also the 600 plus men and women from eight states who dedicate thousands of hours each year to not only the annual re-ride but also many other activities to support the history and lore of the old west.

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# National Officers Directory

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<b>Treasurer &amp; Education Coordinator:</b> Lyle Ladner Frankfort, KS 785-799-5538	<b>NPEA Stablemaster Facebook:</b> Pam Dixon-Simmons Rio Linda, CA 916-835-6067
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# State Division Presidents

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<b>Nebraska:</b> Cathy Stevens Gothenburg, NE 308-529-7007	<b>Nevada:</b> Gene Ockert Ruth, NV 775-296-0149
<b>Colorado:</b> Linda Dolezal Julesburg, CO 970-474-2294	<b>California:</b> Rich Tatman Sacramento, CA 916-362-1902

## 2024 Re-Ride Schedule

June 17 to 27, West-Bound

<b>Monday June 17</b>		
Depart St. Joseph, Missouri	3:00 PM	CDT
Missouri/ Kansas Line (Elwood, KS)	3:30 PM	CDT
<b>Tuesday June 18</b>		
Kansas/Nebraska Line (Tri County Marker)	12:30 PM	CDT
————— Time Change CDT > MDT —————		
<b>Thursday June 20</b>		
Nebraska/Colorado Line (South of Big Springs, NE)	2:30 AM	MDT
Colorado/Nebraska Line (Chappell, NE)	6:00 AM	MDT
Nebraska/Wyoming Line (Lyman, NE)	6:00 PM	MDT
<b>Sunday June 23</b>		
Wyoming/Utah Line (South of Evanston)	2:00 AM	MDT
Salt Lake City, UT	10:30 AM	MDT
————— Time Change MDT > PDT —————		
<b>Monday June 24</b>		
Utah/Nevada Line (Ibapah, UT)	5:30 AM	PDT
<b>Wednesday June 26</b>		
Nevada/California Line (South Lake Tahoe, NV)	5:30 PM	PDT
<b>Thursday June 27</b>		
Arrive Old Sacramento, California	4:30 PM	PDT

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

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## NEWS FROM NEVADA

## Lightening, hail, make ride exciting

by Allyson McRae

In 2023, I participated in one of the most exciting events to take place annually in Nevada. Horses and riders participate in the National Pony Express re-ride to carry mail from Sacramento, California, to St. Joseph, Missouri. I was a participant from the great State of Nevada where you follow the route as best you can to the original route riders would travel all those years ago.

You are a part of living history, and it was quite the adventure. It was my first year and I didn't know what to expect, but we had to be ready for anything.

I am grateful to Golden R Heart Ranch for letting me ride one of their amazing Gypsy Vanner mares, Blarneys Stone Solid Gold. She was amazing and handled

everything that was thrown at us.

Mother Nature sent hail, thunder, and lightning our way and for two legs in one of our sections the route was changed, and we had to adjust. Since you never know when the mail will arrive for an exchange of the mochila, some of your ride may end up being at nighttime. This happened to be our experience where we rode in the dark along Highway 50 from Fort Churchill Road to the Silver Springs roundabouts. You can't really prepare for what you'll come across on the trail especially when you are alongside a busy highway, but I am so proud of us. It was a long day, and I was exhausted, but I can't wait to do this all again this year!

I want to thank everyone for all their love and support because I couldn't have done this without you.



## Nevada Division 2023 Year Recap

by Sam DiMuzio

2023 President, Section 1, 2, &amp; 3 Ride Captain

As with most of the West, water was in complete abundance in Nevada last year. Winter started in mid-October of 2022 and didn't let up to near the end of April of 2023 for most of us in the northern half of the state. The snowpack on the mountains across the XP Trail held their white mantles almost through July.

Our Re-Ride started off pleasant enough: 20 minutes early in Woodfords Station, CA under blue skies, high 80° temperatures and oh, building thunderheads over the Sierra. In less than 2 hours, those thunderclouds fully formed and commenced with deluging riders in hail and icy cold downpours while serenading us with deafening thunderclaps and fingers of lightning. By the time the mail got to Genoa, the rain lessened, and the soaked riders were given hoots and hollers by the intrepid public who gathered to see the Pony come in! As the Pony passed from Carson City into Dayton, one of our riders even picked up a couple of wild friends who were curious as to what an XP horse's life was like and ran along after the mail.

The mail then had to detour along HWY 50 to Fallon as a good half of Section 3 was unpassable by hoof or tire. The Nevada playa mud is nothing to mess with. Passing off to Section 4 at 4am, an hour behind schedule, the Pony picked up the trail to Sand Springs. From Sand Springs to Cold Springs, the Pony made up some time. From Cold Springs to Grubb's Well, many diversions back to HWY 50 needed to be made as many of the mountain passes continued to be impassable. As Section 9 took the mail, they were running on time at the Schellbourne Rest Stop at HWY 93. Because the GPS tracker was having a few issues, we kind of surprised the Utah Division by being over an hour ahead of schedule. All in all, it was just another year in Nevada!

The rest of Nevada's year was filled with parades that stretched the trail! The Nevada Day Parade in Carson City, Snow Fest in Tahoe City, the Genoa Heritage Day Parade, Fallon Armed Forces Day, and 4th of July Parades in Fallon and Ely. We held informational booths and activities at the Reno Rodeo Kids Day and the Western Days event in South Lake Tahoe and gave mochila exchanges at multiple schools.

## FROM THE EDITOR

I joined the NPEA in 1985. I was National Secretary when my late husband was National President. We both jumped on the bandwagon and spent endless hours working with the US Congress to get the Pony Express (and the California) Trail into the National Trails System. After seven years, three sessions of Congress and nine different trails bills, it happened on August 3, 1992!

In 2017 Petra and I worked together for many hours to build the NPEA website and to make our presence known on Facebook. This really changed the way of monitoring the Annual Re-Ride. With the Spot device we could pin point just where the horse and rider were located.

It is disheartening to see what is happening within our organization. While monitoring this year's (2023) ride I saw where one member rode wearing a tee shirt. Also many members were wearing only a red shirt... no brown vest. In past years I've seen ball caps and tennis shoes. A couple of riders posted information on why wasn't

uniform being worn? No one answered!! Why not take pride in an organization that has grabbed the passion of western enthusiasts and the General Public?

I have repeatedly suggested that every new member get a packet when they join our organization. This would/could have a copy of our by-laws, the rider's oath and what the ride uniform consist of ..... each rider needs to wear a red western shirt, blue jeans, a chocolate brown vest with the logo/patch on the back, a yellow scarf, a brown western hat and boots. Each State Division could add some additional information to this packet if they so desire.

I would like to thank Fred Leslie for talking about uniforms and sending reports to the Gazette at the September 2023 Board of Directors meeting.

We are experiencing an increase in the construction of wind farms and transmission lines. These ruin the beautiful landscapes along the trail and sometimes even impact the trails themselves. Please help preserve our National Historic Trails to safeguard our rich History for future generations.

## Visit our Facebook pages

National:	<a href="http://www.facebook.com/expressrider">www.facebook.com/expressrider</a>
Colorado:	<a href="http://www.facebook.com/NationalPonyExpressCoDiv/">www.facebook.com/NationalPonyExpressCoDiv/</a>
Wyoming:	<a href="http://www.facebook.com/groups/172788402881897/">www.facebook.com/groups/172788402881897/</a>
and/or	National-Pony-Express-Association-Uinta-County-WY-Chapter
Utah:	<a href="http://www.facebook.com/National-Pony-Express-Utah-Division">www.facebook.com/National-Pony-Express-Utah-Division</a>
Nevada:	<a href="http://www.facebook.com/National-Pony-Express-Nevada-Division">www.facebook.com/National-Pony-Express-Nevada-Division</a>
California:	<a href="http://www.facebook.com/xp.ponyexpress">www.facebook.com/xp.ponyexpress</a>





## MESSAGE FROM THE PRESIDENT

*Pam Dixon-Simmons, President  
National Pony Express Association*

**T**hank you, NPEA members in reelecting me as your 2023-2024 National President. I appreciate your continued support more than words can say and will do my best to live up to your expectations. My Board members remain the same which include First Vice President Fred Leslie, Second Vice President Mary Cone, Third Vice President Daniel Pralle, Secretary Amanda Svoboda, and Treasurer Lyle Ladner. Thank you all as I could not do this without you!

2023 was a busy year. I am happy to

report that we entered into a new five-year Cooperative Agreement with the National Park Service, as well as a new one-year Task Agreement and budget. Our 2024 Task Agreement and Budget were also approved. This will allow us to continue our work promoting the wonderful history of the Pony Express and support our education, restoration, and signage efforts along the Pony Ex-



Pam Dixon-Simmons

press National Historic Trail.

The 2023 re-ride was so very special to me as I was able to participate as your National President and travel the entire route with my wonderful other half, Danny. This was our first cross-country trip together as we learned to navigate the trails and roads in rain, mud, and snow, as well as navigate our trip with little sleep and sporadic meals. I'm happy to report Danny let me ride in the vehicle on the drive back home, even though he had to endure more than his fair share of back seat driver moments from me. We enjoyed meeting everyone that made the re-ride a success as well as the public that came out to see and cheer on the riders along the trail. It touched me to see people in all types of weather along the trail to support our piece of history. It never ceases to amaze me when I see the teamwork each state exhibits to get the mail through. Thank you to those who let us

catch a few zz's at your house, showed us the historical sites in the area or allowed Danny to ride your horses. We have wonderful memories and I look forward to this year's adventure.

The California Division hosted the 2023 Convention and did a wonderful job, providing great entertainment and serving up wonderful food. I would also like to thank the National Park Service staff for providing a very educational presentation that covered the interactive map and app used during the re-ride, the importance of our social media presence, and the importance of trail signage.

Thank you to everyone who makes NPEA such a wonderful organization and please know that all your hard work is appreciated. I look forward to seeing you along the trail during the 2024 re-ride or at Convention in St. Joseph, MO. Until then, stay safe and Happy Trails.

## NEWS FROM NEBRASKA

### Nebraska Christmas Card Ride

*by Cathy Stevens, Nebraska Division*

Nebraska Division Pony Express members gathered at the Gothenburg library to hand stamp 645 Christmas cards!

On December 16, 2023, local members rode out on horseback with holiday greetings and cards from Cozad, Gothenburg and Brady, carrying on the festive tradition for approximately 13 years.



Pony Rider pictured in front of Cozad's Wilson Public Library include (l to r) Laci Benell, Donna Huff, Cathy Stevens, and Terry Grasz. Two Mochilas were required to carry all the Christmas cards. For more info follow us on Facebook or on our website.

## NEWS FROM WYOMING

### Pony Express members join in parade, horseback rides, and presentations

*by Les Bennington  
Wyoming Division President*

Wyoming had a busy year as usual and we had a new opportunity that arose with a phone call in the spring. I was asked if the Pony Express would ride in the Pagent of the Waters Parade in Thermopolis, Wyoming, in early August and give a public presentation on both days of the weekend and deliver cards by Pony Express and give horseback rides to children. I told the lady requesting this that we probably could if they would help financially with the cost. She finally got back to me and said that it could be done.

In early August we had eight members ride in the parade and about five members gave hundreds of horseback rides for two days. Two presentations were given, one on Saturday and one on Sunday, about the original Pony Express and information on the NPEA and our re-rides. Our members did several mochila rides with the special

cards.

We had a table and a booth set up and some of the staff of the Pagent of the Waters sold the special cards to the public.

Several thousand people attended the two day event and the Pony Express members were very well received and appreciated for their participation.

In late July several of our members went to Cheyenne, Wyoming, for the Frontier Days Rodeo celebration. We had a table and handouts inside a refurbished stable in downtown Cheyenne, and gave out information on the NPEA and had a two foot by five foot map on the wall displaying the XP route. We had several horses there for the public to pet and observe.

We had our normal Christmas card rides and our Valentine card ride. We participated in numerous parades throughout the summer besides the one in Thermopolis.

**Stoney Creek Inn St. Joseph Missouri**  
Nearby attractions include Glore Psychiatric Museum (.9 miles), River Front Park (3.9 miles), Robidoux Row Museum (4.0 miles), The Shoppes at North Village (3.7



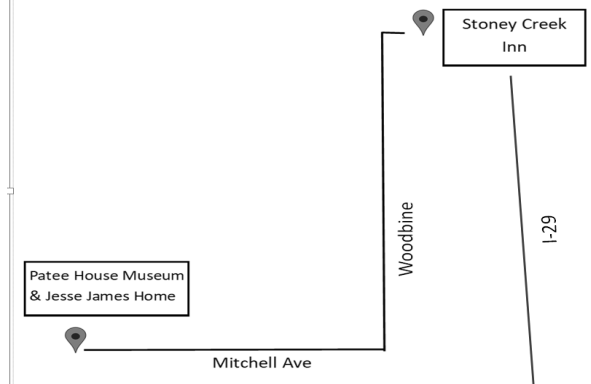
Patee House Museum



Jesse James Home



Stoney Creek Inn



**National Pony Express Convention  
at Patee House Museum 1860 Pony  
Express Headquarters**

816-232-8206  
September 6-7, 2024  
St. Joseph, MO

**Registration Form**

**Attendee Information**

Names: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Registration Cost	# Attending	Price	Total
Early Registration due before Aug. 1, 2024	_____	\$125.00	_____
Registration due before Sept. 1, 2024	_____	\$140.00	_____
Saturday Dinner Only	_____	\$35.00	_____

Grand Total \_\_\_\_\_ \$ \_\_\_\_\_

Makes checks payable to MO NPEA and mail to 1202 Penn Street, St. Joseph, MO 64503.

**Hotel Information  
Stoney Inn Creek**

1201 N Woodbine Rd, St Joseph, MO 64506  
Group reservations under National Pony Express Association can be made online using the following link [www.stoneycreekhôtels.com](http://www.stoneycreekhôtels.com) using group code 2409PONYEX or by calling 816-901-9600. Reservations must be made before August 6th to receive group rate.

Deluxe Double \$125.00 per night\*

*\*Room rates are subject to applicable state and local taxes in effect at the time of check out.*

**Other nearby hotels:**

Drury Inn Suites	816-364-4700
Hampton Inn St. Joseph	816-390-9300
Quality Suites St. Joseph	816- 232-6557

**NPEA is  
making history**

*by Pat Hearty  
NPEA Historian*

We are making history. We don't often take time to appreciate that. Similarly, the intrepid riders of 1860 and '61 likely didn't think much about making history either. They simply had a job to do, and they did it. We may not see it as a job, but we have a forty plus year tradition that we are upholding, and a significant responsibility goes along with that. NPEA By-Laws, Article VII, Section a, names the Historical Committee as a standing committee within the organization. With Goal 4, Objective C of the NPEA Strategic Plan, we are charged with establishment of a committee, with representation from each state, to record and gather our events activities, oral histories, etc. This Strategic Plan will be reviewed and updated at the Directors' Meeting in St. Joseph, Missouri, this coming September.

We are in the process of getting this Historical Committee fully organized and functioning. Please help your state representative to collect records and accounts of our events, both those of the present, and memories of days past. Let's make sure that, when those of our posterity look back to events of our day, they get an appreciation of our work and efforts and accomplishments. We owe that to them and to ourselves.





# Utah Division cleans 'This is the Place' Heritage Park

by Pat Hearty  
National Pony Express  
Association

The National Pony Express Association and its Utah Division are justly proud of the Fairbanks National Pony Express Memorial at "This is The Place" Heritage Park in the foothills east of Salt Lake City, Utah.

The monument was conceived by renowned sculptor Dr. Avard T. Fairbanks in 1947 as part of the Utah Pioneer Centennial celebration. A paper-mache model of the sculpture, entitled "Changing Horses," was created that year, but the bronze statue was not fully completed until 50 years later.

With the cooperative effort of the Fairbanks family, "This is The Place" Heritage Park, and the National Pony Express Association, the 22-foot-tall bronze statue was finally completed and dedicated on July 26, 1998. Then-Utah Governor Mike Leavitt spoke at the ceremony, and Gordon B. Hinkley, then president of The Church of Jesus Christ of Latter-day Saints, offered the dedicatory prayer.

A replica Pony Express station was built by Pony Express Association members for



Fairbanks monument.

PHOTO BY UTAH DIVISION PRESIDENT PATSY LANGE

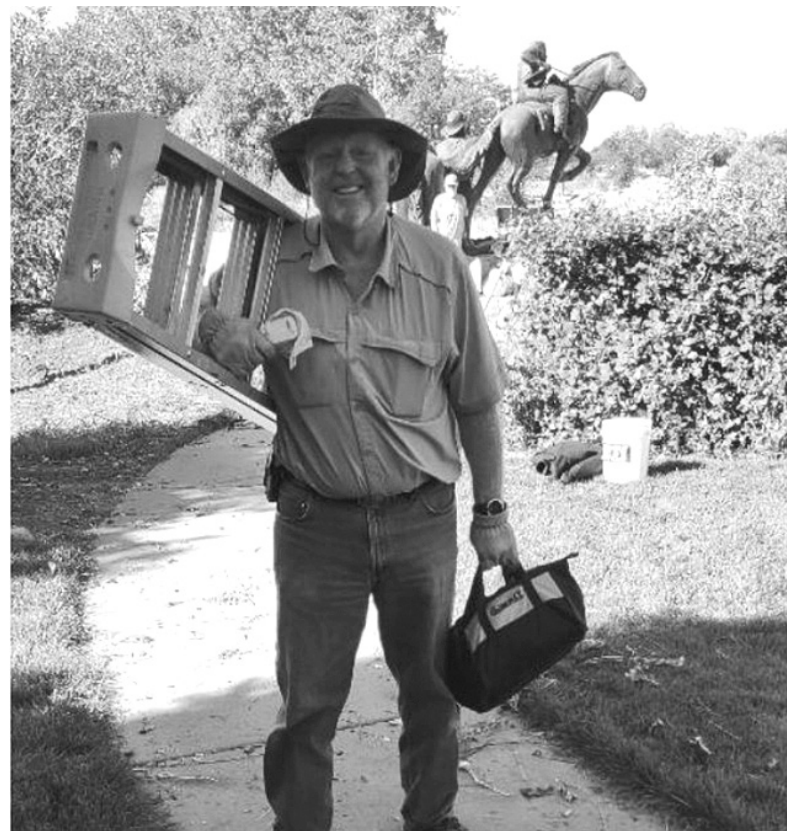


PHOTO BY PATSY LANGE

Utah Division Vice President Dave Riet prepares for work at the Fairbanks Monument site.

the Western Experience Village at Soldier Hollow in Heber Valley during the 2002 Winter Olympic Games in Salt Lake City. The replica was later moved to "This is The Place" to complement the statue.

On October 7 of this year, members of the Utah Division gathered at the monument site for a fall clean-up project.

Thistle stalks and weeds were removed. Brush, small trees and wild rose plants were pruned. Trash was collected, and six pickup loads of refuse were hauled away. Loose and fallen flagstones on the walls at the site were cemented in place. Interpretive plaques were cleaned and polished. Some necessary repairs to the Pony

Express station roof were made. Best of all, everyone present enjoyed the sunshine and camaraderie. After a few hours work, The Pony Express National Historic Trail once again has a site to show pride in commemorating the historic Pony Express.

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is  
**ESSENTIAL.**

<https://bit.ly/55thDonationMatch>

For 55 years, the National Trails System has offered a unique and vital network for connection.

Now, it's time to give back to the trails that have given us so much.

Our goal is to raise \$55,000 to ensure 55 more years of connection on these remarkable trails.

So, join us today to protect and celebrate the National Trails System on its 55th anniversary.



## NEWS FROM THE STABLE (WEBSITE)

by *Stablemaster Mary Cone, NPEA*

We are gearing up for 2024 at the Stable (website) to make Pony Express information easily available to members and the public alike. Much of the information contained on the website is somewhat static, like the Stations, History and Riders. But news reports and the Re-Ride coverage are always changing as we add new things.

We remind everyone that the basics of each State's Webpage need to be kept current: Membership Application Forms, Insurance Forms, Ride Schedules, Events, Current Officers, etc. At the time of any changes or error discoveries, your updated feedback is greatly appreciated!

Also look for news articles that highlight our Association and the Pony under RESOURCES: NPEA PRESS. These articles are added as we are made aware of pertinent press coverage or good stories and/or videos. We also added a great video under "Reports from the Trail" that

was made available through Sam DiMuzio from Nevada. This was a great video of the 2023 Re-Ride, many shots taken from the back of the Pony! Thanks, Sam!!!

Did any of you help Will Grant as he rode the Pony Express Trail back in 2019? His book is available now and a great read!! We've added it to the BOOK CORNER under RESOURCES. Books are alphabetized by author last name.

Most used from the Website is the "Follow the Ride" during the Re-Ride days. National Park Service (NPS) keeps us under the watchful eye of the tracker (pinger) that rides along in the mochila behind the saddle of the current rider. Every year, thousands of people experience the Re-Ride event through the NPS mapping application that the National Trails Office supports. This mapping actually serves many functions, including allowing the public to follow along as the Re-Ride proceeds 24/7, allow the public to estimate when a rider will go through their area in order to view the event in

person, allow NPEA Riders to anticipate the time of exchange station arrival, and allow NPEA to monitor the rider location for safety issues, including weather. We set the tracker to "ping" every 5 minutes and plan to do so again this year. It does require regular battery changes, but provides great tracking of the mochila. Last year we made some improvements for the riders to access the map in a simpler manner with their mobile devices. It seems this was well received. We have had discussions of making this even easier by using a QR code for the mobile phones to capture and go directly to the mapping. Stay tuned for more information on that. There are lots of technical things that go into this whole program and we are grateful to the NPS for providing the technology gurus to help us make it all happen. It is both organizations (NPEA & NPS) working together that facilitates the commemoration of the Pony Express National Historic Trail coming to life with the Re-Ride! To that end, the planned route (brown line on the website interactive map) needs to be as accurate as possible. We adjust this line as the states inform us to. Eastbound and Westbound routes may

differ, so this needs to be taken into account on the map for accuracy each year. The easiest way to see if the planned route (brown line) is not being utilized, for reasons such as weather, is to look at the black pony icons as they appear on the map during the course of the Re-Ride. If there is a change to the planned route, we appreciate it if the "hooves on the ground" can give us an explanation so we can note it on the website. Also, by expanding the "invisible box" on the map that the computer program "reads", we have been able to keep the program working, even with a weather-related route diversion.

Be sure to send us "Reports from the Trail" throughout the year and especially during the Re-Ride. [nationalponyexpress@gmail.com](mailto:nationalponyexpress@gmail.com) First-hand explanations of the challenges, trials, tribulations and sheer enjoyment of the Re-Ride really help to bring the readers on board with us through your on-site personal reports.

Our media plan is to put mostly pictures on our Facebook page, and then have the written reports on the webpage.

I'm always open to comments and new ideas for the website! See you on the Trail...

## NEWS FROM THE STABLE (FACEBOOK)

by *Pam Dixon-Simmons*  
*National Pony Express*

Facebook Stablemaster needed! The NPEA page was created to help keep our members engaged with each other and the public to further our educational outreach, but your help is needed. We are in search of someone who would like to take the lead on keeping our Facebook page updated. This includes regular postings and searching other pages and news outlets that are reporting on Pony Express history and events so we may share that information.

On this year's re-ride I continued to post as many pictures and videos as possible while keeping up with the riders. I appreciate everyone who saw a post and would help complete the picture by making comments with rider names or exact location name as there were times the riders left so fast, I was unable to collect additional information. This all helps in providing a more complete picture of the National Pony Express Trail, NPEA and

our history.

I would like to thank the countless members and NPEA supporters who tag our page throughout the year. If you are posting a pony express event, picture, or story you can tag our Facebook page by either typing @expressrider in your post or @nationalponyexpress and then select our page which has the pony rider in a light brown circle. If you don't have Facebook but would like me to add information to the National Facebook page directly you can email information about the event, including date, location, pictures and names to [NPEAPam@gmail.com](mailto:NPEAPam@gmail.com).

Since August 1, 2023, through February 26, 2024, there have been 28 posts on our page which reached 51,171 people and created 2,438 engagement actions which include reactions, comments, shares, or link clicks.

Thank you everyone as you help make our Facebook page a success each year and keep the pictures, articles, and event information coming.



## Utah Division members meeting

by *Patsy Lange*

We had a good turnout at our all members meeting at the Golden Corral in Midvale, Utah. We had a silent auction for some of the more expensive items donated by our sponsors plus we had door prizes that were also given out also by our sponsors.

Great camaraderie and support of the Utah group!

# Damage to Pony Express Trail caused by the Caldor Fire

## Continuing with a follow-up report

by Jim Swigart

In the past two years I have submitted articles to the Pony Express Gazette regarding the condition of a 20 mile section of the Pony Express Trail. This section runs through the Sierra Nevada Mountains in California that was damaged during the Caldor fire in 2021.

In last years article I had reported receiving approval from the California Growlersburg Correctional facility to help in the clearing and restoring the Pony Trail. In 2023 I was able to work with a 12 man crew for 4 days in August, 3 days in September, and 2 days in October. In this years report I'm happy to write the crew and I have cleared 12 miles of the Pony Trail. The crew did an excellent job and when possible opened the trail 8 feet across.

The El Dorado National Forest (EDNF) was very appreciative of the work done by the Growlersburg Crew. The EDNF promised me if we clear the 12 miles to Strawberry they would clear the last 8 miles to echo summit. I can confirm 4 of those miles have been cleared. However, I can't confirm the last 4 miles have been completed. There is still more work to be

done. The five bridges on the Trail need to be replaced. The EDNF has assured me they would be able to obtain funding and replace the bridges but that might take 2 to 3 years.

What does this mean to the NPEA and our annual re-ride? With some effort three of the bridge crossings can be done on horseback by moving off the trail and finding a safe crossing and working back to the trail. Two of the crossings can't be done on horseback without a bridge. Possibly, these spots can be made into an exchange point with the Mochilla being walked across and handed to a new rider.

I would like to report that at the 2022 National Convention the NPEA committed \$10,000.00 toward the clearing of the Pony Express Trail. We cleared 12 miles of the Trail at a cost of \$2,070.00. The EDNF is committed to picking up the cost of the last eight miles.

I can't promise we will be able to ride the whole damaged trail on this years re-ride but most of the Trail is in good shape. California will do its best to ride the Pony Express Trail and keep our tradition alive.

Hope to see you on the trail,  
Jim Swigart

## NEWS FROM UTAH

by Pat Hearty, Utah Division

Well, did you realize that last year we missed the centennial anniversary of a rather interesting event? The year 1923 saw a unique event called the great Pony Express Revival Race. The goal was to race from St. Joseph, MO, to San Francisco, CA, beating the fastest time ever achieved by the Historic Pony Express.

The Pony Express Memorial Association was organized in Denver, CO, with former California Senator James D. Phelan as president. Wells-Fargo appears to have been the primary sponsor. Various numismatic websites state that 50 teams left St. Joseph on about the 30th or 31st of August. The National Park Service website states that 60 riders in period dress rode out of St. Joe. Other sources variously mention 40 to 75 riders. An article in the Ogden (Utah) Standard Examiner, dateline Washington, says that the Army was supposed to participate in the race, but could not field a team. It could not be determined how many teams or how many riders actually started out of St. Joe that day.

On August 31, 1923, President Calvin Coolidge pressed a telegraph button sending a "START" message from Washington DC to St. Joseph. And the race was on. The Standard Examiner, dateline San Francisco, stated that "the riders followed the old pony trail as closely as possible." The Park Service website also claims that the original route was followed. Apparently not so. It seems they followed the Victory Highway for much of the way, although that route was not completed until 1925. Only actual running time was counted, as the mail was often held at state borders through the night to allow daylight celebrations in as many towns as possible (as NPEA did in 2010).

After leaving St. Joe, their route swung south to Atchison, then Leavenworth, Lawrence, Topeka, St. Mary's, and Manhattan, Kansas. Each rider rode 50 to 60 miles, changing horses at 10 to 12-mile intervals. Bypassing Nebraska, and Wyoming, they forged straight on west to Denver, where they made great fuss over Buffalo Bill, calling him "the Wonder Boy of the Pony Express." Westward through

Golden, Idaho Springs, Hot Sulphur Springs, Steamboat, and Craig, Colorado. The ride entered Utah near Vernal, then on to Heber City, Park City, and Salt Lake City. Although the Standard Examiner, dateline Washington, states that Miss Ruth Wiseman, riding in Nevada, would be the only woman participant, another Standard Examiner article, dateline Heber City, says that 17-year-old Myrtle Gardner of Roosevelt, Utah, would carry the mail into Salt Lake City where she would be met by Utah Governor Mabey. A Miss McAuley rode into Grantsville on September 5 (our Betty Mc Farland was, then, not the first woman rider as we had supposed), and the ride went on west toward Wendover, where it arrived 2 hours ahead of schedule.

In Nevada, a "picked string of tough cow ponies" was chosen for the job as they passed through Elko and Battle Mountain. W.H. Cooper's racing mule rode out of Winnemucca on the way to Lovelock.

It is not clear where the race entered California, but they passed through Mariposa and Stockton enroute to San Francisco. Will Tevis, well-known California polo player and endurance rider, rode from the California state line, completing the race at Tanforan Race Track on Sunday, September 9. A team of Army riders did race Tevis from the California border, beating his time by 39 minutes. The Pony Express Revival Race team bested the old schedule time by 42 hours.

Wells Fargo Bank had offered a gold medal to members of the winning team in this race. Those medals are now valued at over \$5000. They also presented bronze replicas of the winners' prize to new bank depositors that year. The current price tag is about \$400 for those.

So, this is the story of the first Pony Express Re-ride, conducted just over 100 years ago now. Those involved, riders, organizers, horses, support teams, all helped to preserve the spirit and idea of our historic Pony Express. We can look back with gratitude to them, and others of 1935, 1960, and more, who provided the momentum that carries us forward today. We look forward to passing this great legacy on to the next generation.





# Obituaries this year

## Dr. G. Norman Christensen

Dr. G. Norman Christensen (Doc Chris), husband, father, grandfather, physician and humanitarian passed away on July 5, 2023. Norm had a love for life and was always ready for a challenge and adventure, with a passion for medicine. His life was filled with love for his family, God, medicine and music. Norm is preceded in death by his parents George and Franc Christensen and his brother Bill.

Born in Rochester, MN, he moved with his family to Wickenburg, Arizona as a young boy and graduated from Globe High School.

Norm earned his Bachelor of Science from University of Arizona in Tucson and his Medical Degree at the University of Tennessee in Memphis. He completed his internship at the Minneapolis General Hospital, followed by a surgery residency at the Albuquerque Veterans and Bernalillo Indian hospitals and another two years as a surgeon at Sheppard Air Force Base in Wichita Falls, TX. He obtained the rank of Captain in the United States Air Force.

Norm joined the Eastern Nevada Medical Group in July 1968 and became part of a team of five doctors that provided clinical medical support to White Pine County; this was the first incorporated medical group in Nevada. As a board-certified surgeon he worked with the Eastern Nevada Medical Group, the White Pine County Hospital, and the William Bee Ririe Hospital and Clinic. During his tenure he served as the Medical Director, Chief of Staff, and a member of the Hospital Board at the William Bee Ririe Hospital. He also served as the Medical Director of the White Pine Care Center for 53 years, and started the local Emergency Medical Service (EMS) in White Pine County, serving as the Medical Director for 50 years.

To support organized medicine Norm served as a rural representative for the Nevada State Medical Association for many years. In 1991 he was President of the NSMA and he was later selected as "Doctor of the Year". He served as a representative to the American Medical Association, and on the State Medical Licensing Board.

Norm was very invested in educating future health care workers. He sponsored students to PA school, supported nurse practitioners in remote areas, and served as a mentor to physicians in training. Over the years, Norm served as a rural preceptor for over 200 students from the UNR School of Medicine to expose them to the unique needs of rural medicine.

Shortly after arriving in Ely, Norm and his family joined the Ely United Methodist Church. He served as a trustee and as the Church Council Chairman for many years. He was critical to the completion of the new church facility that was a 25 year project.

Norm was Rotarian for over 50 years, and served as president for two terms. He also liked older vehicles and enjoyed his 1941 and 1965 Chevrolet pickups along with activities with the White Pine Historical Car Club.

Appaloosa horses were one of Norm's greatest pleasures. Over the years he enjoyed trail riding, showing, cutting, chariot racing and raising his own hay. He was an active member of the Shellbourne Re-riders, completing the Pony Express Annual Re-ride 42 times.

Norm loved to sing and play the trombone. He sang with the White Pine Community Choir, the Ely United Methodist Church Choir, and The Pick Up Quartet. He played trombone at every opportunity with The Cheatgrass Band and performed with the "76 Trombones" in Las Vegas.

Norm is survived by his wife of 62 years, Joyce;

daughter, Deborah (Gary); grandchildren Hayden, Marissa, and Sydney; son, Chris (Rose); grandchildren Armando, Holly, and Joseph; son, Bret (Valerie); grandchildren Drake and Kyla; seven great grandchildren.

The family would like to express their thanks for the outstanding and compassionate care provided by the staff at the William Bee Ririe Hospital.

A Memorial Service was held on August 12, 2023 at 11:00 a.m. at the United Methodist Church in Ely. In lieu of flowers please consider a donation in his honor to the William Bee Ririe Hospital or the American Cancer Society Hope Lodge in Salt Lake City.

## Kanya Crews

Tom Crews' beloved wife Kanya passed away peacefully on February 21st. Tom is a longtime member of the NPEA - CA Division. Tom hosted a website for the Pony Express for many years. He shared that Kanya loved going to the Pony Express meetings and traveling across the country as Tom followed the Pony Express Trail. Our condolences, thoughts and prayers go out to Tom and his family.

If you would like to send a personal thought to him, his contact is 5422 Roundtree Court, Apt. D, Concord, CA 94521.

The following is a tribute to Kanya.:

In loving memory of Kanya Crews

Kanya Crews, a beloved resident of Concord, CA, peacefully passed away at the age of 74 on Wednesday, February 21, 2024, at her home, following a courageous battle with kidney failure.

Kanya is survived by her devoted husband of 51 years, Tom, and their four children: Kampol and wife Eugenia, Ann and husband Robert Briggs, Timothy, and Galaya and husband Alex Wong. She also leaves behind her cherished grandchildren: Faith, John, Brian, Briann, Bishop, Kingston, Allie, and Sebastian.

Kanya will be remembered for her unwavering faith and the love she shared with her family.

She was a devoted member of the Thai Buddhist community in the Bay Area including the Buddhist Temples in Concord, Berkeley and Fremont.

She was a caring person exemplified by her 49 years of service as a Certified Nurse Assistant at Windsor Manor Rehabilitation Hospital in Concord.

She will be deeply missed by all who had the privilege of knowing her.

May her soul rest in peace.

## Richard L. Tegethoff

Richard "Dick" L. Tegethoff, 73, of Beattie, KS, died January 11, 2024, in Marysville, Kansas. A funeral service was held at 10:00 a.m., Wednesday, January 17, at the Beattie United Methodist Church. Burial was in Beattie Union Cemetery.

On October 25, 1950, Richard was born in Marysville to Forrest and Viola (Wagner) Tegethoff. Dick grew up in Beattie and in 1968, he graduated from Marysville High School. He served in both the Army and the Kansas Army National Guard with overseas deployments.

Although Dick was not a member of the NPEA he was very much interested in the history of the Pony Express. He is/was the landowner where Guittard Station was north of Beattie, Kansas.

### Guittard Station, Kansas

Guittard Station in Marshall County, Kansas, was a travelers' rest, an Overland stage stop, and a Pony Express Station in 1860.

George Guittard, a French immigrant, came to America in 1833. He journeyed west in 1857 with his family of five, traveling by rail to St. Louis, Missouri, then by river steamer to St. Joseph, and by ox team to Kansas. Their ranch on Vermillion Creek became the first permanent settlement in northeast Marshall County.

In 1859 George Guittard built a 12-room, two-story lodge to accommodate the needs of more people passing by wagon, coach, and horseback. Guittard Station became a thoroughfare for Russell, Majors, and Waddell's Overland stage line and the Fort Leavenworth to Fort Kearny Military Road. The station served as an inn to refresh travelers, sell supplies and water, graze and shelter animals, and aid in repairing wagons and coaches.

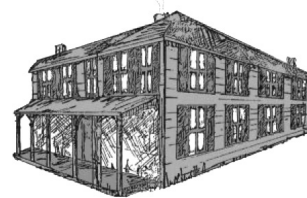
As part of its mail dispatch between Missouri and California, this location became a relay station for the famous Pony Express in 1860. The station had two stables with over 20 horses. Mounts were prepared for riders, saddled and ready. A fresh horse, water, and food made Guittard Station a welcome stop after a fast ride across the rolling green prairie. In late 1860, the noted English traveler Richard F. Burton saw the Pony Express rider arrive at Guittard's Station. Burton described the station as a "clump of board houses on the far side of a shady, well-wooded creek—the Vermillion, a tributary of the Big Blue River..."

George's son, Xavier Guittard, managed the station

and became the first postmaster in 1861. He would serve as such for 42 years, distributing mail through pigeon holes inside the west entrance of Guittard Station. A large, two-story house provided living quarters and a waiting room for stage passengers, and the roomy barn accommodated a blacksmith shop and stalls for some 24 horses. This was the most noted stage station on the Ben Holladay Overland stage line between the Missouri River and Denver, Colorado.

In 1910 the post office was discontinued, the house was dismantled, and the lumber went into building a new dwelling on the same site. That same year, the settlement had a population of 28 people and received its mail from Beattie.

The site is located about eight miles northeast of Marysville on private property. A marker sits a short distance west of the site. Though no remnants of the station exist, part of the original boards from the station were used in a barn that still stands. The Pony Express Re-ride takes place along this route each year. The marker is on the east side of 21st Road between Frontier and Granite Roads, three miles north of Beattie.



# WANTED



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

Please contact us at:

[nationalponyexpress@gmail.com](mailto:nationalponyexpress@gmail.com)



# Henry Avis, one of the last Pony Express survivors

by Diane Euston

*Martin City Telegraph, Kansas City, Missouri (used with permission)*

Starting in the late 1840s and spawned by the Gold Rush, approximately 250,000 tenacious pioneers left western Missouri and headed to California to claim their fortune. On average, the journey took between four and six months – and the dangers encountered in this 2,000-mile journey were countless.

The increase in the population in Oregon and California required a reliable means of communication past the Rocky Mountains. This need was seen by three men who launched the Central Overland California and Pike's Peak Express Company in 1859. Their subsidiary company – the Pony Express – became a national symbol of progress in the Wild West.

Using a relay system, young men rode fast thoroughbred horses and carried mail 1,966 miles from St. Joseph, Mo. all the way to California. The journey that took a wagon train four to six months took these men only 10 days!

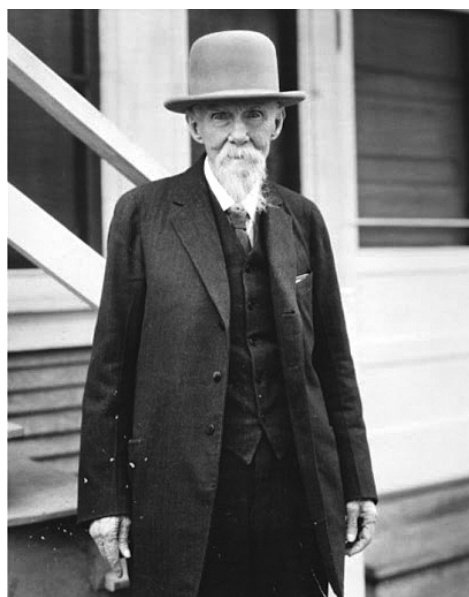
Even though the Pony Express was in operation for a short amount of time, the fascination with this once innovative mail system increased at the turn of the 20th century. The young men who once rode a portion of this route were then older, wiser and willing to share their stories of this interesting period of American history.

One of these old men, Henry Avis, was a resident of Kansas City, Mo. and led an interesting life which included 18 months running mail along the Pony Express route, horse training and intermingling with some of Kansas City's most well-known businessmen.

## Henry Avis' Early Life

Born most likely in St. Louis in 1840, Henry Avis was the first American-born member of his family. His parents, Joseph and Ellen, immigrated from London, England, through New Orleans in 1839. His father was a coach smith, skilled at building coaches that were certainly in need as the United States expanded west.

By 1840, the family settled in St. Louis, but tragedy struck when Henry's father passed away. His mother remarried and moved to New Orleans with young Henry in tow. Henry's mother most likely passed away shortly after, leaving Henry an orphan at a young age.



Henry Avis (1840-1927), rider on the Pony Express and resident of Kansas City.

Henry would later claim that when he was nine years old, he came up the Missouri River from St. Louis "as a cabin boy on a side-wheeler." Once here, he claimed he ran the steamboat "Lucas" from Westport Landing to St. Louis.

Although his early life is somewhat a mystery, what is clear is that Henry was left, for the most part, to fend for himself. He kept in contact with his sisters who lived in Texas and New Orleans, but he chose a nomadic life that led him across the plains and into the Rocky Mountains.

Some have suggested that Henry Avis used Kansas City as a home base as he "developed a reputation as an expert breaker of wild horses" in Leavenworth and Atchison. A well-known old mountain man took notice.

In 1858, Henry joined Major Andrew Drips (1789-1860) on a trip west on the Santa Fe Trail to deliver supplies. Drips was a well-known early fur trader who settled in the West Bottoms with French traders and trappers before 1840. Drips married two different Native American women and continued trading expeditions late in his life.

Drips had a trading post 20 miles from Fort Laramie, Wyo. where the goods were to be delivered. In Fort Laramie, the government had a mail service to Salt Lake City running three days a week, and Henry noticed that they paid double the wages he was earning working for Drips.

Henry wasn't about to turn down an opportunity to make more money, so he packed up his limited supplies and entered into a quick career delivering mail for Hockaday & Company. At the time, the Laramie agent was Seth Ward (1820-1903), namesake of Ward Parkway.

While riding into Fort Laramie, Henry had about two minutes to get any mail and change horses. "Many a time I woke [Seth Ward] up in the middle of the night to come out and unlock the mail pouches and sign my waybill," Henry later recalled. "It was hurry, hurry all the time."

## The Founding of the Pony Express

Alexander Majors (1814-1900) was a well-known entrepreneur who started several business ventures that paid him handsomely. In the late 1840s, Majors began hauling overland freight, and by 1853, he landed government contracts to supply military forts.

William Waddell, a store owner from Lexington, Mo. partnered up with William Russell in 1852 with the hopes of landing military contracts. Three years later, they brought on Alexander Majors as a partner. The new partnership was able to land a government contract to supply all military posts west of the Mississippi River.

In 1859, their company, Russell, Majors & Waddell, started a subsidiary company known as Central Overland California and Pike's Peak Express Company. Originally intending to operate as a stagecoach line, the need for efficient express mail service west inspired the men to go after mail contracts. Their plan worked, and the company purchased Hockaday & Company that had the contract for mail service from Missouri to Salt Lake City.

St. Joseph, Mo. was the chosen starting point for this new mail route service, then called the Pony Express, because it was the ending point at the time of the Hannibal & St. Joseph Railroad. Mail could be taken off the railroad and then be delivered by the Pony Express to the west.

The Pony Express was organized to have over 120 stations along the route, and they supplied horses, stationmasters, mail agents and riders. The route was divided into five sections with each route having its own superintendent.

The first run of this new express mail service between St. Joseph and San Fran-

cisco began on April 3, 1860. The first ride included "a mail pouch containing 49 letters, five telegrams and miscellaneous papers." According to the National Parks Service, the Pony Express riders rode 75 to 100 miles and were provided a fresh horse every 10 to 15 miles. A one-way trip took 75 horses to run, and the average speed was 10 miles per hour.

The first ride of the Pony Express took 11 days to deliver mail to San Francisco.

## Henry Avis' Heroic Rides on the Pony Express

Young men like Henry Avis who was already delivering mail three days a week moved to daily service for the Pony Express. At 20 years old, Henry was given the run from Mud Springs in Nebraska through Fort Laramie to Horseshoe Creek in Wyoming – a 90-mile route. On that first Pony Express run, Henry was handed mail on April 5, and in less than two minutes, he sped off on his run up the North Platte River.

"When I rode my first ninety miles on the mail route it nearly killed me," Henry later explained to the *Kansas City Star*. "The first 70 miles weren't so bad; I got along in fine shape, but those last 20 were misery. . . It felt like most of my bones were breaking before I got there. And it was a few days before I could go the route without being tortured."

Riders couldn't keep their feet in the stirrups because it would break the animal down. "We had to swing along with the motion of the horse, sort of like a jockey riding in a race," Henry said. "And that took training, I can tell you."

There were many dangers for these young riders of the Pony Express. The uneven terrain, threat of attack by Native Americans and the weather all made for difficulties. But, for a young, 20-year-old man like Henry Avis, the pay of \$25 per week was worth the sacrifice.

On one ride, the Sioux Indians were threatening the area and marauding riders and travelers. Henry Avis arrived at Horseshoe Station and found that his relief rider was refusing to carry the mail. Exhausted but unwilling to miss a deadline, Henry grabbed a fresh horse and rode all night long.

When he reached Deer Creek, he found

SEE HENRY AVIS PAGE 11 ►



## Henry Avis

continued from page 10

that the station was abandoned and the fresh horses had been stolen. Undaunted, Henry Avis got back into the saddle and continued. In all, he covered 220 miles.

His courage wasn't unseen by the owners of the Pony Express. They paid him a bonus of \$300 "for exceptional bravery."

One of his most memorable moments riding for the Pony Express occurred when he was tasked with being one of the riders carrying President Lincoln's inaugural address. Instead of taking the normal 10 days to make it to the west coast from St. Joseph, Mo., they delivered it in the record time of seven days, 17 hours.

"Our regular schedule was 240 miles a day, an average of 10 miles an hour," Henry recalled. "But when we were carrying Lincoln's message we did better than 18 [miles] on some of the divisions."

Once the riders were used to their route and developed a routine, they could arrive exactly on time. But time was running out. Telegraph lines were being run all the way to the west coast, and on October 26, 1861, the lines were in operation. The last run on the Pony Express occurred just one month later.

In total, the Pony Express was in operation for 18 short months.

### From the Pony Express to Horse Training

When Henry Avis returned to Kansas City, he began working as a railroad contractor, helping build those railroad tracks

that would replace overland stagecoach travel.

He lived with William Mulkey (1824-1907), a wealthy real estate dealer who married Catherine Drips, Major Andrew Drips' daughter. Mulkey was a well-known gambler and breeder of racehorses; an old friend once said, "In the early days Mulkey loved his racehorses next to his wife." They had an impressive brick home at current-day 13th and Summit.

Henry Avis' talent with fast horses wasn't lost on William Mulkey. In 1873, Mulkey attended a horse race in St. Joseph where a thoroughbred horse named Chiquita from Seneca, Kan. caught his eye. He bought the horse for a whopping \$1,000.

Mulkey put a "flat broke man" from California in charge of Chiquita, but the man only knew of quarter horses. When that arrangement didn't work out, he turned to his friend, Henry Avis, and told him he would give him meals and "let him sleep out in the barn if he would help tend the horses."

Chiquita's training went well, and she placed in many races. Mulkey began to trust Henry's opinion on all his thoroughbred horses, and his training was one of the biggest factors in the success of Mulkey's horse racing business.

Mulkey told the *Kansas City Times* in 1893, "Henry has brought home from \$2,000 to \$26,000 every year."

In about 1885, Henry married a widow named Mollie Snell, and the couple resided on William Mulkey's horse farm 40 miles north of Kansas City in Ray County.

Henry Avis traveled the racing circuit throughout the country and in Mexico, but his old age was catching up to him. In 1905, William Mulkey announced he was reluctantly selling his race horses because "his trainer, Henry Avis, is in very poor health and cannot look after them."

What was wrong with Henry is unknown, but he had many more successful years of life in him. In fact, when Mulkey sold his horses, he gifted his farm in Ray County to Henry. When Mulkey died in 1907, Henry was an honorary pallbearer.

As Henry crept into his 80s, he kept a radio set by his chair, went "motor car riding" with his friends, would go to the movies, and shoot pool against the youngsters in an area saloon.

In March 1927 at the age of 86, the last Pony Express rider in Kansas City died at his home at 12th and Prospect. He claimed he lived a long life because he kept active. "Got to keep my arteries from hardening," he once said. "These modern doctors have found out a lot since the days when men died of arrow wounds out on the western plains."

### The Pony Express Lives On

During the Missouri State Fair in 1921, Henry Avis rode through the streets of Kansas City in a commemorative parade to celebrate the state centennial as one of the "last of the living Pony Express riders."

The obsession with the lore of the Pony Express was oftentimes quoted in newspaper headlines, and early on, groups of people would come together annually to recreate the famous 2,000-mile journey from St. Joseph to California. The goal, it

was said, was to beat the original times.

In 1923, one such "re-ride" occurred, and Henry Avis balked at their efforts. While the original Pony Express riders ventured 90-plus miles with a leather mochila (mail pouch) attached to the saddle, these riders traveled less than a third of the distance. "If they let a man ride only 10 or 15 miles at a stretch, maybe they'll make the time we did," Henry told the *Kansas City Star* in 1923. "But not if they try to go 80 or 90 [miles]."

June 7 through the 17th of this year, the National Pony Express Association hosted their annual "re-ride" from Sacramento to St. Joseph. Retracing the original route eastbound, each rider was responsible for two to five miles. They successfully made it to St. Joseph in 10 days.

Henry Avis would not be impressed; regardless, the reenactment only solidifies our obsession with the Wild West and showcases the progress that has been made over time.

Even Henry recognized how quickly technology overtook the Pony Express. "Excitement seems to be all in speed nowadays," he explained in 1923. "We used to think we were traveling fast on the old Pony Express. But no, they're carrying mail across the country in airplanes in less than 30 hours."

I'm sure Henry wouldn't be surprised to learn we move even faster a century later. He continued, "It's awful to think about it. We used to move slower, but we got there just the same. I'm telling you that we'd all live longer and better without all the speed."

## Samuel Finley Breese Morse

(1791 – 1872) Inventor of the electro-magnetic telegraph

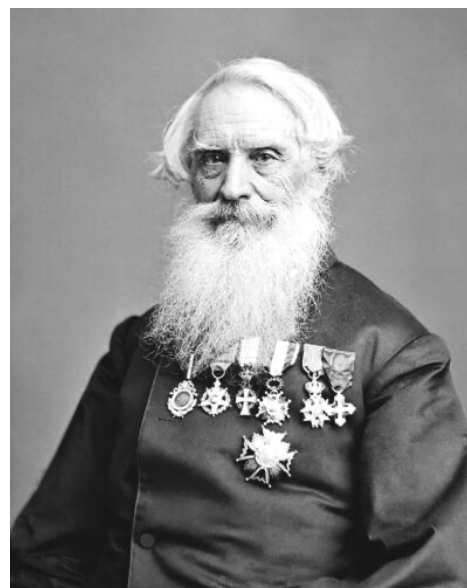
On May 24, 1844, this son of a congregational minister electrified the world when he sent the immortal message from the Supreme Court Chamber in Washington: "WHAT GOD HATH WROUGHT!"

Miss Annie Ellsworth had selected these words from her family Bible, and they were dispatched by the inventor to Baltimore. In the years to follow civilization was changed to a new tempo, and a great enterprise was born to America, and to the world.

17 years later a single strand of wire, connecting the two oceans, was linked together at 63 South Main Street, Salt Lake City, Utah.

By creating the electric telegraph and unified language that managed to connect all four corners of our world, Samuel Morse solidified his place in the annals of our history.

*Taken from The PONY EXPRESS – October 1944*





# National Pony Express Association Trails Meeting Sept. 8, 2023

## Called to Order

1:12 PM – National President Pam Simmons

## Announcements

Pam welcomed everyone to the 2023 Trails Meeting.

Rich Tatman announced that there will be a BBQ at 5:30 tonight at Hagen Community Park. The directions are at the bottom of the schedule. Remember to bring your meal ticket with you. There will be entertainment by the Hangtown Marshals starting around 6:30 after the meal.

Pam let us know that there will be breakfast items and refreshments in room 828 in the morning starting at 7:00AM.

## Introduction of Past National Presidents

Les Bennington  
Pat Hearty  
Jim Swigart  
David Sanner  
Melva Sanner  
Lyle Ladner

## Introduction of Current Vice Presidents

Fred Leslie  
Mary Cone - is attending by Zoom  
Dan Pralle - was unable to attend this year

## Introduction of State Presidents & Voting Delegates

California - Rich Tatman, Cindy Shields, Gordon Crowder  
Nevada - Sam DiMuzio, Gene Ockert, Tony Zamora  
Utah - Patsy Lange, Pat Hearty, Fred Leslie  
Wyoming - Les Bennington, Howard Schultz, Stephanie Goulart, Tony Goulart  
Nebraska - Cathy Stevens  
Colorado - Linda Dolezal, Cheryl Nein  
Kansas - Lyle Ladner, Amanda Svoboda, Melva Sanner  
Missouri - Quackgrass Sally

## Introduction of National Park Service Representatives

Carole Wendler – Acting Superintendent  
Brian Deaton – GIS Coordinator

Faith Welty – Outdoor Recreation Planner

## 2022 Trails Meeting Minutes

Corrections – There were no corrections to the 2022 minutes.

Gene Ockert/Nevada moved to accept the minutes as written.

Lyle Ladner/Kansas seconded the motion.

Motion carried.

## State Reports

### California – Gordon Crowder

The ride went pretty well with a few exceptions. They got a little behind at the beginning when the second rider was bucked off while warming up, but the rider was still able to remount and help deliver the mail. They faced the same problems as last year with the extensive fire damage along the trail that took out bridges as well as many miles of the trail. There was also a lot of snow left in the Sierras also. When the mail reached the Celio Ranch, there was a breakfast being served for everyone. The ranch also invites groups there so members are able to talk to them about the Pony Express and about the ride. The ride went well and came into Nevada about twenty minutes early. The future is still uncertain in regards to the fire damage in the Sierras. Hoping to have some of the damage fixed as soon as possible but it will take time. They had two new riders who came from southern California this year. They qualified their rides via video. They were able to ride multiple legs of the trail and both did great jobs. It was exciting to have new members come from 100's of miles away as most of their members live along the area of Sacramento and Lake Tahoe.

### Nevada - Sam DiMuzio

They received the mail about twenty minutes early from California. They had to deal with an abundance of water everywhere this year which was new for all of them. With a shortage of members, many of the riders rode multiple legs in multiple sections. The ride Captains had to step up to be Captains for multiple sections. Sam was a ride captain for the first three legs of the ride which is 90 miles and over 24 hours. The weather

was beautiful when they received the mail. Within 30 minutes storms moved in and it rained on them for pretty much the first two-thirds of section one to Carson City. In Carson City they somehow lost their police escort, but thankfully the riders had ridden that leg last year and knew how busy the highways were and were able to get through safely. When they got to the middle of section two, they found one of the roads was closed due to flooding. So, they had to make a route change at the last minute and take Hwy 50 to their exchange between sections 3 and 4. They got to Fallon about 2:00 – 3:00 in the morning. Section 4 was able to get back on the trail and it went smoothly and section 5 went fantastic. Section 6 encountered flooding also, so they had to detour back to Hwy 50. Section 7 was able to get back on the trail for a while, but then had to detour back to Hwy 50 again to the water and mud. Section 8's ride was great and even had some new riders. Section 9 is a 144-mile stretch. Some stretches they were short riders. They had 8 members from Washington state this year. Despite all the weather related issues throughout the state, Section 9 was still able to pass the mail off to Utah 2 to 3 hours early. One of their riders in the Dayton area was riding a Mustang and was actually being chased by a couple of wild stallions but was thankfully able to outrun them.

### Utah – Patsy Lange

They did receive the mail early, and everyone was saddled up and ready to go. They had a pretty good ride across the dessert, especially considering they didn't have to contend with fire damage like California did and flooding and mud like Nevada did. Outside of a couple of flat tires, which is normal, and a couple of people locking their keys in their trucks, and a few minor things, Utah had a great ride and they were able to see a beautiful sunrise. Due to new construction in the Valley, the roads are getting busier and there is more traffic to contend with than in the past which is always a challenge. Utah was able to hand the mail off to Wyoming about a half hour early.

### Wyoming - Les Bennington, Howard Schultz, Stephanie Goulart

The first group made great time and their ride went well. Howard's group got the mail about a half an hour early. Rain was forecasted for all day. About 20

miles out of Atlantic City, it started to downpour and the back roads we were pretty sloppy, but they were able to keep riding on them. They were still able to get to Atlantic City about half an hour ahead of time and handed the mail off to the next group. The group out of Atlantic City left in the pitch dark with no moon. One of the riders got lost, and that put them behind about 1 ½ hours. They were able to locate the rider with GPS and got back on track and arrived at Jefferson about an hour late. By the time they got to the visitor center in Casper, they were running about 2 hours late. They didn't have any major problems, but had some that just slowed them down, like around 2:00 – 3:00 in the morning, a rider came off their horse, and after making sure the horse and rider weren't badly injured, they went ahead and had another rider continue on and hand the mail off to the next group. The Douglas group was really short of riders and were not able to make up any time. This group handed the mail over to Stephanie's group about 2 hours late. Most of their ride was pretty uneventful except they did have a horse clip a post and go down, which delayed them a little more. They handed the mail off to Nebraska 3 hours late in the daylight.

### Nebraska – Cathy Stevens

Nebraska received the mail 3 hours late. The first part of the ride went pretty well. The second part they ran into light rain and a thunderstorm. They kept riding until they ran into a lot of lightening. They decided to hold up for a bit till the lightening passed. They then continued on and handed the mail off to the next group that rides from Bridgeport to Chappell. This group road through the night and was rained on the whole way. This group handed off to Colorado. Then Colorado handed it back off to Nebraska to Mary's group which rides into Tri-Trails Park. This was early in the morning and the media was there to cover the mochila exchange. This group carried on into Paxton and turned the mail over to the next group. This group had good weather to ride in and also a couple of new riders. They rode into North Platte and they turn it over to the next group. This group had a good ride and also had one new rider. They turned the mail over to the next group and the mail was still running behind schedule. The next group

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had three riders from Missouri join them this year. When they got to the 96

Station, south of Gothenburg, there were people waiting to see the rider coming in, even though it was around 11:00 PM and running about 2 hours behind. They met up with the Cozad group after that. That group rode from Overton to Fort Kearney under a new ride captain. They had a really good ride. When they got to Fort Kearney, Gene Hunt who is a great supporter, had breakfast for them and there was also media there to cover the reride. The next group ran into some construction. Some of the trucks were respectful and some flew on by. The next group carried the mail from the Oregon trail marker to Oak. There has always been media there and they were there again this year. This group also had some new riders. The next group rode from Oak to Hwy 53. Their group had a rider lose a hat and another rider's horse blew up and Cathy found out later on that one of their members had had a heart attack. Thankfully this member recovered without any heart damage. Friday evening the last group rode from Hwy 53 to Kansas. They started on the route, however due to rain and mud, they detoured to paved roads and handed the mail off to Kansas. The mail was still behind schedule.

#### **Colorado – Linda Dolezal**

On Wednesday night, they held a BBQ at the fairgrounds where the Julesburg Chamber was sponsoring an event. About 200 people were in attendance and this brought more attention to the Pony Express reride. They received the mail late from Nebraska but were able to make up about an hour during their 39 miles. Along the ride, they had the Julesburg editor from the newspaper filming each rider exchange. She then sent her material to National. Colorado had good media coverage between the editor and all the people stopped on highway to watch. They were short on riders this year but did have one rider ride 5 miles then later another 3 miles which helped. Overall, the ride went really well and they handed off to Nebraska about an hour early. Between the young riders and the old, they got the job done.

#### **Kansas – Lyle Ladner**

Kansas received the mail late. By the time they got to the Hollenberg Station,

the mail was about 3 ½ - 4 hours behind schedule. Even though the mail was that late, the staff and visitors there had waited and provided coffee and cookies to welcome them. After leaving Hollenberg and arriving in Marysville, the riders had picked up an hour. Again, in Marysville, the museum staff and visitors had waited and welcomed the riders along with the local newspaper. The next two groups had good rides. By the time the mail got to Seneca, it was running 2 hours late. While Seneca waited on the mail, they went ahead and had their downtown event and breakfast at the museum to save time. So, when the rider got to Seneca, they just exchanged the mochila and flew on through. The Seneca group made up another hour. They had a truck and trailer that dropped off multiple horses and riders at different exchange points, and then another truck and trailer followed behind and picked up the horses and riders that were done. By the time the riders exchanged with the group by the Casino, they were running an hour to an hour and 15 minutes behind schedule. The next group ran into a few hiccups with one rider having to stop and have another rider sub for them, another rider's horse lost its shoe, so they left along with another rider, leaving about 6 – 8 miles uncovered. This group had gotten up to about 20 minutes behind schedule when all this happened. They thankfully had a new rider who had brought 3 mustangs with her. This rider and her mustangs ran full blast and made up a lot of the time that was lost due to the previous mentioned problems and Kansas was able to hand off to Missouri's three riders about a half an hour late.

#### **Missouri – Quackgrass Sally**

Gary was happy because the mail wasn't super late like he thought it was going to be.

Les Bennington thanked the Kansas group for making up the time that they did and getting it to Missouri only about a half an hour late after Kansas received the mail hours late.

#### **National President - Pam Simmons**

This was quite an experience for her being the first year to follow the ride as President with her husband Danny. She thanked everyone for all of their efforts overcoming all the obstacles that were thrown at the different states and riding on regardless of what Mother Nature

threw out like all the mud, snow, fire, storms, etc. She thanked Les Bennington for being such an awesome tour guide. She was able to see all the different challenges that each state has to contend with. We really need to keep this tradition going. She thanked those that let them stay at their homes along the trail and those who let Danny ride. There were a couple things she needed to emphasize. All riders need to be in uniform. There is a reason for the uniform, there is history behind our uniform, and we are proud of our uniform and we expect our riders to be proud of our organization and that means our uniform too. About 90% of the riders push their horses and they are making up for the ones who have no urgency. Please talk to your members about picking up their pace. She also thanked everyone for another successful reride and for doing a great job.

Danny reported that he saw a lot of stuff along the trail and it was very impressive. He emphasized how important it is to always be in uniform and to try to do your best to stay on time, as you never know when a kid will be waiting to see a rider go by. Seeing all the people come out to watch and seeing all the riders enjoying what they do, it just makes you want to do it every year.

#### **Trails Advocacy Week – Pat Hearty**

They changed the format up and decided they didn't need to be there the whole time. They did the pre-meeting briefings by Zoom in January. In February, they went to DC for meetings with the Partnership for the National Trails System. They talked about how to improve communication among the Partnership, Agencies, and Organizations like ours. The amount of cooperation and communication among the Federal Agencies themselves is really impressive. They talked about funding. The Trails did quite well in 2022 but in fiscal 2023, Congress was facing the budget crisis so in 2023, there wasn't a whole lot being asked for as far as increases in budget line items. There is after all these years, a line item for Trails in the Bureau of Land Management's budget. The BLM talked about their Inventory Assessment Monitoring program which will be starting in Nevada, Utah, New Mexico, and Alaska. They are also starting a program called AIANTA (American Indian, Alaska Native, Native Hawaiian) program that will be piloted in Nevada. The idea behind

this is to promote tourism honoring the American Indians, Alaska Natives, and Native Hawaiians.

They meet each year with agency staff. This year they were grateful to see the top people in every category. The Bureau of Land Management Director Tracy Stone-Manning was in attendance at the BLM meeting, the Forest Service Chief Randy Moore attended the Forestry meeting, and Park Service Director Chuck Sams was in the Park Service meeting. There are some fun things happening on the trails. Two new National Historic Trails were authorized by the Congress this last year. The Chilkoot Trail in Alaska along an old gold mining route and the Butterfield Overland Trail that is just under 3300 miles long and runs from St. Louis to San Francisco. This trail recognizes the route that John Butterfield created as a communication and transportation link across the southern area.

There are bills being introduced to add segments to the Mormon Pioneer, California, and Oregon Trails. They are also wanting to make the Route 66 a National Historic Trail. He also talked to them about our volunteer efforts. The Gold Sheet represents the volunteer hours for all the Scenic and Historic Trails. Last year, the Pony Express Association donated over 60,000 volunteer hours which was estimated at a value of \$1.8 million. The 23 active organizations comprising PNTS, totaled over 700,000 volunteer hours, with an estimated value of \$21 million, plus \$22 million in private contributions.

It makes it easier to sell a new program when we can talk about the amount of effort that we put into it. Pat brought some Pony Express Trail patches for anyone who would be interested in having one or taking some back to their state. He also has some stickers to hand out too. Pat thanked us for letting him represent us. He was thanked for all he does for our organization.

#### **Other Trail Related Projects**

Tony Goulart – Some of the states had a film crew following them on the trail while filming a documentary about the Pony Express. There are two video clips out as of right now. One is a Pony Express documentary and the other one is a documentary on a small town

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called Hartville in Platte County which has quite a bit of Pony Express content in it. They are both very professionally done and look very nice. Pam thinks the release date is coming up pretty soon for the Pony Express documentary.

Stephanie Goulart – The National Historic site at Fort Laramie has a new director and they have reached out to her regarding performing mochila exchanges there again. Hopefully this will become a yearly event. It will be a great opportunity to bring more attention to the Pony Express and educate the public on the history.

Les Bennington – Howard's group participates in South Pass City Days when asked. The director at the South Pass State historic site said they have had several thousand people there this past

year.

Pam Simmons – Pam asked how many of the riders used the rider map. There is a link on the rider's page of the website that takes you to the rider's map. It loads faster and is quicker for the riders. If you used it and could provide Brian Deaton, NPS, with any feedback, it would be greatly appreciated.

Larry Carpenter – Where we are now, we are close to the original Pony

Express Trail. On the south side of us is the railroad and the railroad reached Folsom in February of 1856. In July of 1860, the Sacramento Valley Railroad carried the mail 22 miles between Sacramento and Folsom. At Folsom, the mail would be put on the horse to go east. After the first 3 rides, the trail was shut down due to Indian problems in Nevada. After 6 weeks, the Pony started again with a Calvary escort out of Nevada. A real

interesting fact that Larry found in an old newspaper was that in August of 1861, it had rained in California and the mail that came into Old Sacramento missed the regularly scheduled railcar. So, they put it on a pumper car and hand pumped it down the rail. Because of all the rain, the car went off the track. However, the article did not mention what happened to the mail. There is a live rail from Old

Sacramento to Folsom now. A few years ago, they actually carried mail on it again during an event.

Rich Tatman/California moved we adjourn the meeting.

Les Bennington/Wyoming seconded the motion.

Motion carried.

**Meeting adjourned at 2:23 P.M.**

# URGENT

E-mail your ride reports to:  
**[nationalponyexpress@gmail.com](mailto:nationalponyexpress@gmail.com)**





# National Pony Express Association Delegates Meeting, Sept. 9, 2023

## Called to Order

11:13 A.M. – National President, Pam Simmons

## Pledge of Allegiance

Pam Simmons

## Invocation

Pat Hearty

## Welcoming Remarks/Announcements

Pam thanked California for hosting the convention and for the nice BBQ and great entertainment we had last night in the park.

Rich Tatman welcomed everyone for coming and talked about the silent auction tonight.

Those who are going on the lady's excursion need to meet in the lobby at 9:30.

Les Bennington/Wyoming – Please fill out and return your expense forms to him or Lyle Ladner by the end of today.

Lyle Ladner/Kansas – There are 2 cards on the back table for everyone to sign. One is a Get Well card for Wade Miller/Kansas and the other is a Happy Birthday card for Larry Carpenter/California.

Pam Simmons announced that there are Pony Express brochures in the back of the room. Please take them back to your state to put in museums or take to events.

## Introduction of Past National Presidents

Les Bennington  
Pat Hearty  
Jim Swigart  
David Sanner  
Melva Sanner  
Lyle Ladner

## Current Officers

President - Pam Simmons/California  
Vice President/Insurance - Fred Leslie/Utah  
Vice President - Mary Cone/Nebraska - is attending by Zoom  
Vice President - Dan Pralle/Kansas - was unable to attend this year  
Treasurer - Lyle Ladner/Kansas  
Secretary - Amanda Svoboda/Kansas  
National Park System Project Manager - Dean Atkin/Utah – was unable to attend this year

## Introduction of State Presidents & Voting Delegates

California - Rich Tatman, Cindy Shields, Gordon Crowder  
Nevada - Sam DiMuzio, Gene Ockert, Tony Zamora  
Utah - Patsy Lange, Pat Hearty, Fred Leslie

Wyoming - Les Bennington, Howard Schultz, Stephanie Goulart, Tony Goulart  
Nebraska - Cathy Stevens  
Colorado - Linda Dolezal, Cheryl Nein  
Kansas - Lyle Ladner, Amanda Svoboda, Melva Sanner  
Missouri - Quackgrass Sally

## Introduction of National Park Service Representatives

Carole Wendler – Acting Superintendent  
Brian Deaton – GIS Coordinator  
Faith Welty – Outdoor Recreation Planner

## Remembrance of Deceased Members and Moment of Silence

Dr. G. Norman Christensen  
Robert F. Keiser  
Steven Dixon Notterman  
Thomas Lee Sherwood

## 2022 Trails Meeting Minutes

Corrections – There were no corrections to the 2022 minutes.

Rich Tatman/California moved to accept the minutes as written.

Gene Ockert/Nevada seconded the motion.

Motion carried.

## Treasurer's Reports – Lyle Ladner

Lyle pointed out that states need to remember that when they have a member pay for a life membership, those dues need to be sent National so they can be put into the lifetime membership CD. There have been some life membership dues that have not been sent to National.

The auditor's report does not match our budget because the audit runs from September 1st to August 31st. So, this report is reflecting travel expenses and insurance from last year and is not showing travel expenses and insurance from this year. At the bottom of the report, you can see how the accounts are broken out and where they are located at. Lyle is going to try to move some of the money out into a 7 month 4% CD to generate some income

for the group.

Sidney Flag Account – A total of \$3,247.96 has been spent only on flags this year, and the price of the flags are going up. The balance of the Flag Account at the bottom of the report, already reflects the \$5.00 increase per member to support the monument. The monument was constructed 12 years ago, and it was needing to be cleaned. Last week, a company was to have cleaned and rewaxed the monument and plaques. He has not received a final bill yet, but the estimate was for around \$950. There are also some issues with the lighting. The transformers on the fluorescent lights are timing out. An estimate to repair the lights is around \$858. Pam and Lyle told them to go ahead and get the lighting repaired. All of this should have the monument back up to visitor condition. This is the only national funded monument the Pony Express has.

Melva Sanner/Kansas moved to approve the Treasurer reports.

Rich Tatman/California seconded the motion.

Motion carried.

## Commemorative & Personal Letter Sales – Connie Ladner

Pam thanked Connie for all the work she does with the letters. Connie thanked Pam and all the media teams for this record year. She has worked with the letters for several years and this is the first time she has had to order more envelopes. Around May 20th she called the printer and ordered 200 more and out of the extra she ordered, she only had 2 left. The letter pad is pretty much self-explanatory. California had the most letters this year. There was a total of 957 commemorative letters and a total of 231 personal letters sold this year. The report is broken out by state. She will mail the payment checks to each state President after convention. The other report shows the income and expenses for the year. This year there were a lot of letters from people from the east coast as well as other areas. One lady called and told her she saw it on Pinterest.

Pam added that the letter numbers were amazing this year and social media has really helped that out too. It is also very important for the states to turn in their memberships on time so those members who order a letter will receive them.

Connie added that she had recently received a return to sender letter and realized it was from the 2022 ride.

Rich Tatman/California moved to ap-

prove the 2023 letter reports.

Melva Sanner/Kansas seconded the motion.

Motion carried.

## Quartermaster Account – Pam Simmons for Scott Wolf

Gene Ockert/Nevada moved to approve the 2023 Quartermaster Report.

Quackgrass Sally/Missouri seconded the motion.

Motion carried.

Cathy Stevens/Nebraska added that Scott does a great job getting the Bible's and backpatches sent out to everyone. He also has a small 2 x 3 oval patch that looks like our backpatches. Please contact him if you are interested.

## National Corresponding Secretary– Larry Carpenter

Larry thanked the organization for the opportunity to do the corresponding work. He puts out one press release for the ride. The contact numbers are down due to web coverage being so easily accessible. He sends out 300 press releases to the newspapers, radio stations, tv stations, and visitor centers that generate a lot of publicity for us. Larry strongly suggests that if you have a visitor's guide or publication in your area, you should put some information about the Pony Express in it. It really helps with publicity. He has copies of the newspaper if you want some just let him know. The copy of the press release is in the convention binder.

## Pony Express Gazette – Pam Simmons for Arleta Martin

Pam reported that Arleta has agreed to publish the Gazette again one more year. However, please keep in mind that she would like to train someone to take over for her next year.

## Partnership for the National Trails System Reports – Amanda Svoboda

For the Trail Highlights report, she submitted information about the Caldor fire in California and information about the annual ride. Brian Deaton sent her the information about the ride support they provide for her to include in the report.

She went over the Federal Funding Request report. The funds help us continue our programs, maintenance and upkeep of the trail, and signage of the trail.

The State of the Trails Report is where all the questions she asks comes in. This form breaks down the whole year of all the state's activities like projects and

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programming, outreach, partnerships and engagements, unforeseen events, and other activities.

The Gold Sheet lists the budget amount, private funding, the number of volunteer hours in the field and hours not in the field, and the number of volunteers.

#### **National Park Service Reports – Amanda Svoboda**

Volunteers in Parks Project Highlights she wrote about the annual re-ride, the national convention, and listed some of the activities and projects that went on during the year.

Volunteers in Parks Hours form she recorded the total number of volunteers, total hours, total mileage, and non-reimbursed expenses for the year.

She talked to us about how important it is to get her all the information from your state in a timely manner. She can only turn in what is turned into her. So, if your state does not report to her an event or project, she is not able to include it in her reporting. She thanked all of those who sent her information and pictures throughout the year.

She put in the back of the binders some sheets to help everyone turn in the information she needs to fill out the reports.

Pam added that the reporting has changed a lot since she was secretary and she thanked Amanda and the organization for getting everything turned in. Please keep the information coming to Amanda along with pictures if possible.

Carole Wendler also thanked everyone for getting the information reported and said the Pony Express does a good job in their reporting. She also passed along a thank you from Carol Clark. She pointed out there are two sets of reports. Some are for the Partnership for National Trails System which is a non-profit organization that the National Park Service is not a part of. They use the report information to lobby Congress for support for the trails. The National Park Service uses the information to get funding back which in turns gets funding to the trails. So, the hours you turn in turns into support for funding for your organization.

Larry said Pathways has now gone digital. He has some old copies of it if anyone is interested in seeing them on the back table. You do not need to subscribe to read it, you can just go online to read it now.

Patsy Lange asked what should we actually report for miles and hours for the reride when multiple people are in one vehicle. Carole Wendler answered that one person can claim the miles for the wear and tear and gas for the vehicle. Everyone in the vehicle can claim the hours for their time.

Ham operators' hours and miles are also wanted since they support us along the reride.

#### **Website Report – Pam Simmons for Mary Cone**

Pam thanked Mary for all of her hard work with the website and during the reride. Mary and Pam are requesting that one person from each state help watch the map during the reride. Mary cannot stay up 24 hours a day for 10 days watching it. This person really just needs to keep an eye on the map and make sure that the Pony is still pinging along the trail and if they see that it has stalled for 20 or 30 minutes or going a different path, let Mary and Brian Deaton know. Mary's reports are detailed year to year with descriptions. It's really exciting to see that are numbers are going up for page views and map views.

Brian says he starts worrying at about half an hour of no pinging. He said the numbers are really up and that's exciting. He was asked about the rider app and he will be presenting on the rider app during the National Park Service reporting. Pam used the app a lot during the reride to find the Pony and really liked using it as it was a big help to her to find the Pony.

Melva Sanner noted that it's really amazing how our social media presence is impacting people and getting the word out about the Pony Express.

Quackgrass Sally said it is just stunning all the work Mary and everyone has done.

Pam thanked the National Park Service for all their help and their support not only with the map but throughout the year.

#### **Facebook Report – Pam Simmons**

Pam said she posted less this year compared to last year. If a couple of people would like to help her out with Facebook, please let her know. Mary is good about forwarding her pictures and information. Pam is going to push membership more by each state on the Facebook page and drive people to our website with links. Please make your posts shareable and tag National when you post something about your state.

Melva Sanner said everyone needs to be in uniform when representing the Pony Express.

Pam agreed and said she will not post pictures where there are members not in uniform while riding, no matter how cool the picture is. Please stress this back at the state levels.

#### **2024 Budget – Pam Simmons**

We now have a 5-year cooperative agreement. We now have a 1-year task agreement. The 23-24 task agreement has been submitted. We did get a budget for 23 that is good until the end of this month. We have submitted the 23-24 budget. Thank you to Lyle for all of his help and answers and thank you to National Parks for all their help and answering all of her questions. She has learned a lot during all of this and we are back on track. She kept the line items the same due to last year's being a shorter time to use the budget. This will be a full year for the budget and after this year, she will work on what line items need to be adjusted.

If you have any education to forward to Lyle, please go ahead and submit it and it will be paid if there are funds left.

#### **Educational Miles and Hours – Lyle Ladner**

Lyle pointed out that the breakdown of educational activity is listed by state on his report. The report is dated August 13th and he does have some more educational information that he received after that that he still needs to go through. He sometimes receives information that is not educational like the reride. The reride is not considered educational as it is an event we all participate in. Educational would be going out and presenting to a specific group where you are talking to them about the Pony Express or taking a horse to a community event qualifies as educational. Rich Tatman commented that he thought that anytime you go out and talk about the Pony Express it's education. Lyle said when you physically go to their event, and talk specifically to that group it is educational. Setting up a booth and handing out information is more outreach. Les Bennington asked if we can put the educational form on the website and Lyle will make sure it is on the website if it is not already there. Carole Wendler added that a booth at a fair is definitely doing outreach but it is up to us to define education. Les added that parades do not qualify but if you

are talking to a group about the Pony Express, it is considered education. Sam DiMuzio asked why a parade would not be considered educational when you are representing the Pony Express in uniform, and the announcer reads the information she gives them about the Pony Express when they are recognized in the parade. Melva Sanner suggested we look at it as did somebody leave with more knowledge than when they came. Lyle told everyone to remember that the budget line item for education will go to zero pretty fast if you consider everything educational. So, think about how you want your educational money to be spent when turning in events.

Melva Sanner/Kansas moved to approve the report.

Rich Tatman/California seconded the motion

Motion carried.

#### **Insurance – Fred Leslie**

Fred reminded everyone that we have a great group that we are proud of. We need to always put our best foot forward and wear our uniforms with pride. If you are going to ride, you have to have pride in what you do. It is very important we make sure that the new riders are prepared for the reride. If the rider doesn't have a uniform, they should not be riding.

He also mentioned that there are three people in the organization that need our help and shouldn't be ignored: Amanda, Arleta, and Larry. If they are asking for information, they are needing it. They shouldn't have to ask us twice to provide it to them. We also need to remember that even though the reride is our main event, there are people behind the scenes that are carrying the riders. These three people report what we provide to them, so please provide the information and pictures they are asking for.

Insurance - Fred provided guidelines listed in his report to help us know if we to turn in an event to him or not. You need to let Fred know when there is an event with a horse. He does not need to know about the event if it does not include a horse being there. He needs the date, where the event is taking place, and what are you are going to be doing. He needs this information as soon as you know that you are going to be doing it. Last year there were 47 events reported to him.

Every member needs to sign the in-

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insurance waiver. Everyone who signs the waiver, agrees that they are not going to hold the Pony Express responsible for any accident that might happen and it also means that they will be covered by the policy if an accident does happen. For example, a horse slips and hits a car and dents it, this would be covered under the policy if the event was reported to Fred beforehand. Fred was asked what we should do if a member refuses to sign the insurance form. If a member refuses to sign the form, have them sign a piece of paper stating that they are refusing to sign the insurance form and that they know they will not be covered by the insurance. Then you witness it with your signature, date it, and keep it on file. If you have someone that even refuses to sign a piece of paper stating they are refusing the insurance, you can have a second witness sign with you that they refused to sign or you can tell them they cannot ride. Lyle asked about the dates of the waiver – is it good from October 1st to September 30th? Les asked why we have to sign a waiver every year when that isn't stated on the form. Fred has asked if we can sign one and have that be good throughout our membership, but the insurance company wants a new one signed yearly. Fred will check with them to see if the waiver is good January 1st to December 31st or our year and let us know.

(10 minute) break

#### **NPEA HAM Coordinator – Ron Norton**

They had a good time this year. There was an article published in the QST magazine about the Pony Express and Ham operators. He brought the magazine with him if you would like to look at it. They ran into a few problems as usual along with stuck vehicles in the mud and snow in the mountains. They had a new operator and a new club help out in the eastern part of Utah and they did a really great job. He would like more Hams on the border of Wyoming. The hams are the backup people to help us out with what we need but we have to let them know what we want. Some had to improvise because one repeater was snowbound and they had to put another one up on a different peak. The southwest Utah group did alright. Ham radios use different frequencies in different areas and for different purposes. The repeater is

just a computer that accepts the frequency or transmission from a hand held or something motorized in your vehicle. A handheld is nice since it works on 5 watts. The repeaters can send the signal out 60 miles or so. Frank Youst added that they are there to help and support us and get information out. Cell phones call one person at a time where with the radio, everyone on the line gets the same information at the same time. The hams love to help us out. The repeaters on the mountains usually stay up there year round. If anyone has any technical questions, he'd be glad to answer them after the meeting. Jerry is in Nevada and they had roughly 62 people helping out this year with 45 of them on the ground. They had a group from Las Vegas and two from Florida. They rigged up a trailer with all the antennas on it and they had to shovel snow to get to their site. They are going to fix a repeater for better coverage next year. They also now have a sort of email messaging service over the airwaves and that has tremendous coverage.

Pam thanked the HAM operators for all of their help.

#### **OLD BUSINESS**

##### **Caldor Fire Trail Restoration Project - Jim Swigart**

He contacted many groups after last year's meeting for help and support. He wrote a letter to the California Department of Corrections and they sent the request to a camp in Georgetown called Growlersburg Conservation Camp #33 where incarcerated crews help fight fires. He's worked with three different teams of twelve men so far. They provide their own equipment and the team works for \$235 a day. They are great to work with. If he has them scheduled to work and there is a fire somewhere, they of course have to reschedule. They are doing a really great job and the trail is looking better. He brought some pictures for us to look at and included a map to make it easier for us who don't know the area to see where they are exactly working at. El Dorado National Forest wanted to know if they could clear all the way to Strawberry. They said if we would, then they would clear the rest of the trail. Out of the 5 bridges that were burned, money has been applied for and the forest service will contract that work out. It will be 2 to 3 years before the bridges are completed. The riders can probably get around 3 bridges and they are hoping there is a possibility

of a temporary bridge being put in for another one depending on what the forest service says. There are a lot of logs that need removed for about a 100 – 150 yard section. So will have to figure out what to do about them. He is hoping the forest service will help with that. The weather will determine when they can finish.

Break for Lunch

Reconvene - 1:07 P.M.

#### **Strategic Plan – Jim Swagert**

We were asked by the Parks Services to initiate this. We know who we are and what we do but nobody else does. So, it was important to create our strategic plan. He encouraged all of us to go through it and become familiar with it. If each state president could take a look at it maybe even with other members of their state, we can maybe come up with some new ideas and make sure we are doing what is already listed. The Strategic plan is a 5-year plan. Next year, at the 2024 convention, the committee members will review it and make any necessary changes and then they will present it to the delegates to be voted on.

Jim added to his previous report before lunch that the National Park Service has been very gracious and has provided trail markers for the trail that is being repaired. They are a little different than what was up before the fire. They have a white diamond with a XP in the middle of it. Since this trail isn't a complete straight line, these markers will help riders or hikers know exactly where it is. As soon as we get the trail back open, we will then get the markers put up.

Pam asked if we could have a representative from the National Park Service attend the strategic planning meeting next year in St. Joe. National Parks stated that they would be able to attend. The committee is planning on meeting Thursday, September 5th, 1:00 P.M. Location still to be determined.

#### **Re-ride Hotline – Pam Simmons for David Kittle**

Pam passed along an apology from David for the technical glitches that were happening during the reride this year. He is planning on continuing with the hotline again next year, and having it working a lot better.

#### **Olympic Mochila – Lyle Ladner**

Lyle reported that the mochila is located in the Pony Express Museum in Marysville, KS. The museum is willing to

extend the time that it is displayed there unless another state would like to put it on display.

Rich Tatman/California moved to leave the mochila in Marysville another year.

Quackgrass Sally/Missouri seconded the motion.

Motion carried.

#### **New Business**

##### **National Park Service – Carole Wendler, Faith Welty, Brian Deaton**

**Carole** – She thanked us for having them at our convention. The National Park Service office administers to 10 national historic trails and there is a new one designated by Congress this year and that is the Butterfield Overland Trail. The other trails include Trail of Tears, Santa Fe, Old Spanish, El Camino Real de Tierra Adentro, El Camino Real de los Tejas, Oregon, California, Mormon Pioneer, and the Pony Express. One of the really cool things about the Pony Express is that we have a unique event every year with the reride. It is exciting for them to be here to learn about what we go through to put this event on. The reride offers us an incredible opportunity to engage with the public. The 10 National Historic Trails are about 28,000 miles across 24 states. They also administer the Route 66 Corridor Preservation Program. Due to the fact that the Park Service cannot cover all of these areas daily, they heavily rely on all of us to be their eyes and ears on the ground. If you see a visitor center that needs brochures or you see a sign missing or maybe a place where you feel a sign should be, please contact them and let them know. Their sole purpose is to provide technical and financial assistance to help protect, develop, and promote the national historic trails.

The National Park Service does provide financial assistance to our trail. Last year they provided us with \$64,350 in funding. This funding helps provide support for the reride, travel expenses, etc. We are ready to enter into another agreement for next year but they have to wait on Congress to pass a budget. They also have opportunities and abilities to sometimes provide financial assistance for other types of projects. There may be a way they could help provide some training for somebody to help provide support for us for our website and social media during the reride. They do have other ways to

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support us if they know what we need.

If you hear about a project that could impact land on a national historic trail, please reach out to them. They will respond and see what, if anything they can do. They do not stop projects, but if there is an opportunity for them to request a change, they will. For example, asking for a project to be moved over a mile farther from the trail. They can request a change, but that doesn't mean the project will grant the request. They can only look into this if it is on Federal land or has federal money. They cannot respond to projects on private, city, or county land. If you know of something happening on Forest Service land, Bureau of Land Management land, Fish and Wildlife land, or even a National Park, that's going to potentially impact a national trail, please let them know. They do not always know about these projects.

They also have an interpretive team and public outreach, and partnerships with others. They produce the brochures and they have the Pony Express National Historical trail website. If you don't know how to get ahold of them, scroll to the bottom of the page of their website and all their contact information if there. Different things come their way each year. For example, last year the Bureau of Land Management had a private contractor doing a series of five different films about the Pony Express. They worked with them to make sure the information was accurate. These are posted on their YouTube page. They also had two representatives, Em and Angelica, attend the reride this year in Old Sacramento and out to Folsom. Attending the reride gave them a whole new understanding of our organization and inspired new ideas on how to promote us. They also do a lot of GIS work and Brian will be talking about the reride map in a little bit. They really hope we are using it and if there is something we would like to have changed, contact Brian. He can let us know if it is possible or not. She noted we really have a lot of resources with the ham radio folks, and others. We have multiple ways to stay in touch with each other and communicate with the public during the reride.

She saw in our strategic plan that signing the trail is one of our priorities. They provide funding and provide support for marking the trails. We just need to let

them know where the signage is needed. Faith will be talking about this.

**Faith** – She is the Outdoor Recreation Planner, her background is in landscape architecture, and she is part of the Design and Development Team with Coreen Donnelly. They are based out of Santa Fe. A lot of what they do is site planning design, signing the national trails, and re-tracement trail development. They really want to be involved with partners like us on our different projects whether that be signing the trails or developing it. They also look for places that are already existing with opportunities to create those re-tracement trail opportunities and to develop the sites for the public to experience and visit. They really want the public visibility of the trail.

There are different kinds of products that they work on are, but the large initiative is to get the visibility of the trails with signage. There are two different kinds of signs that they provide. The road signs have many different assemblies and are larger for roads. Options include signs noting the route, a crossing, the site name, etc. For the most part, these signs are in align with the Federal Highway standards. However, like if working with I-80, the signs need to be larger due to the higher speed of the cars. The pedestrian signs are smaller and provide more information since the person is on foot and has time to read it. The signs are all made of sheet metal. They also provide carsonite stickers that can be put on carsonite posts that are easier to put up. There are a lot of different options with signage depending on what the need is or the visibility needed. They want to work with us as to what is needed on the trails, so please let them know what we would like to see for signage along the trail.

Some updates on signage include in California, signs were able to be put up to the end of the Pony Express trail. These signs were ordered as part of a California Transportation project. They were able to install these signs and created instant visibility for the Pony Express where thousands of people see these signs daily. They were able to partner with the Nevada Department of Transportation for a statewide signing initiative. This has been completed and includes about 78 signs and 3 national historic trails including the Pony Express. In St Joseph, to accompany the new signage they have in front of the Pony Express Museum, they installed a large National Pony Express logo on the

stone pillar in front of the museum to enhance the awareness of the National Pony Express Trail. They also produced adhesive stickers to put on sidewalks so pedestrians can see they are actually walking on the historic trail.

They do have a Partner Guidance Document that goes through the steps of how we can work together to create these different sign plans. You need to identify your plan area and its purpose, contact them and they will work with you to figure out what is the best way to create that visibility and to make sure this will not contribute to sign pollution. They will then draft the sign, review it, and then finalize it. Then they will need to obtain road jurisdiction approval. After jurisdiction approval, they will order and install the signs. They really rely on us in the field to know where to put signage up at. They do provide the funding for signs and there is a specific set of funds set aside for signage so they need our enthusiasm and ideas of how we would like to see the trail have more visibility.

**Brian** – He is the GIS Coordinator for the Resource Information Management Team. The team consists of Brian in Santa Fe, Chad Enis in Salt Lake City, and America's Conservation Experience Fellow Intern Cassidy Renninger also in Santa Fe. The annual Pony Express reride is a special event that highlights the Pony Express National Historic trail to so many people. Through the reride, members of the Pony Express get to experience the trail in person. However, thousands of people get to experience the event through the reride mapping application. Every year the National Trails office is proud to partner with us and support us with the interactive mapping of the reride. Working collaboratively with the association, and working with Mary Cone, the Stablemaster for our website, his team and himself work on the map every year to enhance the application. The mapping application displays the real time location of the Pony, along the trail, during the 10 day reride. You can access the public reride app through the NPEA website, by going to Annual Reride then select Follow the Ride. You will see the embedded mapping application. He encourages you to click on the words Click Here to view the map in full size in a new browser window. You can access the rider app by going Annual Reride then select Rider Information. You will see the link to click to pull up the rider app. You can also access the reride

map on the National Trails Pony Express website. Select Plan Your Visit and then go to Things to Do and select NPEA Annual Reride. You will see a static image of the map and you can click on it to open up in a new window. The important functions of the map are real time following of the reride, estimated time of arrival for public viewing and rider exchanges, rider safety monitoring and weather awareness. The rider app requires cellular coverage and that is where the hams become so invaluable to this event.

The success of this application depends upon the collaboration between the National Trails Mapping Team and the Association. Every year they need to know if the trail route is changing at all, the schedule and timeline, what stations we are going to be stopping at and their locations, etc. Every year they do programming changes, and testing and development. They test the spot device with the app and make necessary adjustments. There are always hiccups but they do their best to produce the best application for us. They are always troubleshooting during the event. Their mapping team does 24 hour monitoring of the 10 day event and makes sure the device is working like it should be. They are also in contact with the association for route changes due to weather and to make sure they aren't missing anything. An important fact to know is this is referred to as the reride app or rider app. It is actually not an app that you download on your phone. It is an application in a web browser.

The simplified version of how the device works is, the spot device gets the GPS coordinates from the GPS satellites. Then it sends those coordinates to satellites that then send them to a webpage that collects those locations. They grab those webpage coordinates and translate them into the reride rider locations. They extract from all of those locations what is the newest location and that is the current rider. From that it does the calculations for that current rider to determine the MPH from the exchange station. And then use that to determine what the ETA will be for the next exchange station. This is as the crow flies, not the exact miles, so this is an approximate time. All of this shows up on the application.

We had another successful year with the highest views we've ever had. There

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was a total of 42,410 views which is a 37% increase. The highest daily totals were 6,014 on June 8th and 6,198 on June 17th. It is truly amazing to get that many views.

This last year, based upon our feedback, they implemented a simpler map for the rider. This is a simplified app for the riders, with a faster load time, less map layers displayed, a weather layer, and it helps with the ETA of the Pony. This year during the reride, there were 1,992 views, and they are hoping more riders utilize this next year.

Please let them know if we have any ideas to improve the application. Some potential future improvements include putting the historic Pony Express stations directly on the public mapping application or putting a link for the stations so the public can learn more about them. Adding the scheduled time for the next station to the pop up, live camera feed of the re-ride, and Google analytics. If we have any other ideas let him, Mary Cone, or the Association know and they can see if it is possible or not.

They are always looking at ways for the public to learn more about the National Historic Trails. One of the ways is by the National Historic Trails Viewer. It displays the 10 National Historic Trails and the Route 36 that they administer. They just pushed out to the public a National Historic Trail Visitor Use Experience Web Mapping application. This allows the public to know where they can go and access a trail and learn more about a trail. They will be adding a link to their website for this in the near future. It is already public and you can Google it to find it, so the link will make it easier to access.

Rich Tatman asked Brian about the tracker not working sometimes this year. Could it possibly be because of the metal clasps holding it on the mochila? Brian answered that a piece of metal next to or near to the pinger isn't the best thing for it and could potentially interfere. Sometimes it has quirks on its own. Brian said not using metal would be best, but it does need to be secured so it doesn't fall off. If it can be secured without metal, that would be best.

Pam added that the battery changing does go pretty smoothly and the lithium batteries last about 24 hours. She thanked the National Park Service for all of their support and help they give to us.

### Honorary Membership – Fred Leslie

Fred read a nomination letter from Dean Atkin, Lyle Ladner, Melva Sanner, and Jim Swigart nominating Jack Davis as a National Honorary Member. The letter highlighted his dedication to the Pony Express Association and stated - He has lived the oath that he has taken year after year while re-enacting the Pony Express re-ride. And we quote: "And that in every respect, I will conduct myself honestly, be faithful to my duties, and so direct all my acts as to win the confidence of my associates." Jack served as the National Pony Express Treasurer under four Presidents, acted as coordinator with the National Parks Service to place signs marking the trail in all eight states, and participated in countless re-rides. He has followed the reride all the way across twice, and had performed countless other duties.

Melva Sanner/Kansas moved we accept the nomination.

Lyle Ladner/Kansas seconded the nomination.

Nomination was accepted.

### Ken Martin Service Award – Fred Leslie

Pam described the service award. A couple of years ago at the convention, there was an award that was voted on and agreed upon to be presented. It is the Ken Martin Service Award and it is presented to someone who has gone above and beyond when it comes to working for and serving this organization. This is another award where nominations are made, the committee that reviews it are the three Vice-Presidents.

Fred announced that the nominee is Arleta Martin. He then read a letter from Patrick Hearty, who made the nomination. The letter described how Arleta, her husband Ken, along with Malcolm McFarland, and Bill Arant, were instrumental in the passage of the legislation designating the Pony Express Historic Trail. Her contribution included testifying before Congressional committees in Washington D.C. In 1990, Arleta and Ken instigated the publication of the Pony Express Gazette. With only short breaks, she has continued as the editor to present time. She was part of a nine-member group of the NPEA Ambassadors who traveled to Czechoslovakia for the International Ride for Peace and Unity Among Nations. As plans were being made for the 2010, 150th Anniversary Celebration of the Pony Express, Ken fell ill. Arleta stepped up and

carried the plans forward. She negotiated arrangements for the Kick-Off event in Washington D.C., led an unsuccessful effort to get a commemorative postage stamp, and made all the lodging arrangements for the Documentary Team on the 2010 Sesquicentennial Re-Ride. She has given over 30 years of distinguished and dedicated contributions to the NPEA.

Rich Tatman/California moved we accept the nomination.

Melva Sanner/Kansas seconded the motion.

Nomination was accepted.

### 2024 Re-ride Schedule – Pam Simmons

Pam announced that the dates of the 2024 re-ride will be June 17th through June 27th. The Pony will travel from St. Joseph to Sacramento. There should be a lot of moon for most of the rides.

Rich Tatman/California moved to accept the 2024 reride schedule.

Quackgrass Sally/Missouri seconded the motion.

Motion carried.

Ron Norton commented that there may be a conflict with the Ham radio operators in Utah during the reride due to a prior commitment that they have.

### 2024 Re-ride pin, Vignette & Envelope

Next year's convention will be in St. Joseph, Missouri. The dates are September 6th and 7th. Connie Ladner will be working with Gary Chilcote on the envelope and vignette.

### Future Delegates Meetings

- 2024 Missouri
- 2025 Nevada

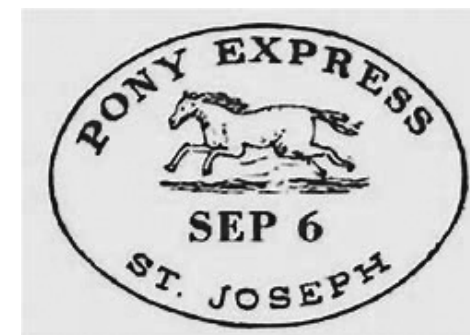
### Other Business

Quackgrass Sally – Her poem was published in the Gazette and was also entered in the Western Riders of America Literature of the West contest. Her poem earned second place. Not only did she receive an award, but the Gazette also received an award for publishing the poem. Pam will make sure Arleta receives her publication plaque.

Rich Tatman added that in February, Quackgrass Sally was elected into the Montana Cowgirl Hall of Fame.

Pam reminded everyone to sign the cards in the back of the room.

It was announced that Melba Leal, a member from California was with us this afternoon and she has a lot of Pony Express history she can share. If you have any questions regarding Pony Express history, please come talk to her after the



meeting. She would be glad to visit with you.

### Report of Nominating Committee – Lyle Ladner and Melva Sanner

Lyle is standing in for Dean Atkin. Lyle reminded us to turn in our expense form after the meeting. Next, he had Larry Carpenter come up front. It is his birthday tomorrow and Lyle presented him with a birthday card.

Melva and Lyle announced that the nominating committee has selected Pam Simmons as the nominee for the National President for next year.

Rich Tatman/California moved we accept Pam as President.

Everyone seconded the motion.

Motion carried.

### Presentation of Officers – Pam Simmons

1st Vice-President - Fred Leslie/Utah

2nd Vice-President – Mary Cone/Nebraska

3rd Vice-President - Dan Pralle/Kansas

Treasurer – Lyle Ladner/Kansas

Secretary - Amanda Svoboda/Kansas

Rich Tatman/California moved we accept the officer team.

Anthony Zamora/Nevada seconded the motion.

Motion carried.

### Announcements/Adjournment

Rich announced the auction starts at 5:45 for preview and closes at 8:00. The dinner will be at 6:00 in the Trellis area. The auction and dinner are in the same location.

Pam thanked everyone for all their hard work and help through out the year. She also thanked California for hosting the convention.

Everyone needs to meet on the front steps for a group picture.

Anthony Zamora/Nevada moved to adjourn the meeting.

Rich Tatman/California seconded the motion.

Motion carried and meeting adjourned at 2:26.



XP Pony Rider

They swung the barn door open  
to the glory of the day  
and out jumped Billy Richardson  
atop his dark black bay.  
The St. Joe crowd was watching  
as he galloped 2nd street,  
even ladies in their tea room  
heard the pounding of hooved feet.  
Carrying 49 sealed letters  
and some papers from the East  
all headed out for Califor'n  
via his four-legged beast.  
One-hundred-ninety Stations  
along the lengthy route,  
some for switching riders  
and some for changing mounts.  
Russell paid \$200 each  
for mares with standard girths,  
at 1860's prices  
it was 4 times normal worth.  
With XP branded on them  
they gallop with the post,  
cross the mountains and the deserts,  
met the sunrise on the coast.  
Then back round to Missouri  
the "mochila" stuffed with mail,  
or' the Great Sierra mountains  
fighting winters biting gale.  
Each Rider took a solemn oath  
of honesty and trust,  
gentlemanly conduct,  
plus no cussin' was a must.  
For fifty-dollars monthly pay  
room and board and keep,  
a Bible with his name inscribed  
to read before he'd sleep.  
The trip took Riders 10 long days  
non-stop, a slappin' leather,  
beating Overlands' fastest time  
by half, deliverin' letters.  
Each man was tough like iron  
And as crafty as a cat  
Could ride a horse like lightning  
And never loose his hat.  
Just one Pony Rider died  
We never knew just where,  
But mail was still delivered  
'cause the Pony got it there.  
One station tender had to shoot  
at some bandits stealing stock  
and later became famous  
as Marshal Wild Bill Hickok.  
But most the Pony Riders names  
have drifted off in history  
and where they went and what they did  
will likely stay a mystery.  
And now most of the Station stops,  
St. Joe to mountain streams,  
have tumbled into quiet rest,  
a part of histories dreams.

– Quackgrass Sally

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

2024 Annual Re-Ride  
of the Pony Express



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

Mail will be carried by horseback by over 700 riders from Missouri, through Kansas, Nebraska, Colorado, Wyoming, Utah, Nevada, and into California. The letters will depart St. Joseph, Missouri on Monday, June 17th, at 3:00p.m. CDT and will arrive in Sacramento, California on Thursday, June 27th, at 4:30p.m. PDT. Envelopes then receive a special postmark and are delivered by USPS. A special historical vignette this year will commemorate Missouri.

Visit [www.nationalponyexpress.org](http://www.nationalponyexpress.org) for additional information and to follow the ride progress map.

SEND ORDERS and one check or money order to cover purchase to:  
National Pony Express Assoc.  
2458 Navajo Rd,  
Frankfort, KS 66427

For questions regarding orders - Phone (785) 799-5236

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COMMEMORATIVE LETTERS (described above) - \$5.00 EACH - **Order by May 15**

PURCHASER \_\_\_\_\_ PHONE \_\_\_\_\_

RECIPIENT'S NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

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

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

\*\*\*\*\*

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

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

PURCHASER \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

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