

# THUNDER AND DUST!



THUNDER AND DUST! Wow. Brings to mind powerful images of action and drama. And so it will be, a full-length western movie set in central Nevada and California in the days of the Pony Express, focusing on the events during the initial days of the Pyramid Lake War. The background theme of the movie will tell how the Pony, through American determination, service above self, and ingenuity, overcame all obstacles to provide critical communication and bind together a nation on the brink of civil war. These are the qualities that make America what she is today, a fact of which we need to be reminded.

Inside that broader vista will be told the story of the friendship between iconic Express rider “Pony Bob” Haslam and young Billy Tate, and how that friendship helped Billy through a journey of healing and forgiveness, finally escaping the shadows of a

dark and vengeful past. Haslam and Tate’s journey intertwines with that of We Tuh (Way-Tuh-a), a Paiute warrior thrust into a larger world, as he desperately seeks out his missing family members. Though they are three individuals separated by vast differences, Haslam, Tate and We Tuh share a deep commonality in that they all seek redemption and purpose as they bravely face the near insurmountable challenges on their journeys.

Executive Producer Brian McLaughlin is committed to an accurate portrayal of life in the west in the mid-eighteen hundreds, and an honest representation of the characters in the story. He describes a “character-driven drama with high action and sweeping scope.” To a life-long love of western history and western movies, he has added years of research into the Pony Express and its times. He has characterized the Pony Express as a “true flashpoint in American history.” For the film, he has assembled a crew including award winning Director Charles Moore (Madtown), who is co-writing the final

draft of the screenplay with McLaughlin, as well as award winning cinematographer John Turk and life-long friend and co-producer Craig Smith of OSV Studios in Ohio. Plans for the cast include seeking out veteran western actors and at least one well-known name as the lead.

NPEA leaders and members were introduced to Brian at the National Convention last September, in Torrington, WY. He talked enthusiastically about the film, and showed some preliminary video footage. He is very committed to historic accuracy, and has been in frequent communication with NPEA members, eagerly soliciting our input and feedback. As the project nears completion, he intends to have the film reviewed by Pony Express folks, as well as his investors and officials of the Paiute Indian Tribe. As he visits your state to film snippets for inclusion in the movie intro, you’ll want to get to know him and help in any way possible. We can’t wait to see the true Pony Express on the Big Screen.

Submitted by Pat Hearty, Utah

I, \_\_\_\_\_ do hereby swear, before the great and living God, that during my engagement as a member of the National Pony Express Association Re-Ride, I will under no circumstances use profane language, that I will drink no intoxicating liquors, that I will not quarrel or fight with any other member of the Association, and that in every respect, I will conduct myself honestly, be faithful to my duties and so direct all my acts as to win the confidence of my associates. So help me God.

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<b>Colorado:</b> Linda Dolezal Julesburg, CO 970-474-2294	<b>California:</b> Carolyn Gilmore El Dorado, CA 530-409-8676

# 2019 Re-Ride Schedule

<b>Monday, June 10</b> St. Joseph, MO Missouri/Kansas Line (Elwood, KS)	3:00 PM CDT 3:30 PM CDT
<b>Tuesday, June 11</b> Kansas/Nebraska Line (Tri County Marker)	12:30 PM CDT ————— Time Zone Change CDT > MDT —————
<b>Thursday, June 13</b> Nebraska/Colorado Line (South of Big Springs, NE)	3:30 CDT/2:30 AM MDT 6:00 AM MDT
Colorado/Nebraska Line (Chappell, NE) Nebraska/Wyoming Line (Lyman, NE)	6:00 PM MDT
<b>Sunday, June 16</b> Wyoming/Utah Line Salt Lake City, Utah	2:00 AM MDT 10:30 AM MDT ————— Time Zone Change MDT > PDT —————
<b>Monday, June 17</b> Utah/Nevada Line (Ibapah, UT)	6:30 AM MDT/5:30 AM PDT
<b>Wednesday, June 19</b> Nevada/California Line (South Lake Tahoe, NV)	5:30 PM PDT
<b>Thursday, June 20</b> Arrive Old Sacramento	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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# Czech-Australia-USA Pony Express: The Final Chapter

**H**ave you been following the travels of those globe-trotting Express Riders, Jim Swigart and Pat Hearty and their intrepid spouses, Ginger and Linda? You'll be excited to know that they completed the final chapter of their 2-year 3-continent adventure.

You will recall that the 3-pronged event, planned by Czech promoter Jindrich Bilek, started in the Czech Republic in May of 2017, with some adventures, including spilled blood and knighthood, that only Jim can adequately describe. Round two was in California in June of 2017, at the culmination of the NPEA Re-ride in Old Sacramento. Chapter 3 took us "down under" to Australia in April of 2018. An incredibly good time, but a horse-less Pony Express. We were not able to gain access to a single horse for any kind of symbolic Pony Express ride. Dang!

But Jindra was determined to carry his message as best we could. He spoke about Tomas Masaryk and the founding of the nation of Czechoslovakia in 1918 at a gathering at the Czech Embassy in Canberra, and before four other groups of people from Sydney to Adelaide. At each



event, Jim and Pat wore their red shirts and vests with logo, and talked about our Pony Express history and NPEA today. We also did an interview for Australian radio station SBS (Seven Billion Stories). It is Jindra's hope, and ours, that some spark might have been ignited, and someone down there will start a commemorative horseback mail similar to our re-ride and the ride which spiders all over Western Europe. Who knows?

In between all the talking, we visited Sydney, Canberra, Jindabyne and the Snowy Mountains, Melbourne, and Adelaide. Wonderful country, wonderful people. Linda got to pet a koala, and Ginger fed kangaroos right from her hand. Long

miles, close quarters, and less-than-impressive lodging at times, but what an experience, with the Pony Express linking three continents. Unforgettable and then some.

But speaking of the Pony Express activity in Western Europe, an event which started out with humble beginnings has caught fire across the Continent. You may recall that, in 1985, a freedom-loving group of western enthusiasts in Czechoslovakia decided to emulate the American Pony Express. They marked off a "trail" of about 250 km through the middle of their country, and relayed a mail pouch much as we do in the western U.S. They kind of flew under the radar of the Communist Czechoslovak government. In 1990, about six months after the fall of the Communist government, then-NPEA President Ken Martin helped to organize an international exchange. Czechoslovak riders in our NPEA Re-ride, and American riders in the Czechoslovak counterpart.

The Europeans love our western history, and many more jumped eagerly onto the bandwagon which our Czech friends started rolling. Today, their European Re-ride starts in our favorite little Czech

town of Stribrna Lhota (Mnisek pod Brdy) and branches in three directions. One group rides south to Studanky on the Czech/Austrian border. A second heads east, branching again at the eastern Czech city of Suchdol nad Odrou, where one arm reaches north to the Polish city of Lubon, the other crosses into Slovakia where the trail forks again at Zilina. From there, one group rides to Bratislava, the other to Sena on the Slovak/ Hungarian border.

Remember the third group leaving Stribrna Lhota? Their route takes them up through the northern part of Germany, almost to Berlin, and west to Zwolle in The Netherlands. Five nations and several hundred miles, and an unbelievable tribute to NPEA and to the Pony riders of 1860 and '61. Wonder if they had any idea that the hoofbeats of their horses would echo more than a century and a half later, and half way around the world. We hope they smile upon our efforts to Keep the Spirit Alive.

Submitted by Pat Hearty, Utah

## Historic trail could connect downtown museums to riverfront

**I**n the mid-1800s thousands of travelers used St. Joseph as a jumping-off point for the Oregon-California trail, and later it was the eastern terminus of the famed Pony Express. Thanks to a new proposal from the National Parks Service, people could soon see some of those historic landmarks brought to the forefront.

The federal agency is partnering with the Oregon-California Trails Association and the Pony Express Museum to propose a seven mile trail to connect the Patee House to the riverfront. Due to the partial government shutdown, the National Parks Service has been unable to edit the project for several weeks and ultimately unable to present the trail project to the public.

During January, the Pony Express Museum hosted Travis Boley, manager of the

Oregon-California Trails Association, to present the federal agency's proposal for a new tourist trail.

"This is really utilizing the existing infrastructure, the city sidewalks and streets that already exist; it's just signing them in a way that lets visitors to the community know where things were," Boley said.

The walking trail would include street makers, historic sculptures and an interactive smartphone app for visitors to explore the city's history at their own pace.

Cindy Daffron, executive director of the Pony Express Museum, said the new trails system would bring people outdoors to explore the city.

"I think people want to do what is real and actual versus I read it in a book. I want to go to that city. I want to walk the same pathway. I want to experience

that," Daffron said.

The overall cost of the project could range from \$10,000 to several million dollars based on what the city chooses to do with the parks recommendations.

"Ultimately this is really going to be more of a city driven project, county driven project, citizen driven project," Boley said. "Although the National Parks Service is the administrator for the trail, they don't really manage the trail."

Daffron said if the city chooses to finance the project, or even a small portion of the project, it could help stimulate heritage tourism in the area.

"That will kind of open and broaden our doors for being a destination for everybody in the city. People like to come and visit, but they like to eat and enjoy things we have here in St. Joe," Daffron

said. "I think it's a great way for the city to interact with the community and all the attractions and all the things that are in the city, because it's going to be a benefit for everyone."

Boley said the National Parks Service will be editing the proposal and presenting it to city officials in the coming weeks.

The Gateway Chapter of the Oregon-California Trails Association will launch a new website featuring an interactive map of the trail system, and digitized diary entries from people who were traveling through St. Joseph.

(Editor's note: This was one of the items John Cannella from the National Park Service spoke about at our Annual Board of Directors meeting.)

# Northeastern Nevada Museum in Elko

What's the purpose of the cabin out front? Where did it come from? So the Pony Express came through Elko?

My name is D'ette Mawson, and I am the education coordinator at the Northeastern Nevada Museum in Elko, Nevada. These are all questions that I and our staff hear on a near daily basis. The short answers are that the cabin was a stop on the Pony Express in Ruby Valley, Nevada, and no, the Pony Express did not come directly through Elko. The long answer is a little more fun, however.

As education coordinator, I have taken on the responsibility of educating those who visit our museum, on a variety of subjects. These visitors come to us for diverse reasons, from a regular tourist visit to a school field trip. School field trips are the easiest way to educate. In January, I introduced a program I wrote to share with visiting schools about the Pony Express. The Pony Express Cabin that sits in front of our museum was donated to the Northeastern Nevada Historical

Society in 1960. The logs were collected, and numbered, from its original location in Ruby Valley, then reconstructed on the museum property. Over the years, it has been moved and shifted due to different museum expansions. Most recently, it was rededicated in July of 2016. The Northeastern Nevada Museum is in the unique position to share the story of this brief but important moment in American History.

The field trip program discusses the beginnings of the Pony, from the inspiration given to Russell, Majors, and Waddell, to the very first ride out of St. Joseph, Missouri. Then, because we are in Nevada, we talk about Pony Bob Haslam and the longest ride. We finish the discussion with the Pony Express Association, highlighting the story of a teenage girl as she participates in the annual re-ride. My goal in ending with her story is to inspire the children I am teaching to participate, and to become involved in their communities. I want them to know they can be a part of history. Thank you for your part in keeping our history alive.



## MEMBER PROFILE

### Les Bennington

Les Bennington of Glenrock, Wyoming has been an active member of the National Pony Express Association for 39 years. Les' first ride was in 1980. This was the NPEA re-ride to go the entire route from St. Joe to Sacramento, which got pretty interesting at times I'm sure.

Wyoming didn't have a President at this time. The association was not as organized like it is today. Les also participated in the 1996 Olympic Torch Ride, which just keeping the torch lit, was a big problem.

Les was one to always raise his hand to be a leader when nobody wanted to do it. He was Wyoming President in 1998-2007. National President 2007-2010 and then Wyoming President again in 2010 to the

present day, plus being a ride captain.

In April of 2010 Les was part of a delegation for a presentation in Washington, D.C. at the Postal Museum.

Les' two sons, Buck and Jeremy, have been doing the re-ride every year from when they were old enough to do it. The biggest change Les has seen over the years is the use of cell phones. I asked Les what keeps members riding year after year? He said the "reliving the historical ride and the pure challenge of it."

I know that Les can be very proud that he has had a big hand in seeing that the mail must go through.

Submitted by Rick Bretton – Glenrock Wyo.

Ride Captain

Note: Rick has rode with Les for 20 plus years in Wyoming.



# WANTED



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

Please contact us at:  
[nationalponyexpress@gmail.com](mailto:nationalponyexpress@gmail.com)

# URGENT

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

# Memories of my great-great-grandfather, William Page

## Fourth generation "rider" to ride in the 2019

I have no recollection of the first time I heard about the Pony Express. Growing up in the west, the images seem to have always been in my head of fearless men delivering mail on horseback. Those images became more real when visiting the Pony Express monuments, markers and statues along the places we camped, hunted and hiked. It's no wonder that once I had a horse of my own I was drawn towards exploring sections of the trail. Camping sometimes for days at a time, I would head out on my favorite horse, "Lightning," while my dad slept in. Much of the trail in Utah is as isolated as it was in 1860. My favorite places were the Faust Road, Simpson Springs, and the top of Lookout pass. Once we spent a week camped in the Deep Creek mountains. I rode in Echo Canyon and found the original trail crossing from Wyoming to Utah. No matter how isolated I was, I never felt alone on the trail. A horse is good company but I always thought it was the past... All that history, all the riders and the spirit of all the horses. I felt like part of the team, but there was something I didn't know.

My family had been divided over religion, so I hardly knew my grandparents as an adult. I decided late in my 30's to cross that line and just drop in. It went well and soon I was having lunch with them every two weeks. Out of nowhere one day I asked them if they had any pictures of my family's horses or family members on horseback. Grandma returned from the bedroom chuckling, holding a stunning photo of grandpa on a tall horse. Then he also laughed. "Whats so funny?" Grandma explains that she had been quite the cow-girl, for real! Although she spent many long days herding cows by herself, there were no photographs of her! Grandpa said

he hated horses, but he had to ride this horse down State Street as an "honorary" member. He said, "I got on and they chased the horse down the street." "An honorary member of what?" I asked. Grandpa said he had to do it because his father was an original rider of the Pony Express. My great-great-grandfather, William Page, was a rider of the Pony Express and I didn't know it!

The picture of grandpa on a horse was taken when he was only 20 years old. grandma could tell how much the photo meant to me, so she said I should meet her aunt who was still alive in Grantsville, Utah. She thought she might have some more pictures. My knock on Aunt Mary's door was met with a warm reception. It took a while for me to explain how we are related- as I am the great grandson of her husband's older brother. She started making lunch. Then picture after picture of babies, weddings, Christmas, and dozens of distant relatives. No horses. I dropped in again about a month later. It was an exact replay of the first visit. Exact! Same invitation, same stories, same lunch, same drink. Really really special but no horse pictures. And again and again. Then on one visit Aunt Mary says she had a cousin still alive who would have more pictures.

Cousin Joyce was younger than Aunt Mary; she was only 83. I made an appointment on the phone to drop in. Upstairs on the counter the first thing I see are albums of men and women on horseback. Before I could look at those she wanted me to look at a copy of a Grantville newspaper from 1960. It was a article about the 100 year anniversary of the Pony Express. It told about my great uncle Bill who rode in 1923.

### In Summary

My great-great-grandfather was a original Pony Express rider 1860-1861.

My great uncle Bill Callister rode in the 1923 Pony Express race.

My grandfather rode in the 75th diamond celebration in 1935. I will be sworn in to officially ride in June of 2019.

My grandson may ride alongside me but he feels the same way about horses as Grandpa Colbert.... We'll see.

Submitted by Steve Huffman



William Page Pony Express Rider 1860-61

### William Page

**Born:** Aug 4, 1838 in England

**Died:** May 28, 1893 in Utah

**Buried:** Bountiful Memorial Park, Bountiful, Utah



Bill Callister - 1923



# Thomas Bedford, first rider to carry mail into Oakland, Ca.

Born: March 7, 1826,  
in Breckinridge County, Kentucky  
Died: September 26, 1906,  
Los Angeles, California

**T**homas Jefferson Bedford's father was John Bedford; his mother was Elizabeth Howard Bedford. He was the second of four brothers: William Howard, Alexander Marshall, and John Coleman. He had two sisters Martha Page and Lucy Ann Bedford.

In 1830 the Bedfords moved to Mead County, Kentucky, about eight miles from Brandenburg. After the death of their parents, the Bedford children went to live with their aunt Elizabeth Bedford Russell and her husband Henry Russell in the old Bedford homestead near Bloomfield, Nelson County, Kentucky.

In 1848, Thomas Bedford went into Iowa from St. Joseph to establish a small trading post at a site in or near the present limits of Bedford, Iowa. In his

store, Thomas handled mail for the early settlers who were his customers and for the few traders and travelers who came his way. Although Thomas was not a regularly appointed postmaster, for a time he handled the mail addressed in care of "Bedford's Trading Post." This he did as an accommodation for his patrons long before the first U.S. post office was established. "Bedford's Store and Trading Post" became shortened to just "Bedford."

In October 1849 Thomas went to the gold region of California where he went into business with Nathan Able, a blacksmith, in Sacramento. In 1850 he returned from California and bought a store in St. Joseph, Missouri, which he sold in a couple of weeks for an increase of \$2,500. He married Martha A. Stewart, July 8, 1851, in residence of William H. Bedford, St. Joseph, Missouri. With his brother, William H. Bedford, and their families, Thomas left St. Joseph the second week in May 1852 on the wagon train of Elias H.

Perry again bound for California.

He purchased a farm on the outskirts of Benicia, California, in the early 1850s. After selling the farm in 1858, he went into the livery and feed business in Benicia. He evidently sold his interest in this business because in the census of 1860 his occupation was listed as "livery stable keeper."

On April 23, 1861, Thomas Bedford was the first rider to carry the Pony Express mail overland from Benicia to Oakland.

In May 1861 moved with family to Carson City, Nevada Territory. In 1862, with Mark L. McDonald, built a toll road between Eagle Valley and Virginia City. In 1862 listed as a resident of Carson City, Nevada Territory, as a teamster on A.D. Treadway's Ranch located on north side of Carson City. In 1863 Bedford & Levy, wholesale wines & liquors, listed on King near Carson, Carson City. On November 2, 1863, dissolved Co-partnership of Bedford & Levy. In 1864, as a cattleman living in Austin, paid taxes on slaughtered livestock. October 1865 found Thomas acting as Special Deputy to Sheriff of Carson City. In May 1866 he was thinking of running for sheriff in Carson City in the fall, however, the election returns for Ormsby County reported in the Territorial Enterprise, November 9, 1866, did not list Thomas Bedford. On February 11, 1868, a warrant in bankruptcy issued against the estate of Thomas J. Bedford.

In 1869 (age 43) he listed his occupation as Trader, living in Temescal Township, San Bernardino County, California. In February 1869, Thomas purchased, with William G. Wayman, the Butterfield Stage Station and its 160 acres near Temescal, California, from W.W. Rubottom for \$3,500. In March 1869, Wayman sold his half of the Butterfield Stage property to Thomas Bedford for \$1,750. In Census of 1870 (age 44) Thomas listed his occupation as Farmer living in San Salvador Township, San Bernardino County. San Bernardino Guardian reported a number times in 1871 Thomas Bedford's activity in County politics.

In August 1873, Thomas transferred his



voter registration from San Bernardino County to Los Angeles County. Over the following years he listed his occupation variously as Stock Raiser, Cattle Dealer, Officer, City Jailer, Detective, and finally as retired in 1890.

In May 1896 (age 70), Thomas was admitted to Los Angeles County Hospital and Farm for "old age." He listed his occupation as Stockman. In March 1903, (age 80) he was admitted to Los Angeles County Farm for treatment of asthma. Thomas died September 26, 1906, (age 80) in Los Angeles County Hospital. Cause of death: Endocarditis. He is buried in Rosedale Cemetery, 1831 Washington, Los Angeles, California.

Photo provided by Mark Jones a great-great- great nephew of Thomas Bedford who writes, "The photo is in a leather bound photo album that we have that used to belong to T.J. Bedford's nephew John Thomas Bedford. Thank you for your work on the pony express and particularly the work on my great great-great uncle Tom, he was quite an interesting man."

by Tom Crews, California

## Confederate spy and socialite, Rose O'Neal Greenhow

**R**ose was a renowned Confederate spy during the American Civil War. A socialite in Washington, D.C. during the period before the war, she moved in important political circles and cultivated friendships with presidents, generals, senators, and high-ranking military officers including John C. Calhoun and James Buchanan.

She used her connections to pass along key military information to the Confederacy at the start of the war. In early 1861, she was given control of a pro-Southern spy network in Washington, D.C.

Her life story is a very interesting read.

The following are envelopes addressed to her sent via the Pony Express.

Submitted by Arleta Martin

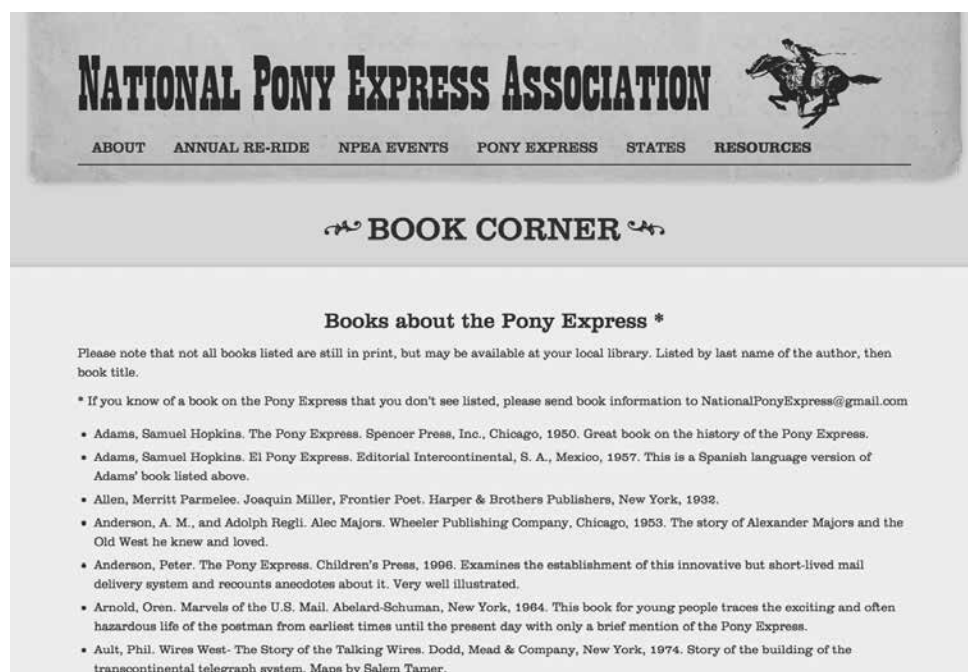


## We have added several new links to our website

One is the Book Corner which lists great resource material for anyone wanting to research or learn more about the Pony Express.

[nationalponyexpress.org/news/book-corner/](http://nationalponyexpress.org/news/book-corner/)

Another link is on Celebrations that were held commemorating the Pony Express.  
[nationalponyexpress.org/historic-pony-express-trail/celebrations/](http://nationalponyexpress.org/historic-pony-express-trail/celebrations/)



**NATIONAL PONY EXPRESS ASSOCIATION**

ABOUT ANNUAL RE-RIDE NPEA EVENTS PONY EXPRESS STATES RESOURCES

**BOOK CORNER**

**Books about the Pony Express \***

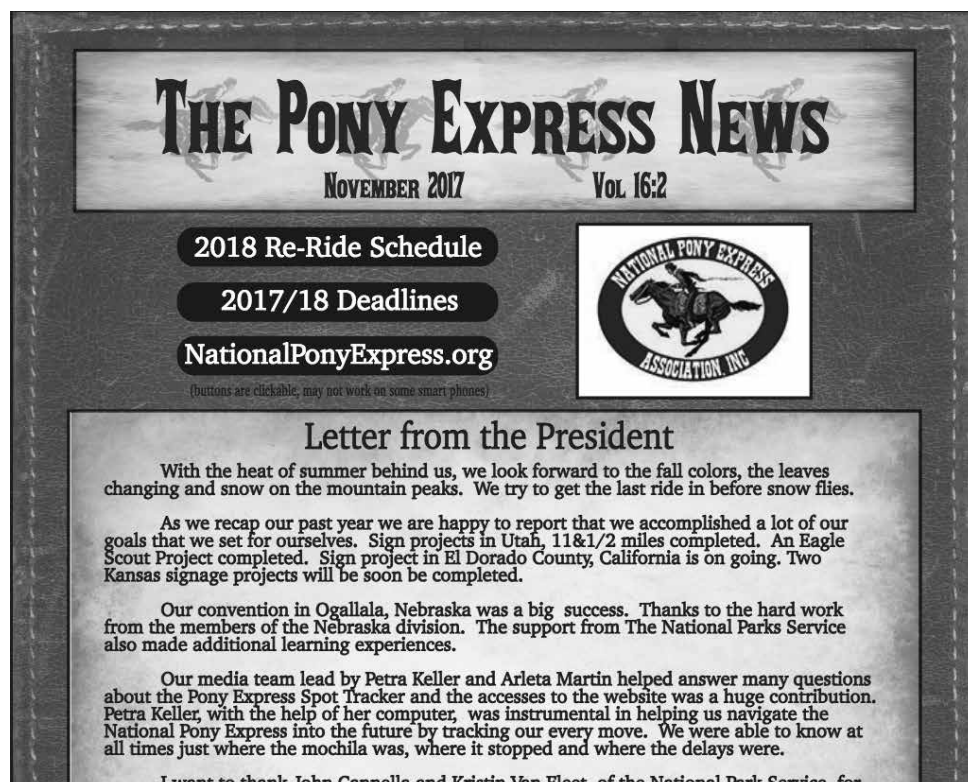
Please note that not all books listed are still in print, but may be available at your local library. Listed by last name of the author, then book title.

\* If you know of a book on the Pony Express that you don't see listed, please send book information to [NationalPonyExpress@gmail.com](mailto:NationalPonyExpress@gmail.com)

- Adams, Samuel Hopkins. The Pony Express. Spencer Press, Inc., Chicago, 1950. Great book on the history of the Pony Express.
- Adams, Samuel Hopkins. El Pony Express. Editorial Intercontinental, S. A., Mexico, 1957. This is a Spanish language version of Adams' book listed above.
- Allen, Merritt Parmelee. Joaquin Miller, Frontier Poet. Harper & Brothers Publishers, New York, 1932.
- Anderson, A. M., and Adolph Regli. Alec Majors. Wheeler Publishing Company, Chicago, 1953. The story of Alexander Majors and the Old West he knew and loved.
- Anderson, Peter. The Pony Express. Children's Press, 1996. Examines the establishment of this innovative but short-lived mail delivery system and recounts anecdotes about it. Very well illustrated.
- Arnold, Oren. Marvels of the U.S. Mail. Abelard-Schuman, New York, 1964. This book for young people traces the exciting and often hazardous life of the postman from earliest times until the present day with only a brief mention of the Pony Express.
- Ault, Phil. Wires West- The Story of the Talking Wires. Dodd, Mead & Company, New York, 1974. Story of the building of the transcontinental telegraph system. Maps by Salem Tamer.

Did you know that the Pony Express Newsletter is now available online?

[nationalponyexpress.org/news/the-pony-express-news/](http://nationalponyexpress.org/news/the-pony-express-news/)



**THE PONY EXPRESS NEWS**

NOVEMBER 2017 Vol. 16:2

**2018 Re-Ride Schedule**

**2017/18 Deadlines**

**NationalPonyExpress.org**

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

**Letter from the President**

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

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

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

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

I want to thank John Cannella and Kristin Van Fleet, of the National Park Service for

## 25 Years Together on the Pony Express Trail

In 2013, I wrote an article for the National Pony Express Gazette called, "20 Years Together on the Pony Express Trail". Now, five years later, my horse, Honey Babe and I are back to give you an update. We are still running down the trail with the mail. In 2018, we were running out in Utah's west desert near Simpson Springs, where this photo was taken. Also in 2018, we got our 25 Year Award.

Honey Babe just turned 31, but she doesn't seem to know it. Although it is hard to believe, seeing, hearing, eating and retaining a good weight are still all normal for her. She has always been, and continues to be, a spunky and fast walking horse with great stamina. Her breeding of Tennessee Walking Horse and Quarter Overo Paint has given her the best traits in a horse that any equestrian could want.

I have been keeping track of all the miles I have ridden Honey Babe since I bought her back in 1992, when she was

four. We only have a few miles to go before we reach 7,000. She has been carrying the mail since she was five, so many of these miles were gained by running down the National Historic Pony Express Trail..

In addition to being a great Pony Express horse, Honey Babe has enjoyed participating in trail rides, horse shows, competitive trail competitions, parades, wagon trains, and showing off for the camera. A couple of years ago, she was featured in a commercial for a national chain of restaurants.

As long as Honey Babe wants to run, I will let her. Watch for us again this year in June as we run along the trail in northern Utah. I have been together with my little mare for almost half of my life. We have a special bond. She will do most anything I ask her to do. I wonder if I in five more years, I will be writing an article called, "30 Years Together..."

Submitted by Diana van Uitert, Utah



## THEN AND NOW

# Hollenberg/Cottonwood Station near Hanover, Kansas



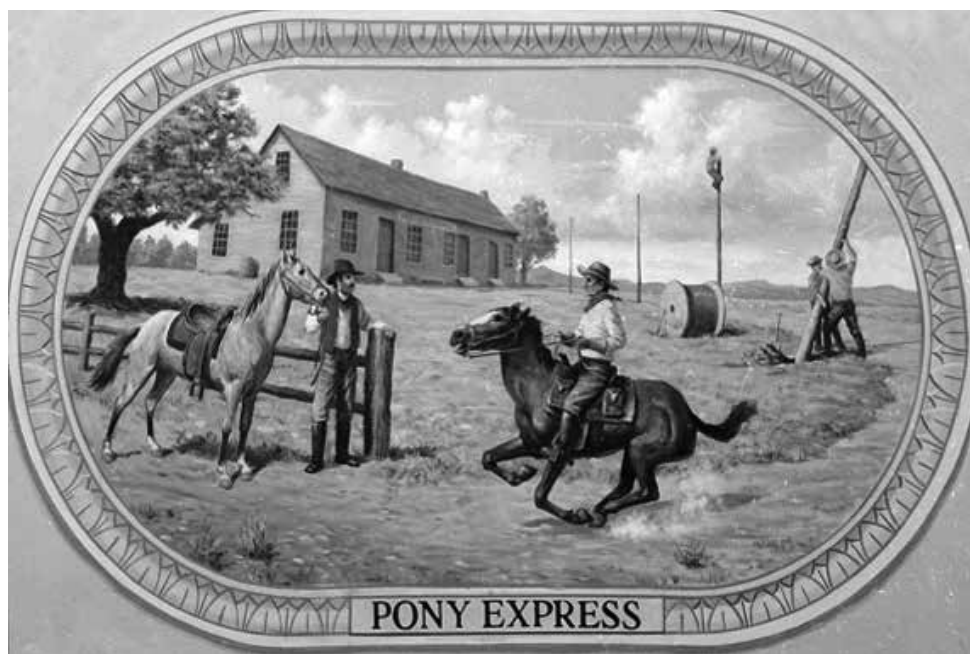
Vignette from a mural in the U.S. Capitol building, Washington, D.C., showing Pony Express riders at the Hollenberg Station (Hanover, Kansas) readying to switch ponies while (in the background) workers string cables for the telegraph.

## The Westward Expansion Corridor (Western North South Corridor)

In 1993-1994 the third series of murals based on Cox's approved designs was executed in the western north-south corridor by EverGreene Painting Studios, Inc. Called the Westward Expansion corridor, it includes maps and scenes showing the growth of the United States from early exploration through the acquisition of Alaska and Hawaii. As in the



corridors that Cox executed, the scenes on the vaults are set above illusionistic architectural motifs and relief sculpture. Each map in the vaults is shown in the cartographic style appropriate to its historical period. Jeffrey Greene, the head of EverGreene Painting Studios, verified the geographical and historical accuracy of Cox's preliminary sketches, developed new scenes compatible with Cox's concept, and then submitted detailed sketches and small-scale oil paintings of each vault to the Architect of the Capitol for the necessary approval.



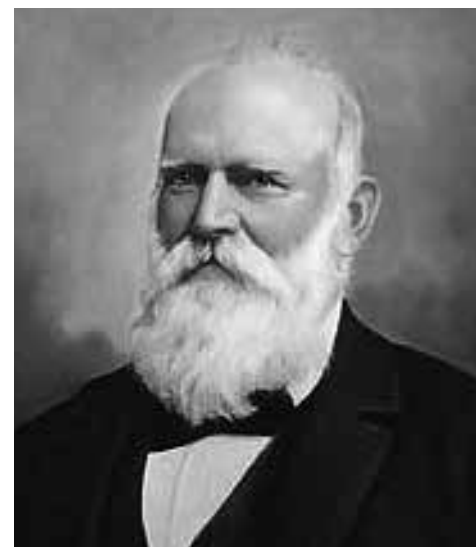
## Hanks – Station keeper at Mountain Dale, Utah

Ephraim K. Hanks was born in Madison, Ohio on 21 March 1826. He left home at age 16, working for a time on the Erie Canal and then serving in the United States Navy. Returning home to Ohio, he learned his brother Sidney had joined The Church of Jesus Christ of Latter-day Saints. Hanks soon accepted the young church's teachings and became a member in 1845. Hanks left Nauvoo, Illinois with the LDS followers of Brigham Young on the trek west to the Rocky Mountains.

Hanks was a U.S. mail carrier from

1851 to 1853 and later acted as a station master for the Pony Express, facilitating mail service on the Mormon Trail to Salt Lake through Utah's Emigration Canyon. Hanks' Station was located on the Mormon Trail in Mountain Dell, a valley between the Big Mountain and Little Mountain, also known as Big Canyon, named for the creek that still runs through that area. The historic station has been removed, but its site sits on the edge of what is now Little Dell Reservoir. Hanks passed away on 9 June 1896.

The mail contract lists the seventh Utah station as being at Mountain Dale. It was also called Big Canyon Creek, and often, Hanks Station for Ephraim Hanks who managed the place. This is another station the exact location of which has been much debated. It stood a distance up the slope from Little Dell Reservoir, but neither study of contemporary accounts nor an extensive archeological dig conducted by researchers from Brigham Young University has answered the question of the actual station site.



# The “Wildest, Richest Rodeo in the West,” is celebrating 100 y



## Pony Express at the 100th Reno Rodeo: Join the Fun!

### Current Schedule of Events:

**Reno Rodeo Patriots Night -**  
**June 21, 2019 – Show starts 7:00 pm**  
[www.renorodeo.com](http://www.renorodeo.com)

**Reno Rodeo Parade -**  
**June 22, 2019 10:00 - 11:00 am**  
[www.renorodeo.com/event/parade](http://www.renorodeo.com/event/parade)

**Reno Rodeo Kids Day -**  
**June 23, 2019 9:00am - 1:00 pm**  
[www.renorodeo.com/event/kids-day](http://www.renorodeo.com/event/kids-day)

Interested in participating? Please fill out the participation form and send it back to us by April 15, 2019 at [NPEARodeo@gmail.com](mailto:NPEARodeo@gmail.com). You will not be allowed entry into the staging area of the rodeo grounds if you do not return the participation form. Once the form is received, we will add you to the email list to receive updates and event specific details.

Participation form covers all 3 events, please indicate which event(s) you are interested in and is available at: [nationalponyexpress.org/npea-events/rodeo/reno-rodeo-participation-request-2/](http://nationalponyexpress.org/npea-events/rodeo/reno-rodeo-participation-request-2/)

**Reno Rodeo Patriots Night -**  
**June 21, 2019 – Show starts 7:00 pm -**

NPEA will be carrying cards and letters of appreciation into the Rodeo Arena by horseback to present to the Nevada Veterans Coalition. Rider spots are very limited for this event, but we would love to have as many “boots on the ground” in uniform as possible to help with the activ-

ity, and to show our appreciation for our Veterans. Riders and Volunteers will have access to the Rodeo Grounds, but not entry to the grandstands. We have a limited number of tickets available for participating members. If you wish to watch the show from the stands, you must purchase a ticket. Be aware the Friday night shows sell out early, so get your tickets now! Rodeo Tickets are available at: [www.renorodeo.com/shop/tickets/#](http://www.renorodeo.com/shop/tickets/#)

**Reno Rodeo Parade -**  
**June 22, 2019 10:00 - 11:00 am**

We have placed our entry in the Reno Rodeo Parade! We are asking riders and ground crew to come dressed in your XP uniform and participate in the parade. Show your pride in being a member of the NPEA. We will inform participants of the meeting location and details as they become available. Please complete the participation form if you intend to be in the parade. We will contact you to provide details as soon as available.

**Reno Rodeo Kids Day -**  
**June 23, 2019 - 9:00 am - 1:00 pm**

We will setup a Pony Express Station for kids to dress up as a Pony Express Rider and have their photo taken. This is a non-horse event where we get to talk about the Pony Express. This is our chance to engage with future Pony Riders. Let us know if you are interested in helping on the form. We will contact you to provide details as soon as available.

**Pony Express Rodeo Committee**  
[nationalponyexpress.org/npea-events/rodeo](http://nationalponyexpress.org/npea-events/rodeo)



# Years by honoring the men and women who served our country



## The Pony Express Rides Again!

A trail of dust appears in the distance as a young, weathered rider emerges across rolling hills of cheatgrass and sagebrush. The sounds of the exhausted man and his animal break the tranquility of this peaceful scene as they finish their leg of the rugged trail. A new rider and horse stand in the shade of an old Cottonwood, anxiously awaiting their exchange. The incoming rider brings his horse to an abrupt halt. Getting down from his mount, he lifts a mochila (leather mailbag) from the saddle. The fresh rider then places it on the new horse. He steps into the stirrup, climbs atop the saddle, and with a swift jab of his spurs begins his stake of the journey.

There were limitations on how we kept in contact from coast to coast prior to railroad and telegraph lines crisscrossing our beautiful country. The Pony Express was created to fill this gap by providing mail delivery with continuous horse-and-rider relays between St. Joseph, Missouri, and Sacramento, California from April 1860 to October 1861.

The breed of the horses used varied according to the terrain. Most common were half-breed Mustangs in the west; in the east, it was Thoroughbred / Morgan. The horses that they used would prove to be very valuable as they were faster and demonstrated better stamina than most Indian mounts. This was a significant concern due to the likelihood of a hostile attack while on the trail. These horses often saved the lives of riders who were able to outdistance their attackers.

Of course, the best horses were of no use without experienced riders. The business of the Pony Express sought out young men born to the saddle and undaunted by danger. They were generally slight of build to minimize the strain on their mounts.

Despite being a brief, financially disastrous enterprise, the Pony Express employed a few famous riders, including Johnny Fry, William Campbell, William (Sam) Hamilton and Robert "Pony Bob" Haslam.

Though the original Pony Express went belly up due to the advancement in communication technologies, the legacy continues on in what they call a Re-Ride.

Each June, over 750 members of the National Pony Express Association (NPEA) reenact the Pony Express in a Commemorative Re-Ride over a ten-day period. Letters are carried in a mochila over the original trail. The 1,966 mile ride covers eight states and is conducted 24 hours a day until the mail is delivered to its destination, either Sacramento, or Saint Joseph (alternating annually). The national Re-Ride event is an opportunity for young and old to ride the historic trail and to send a letter via the Pony Express.

This year the Reno Rodeo will have a special performance depicting the hand-off of mail as well as a unique tie in with our military veterans on Patriot Night.

Letters to veterans will be delivered and presented to the Veteran's Coalition during The Pony Express performance on Patriot Night showing how it was done in the Wild West.

You can take part in this event by writing letters that will be delivered during the performance by going to their website <https://nationalponyexpress.org/> then follow the Reno Rodeo link and print out the template on which to write your own letter.

Send it to Pony Express Letters for Veterans, c/o Reno Rodeo, P.O. Box 12335 Reno, NV 89510.

Melville Petersen – Reno Rodeo

## THEN AND NOW

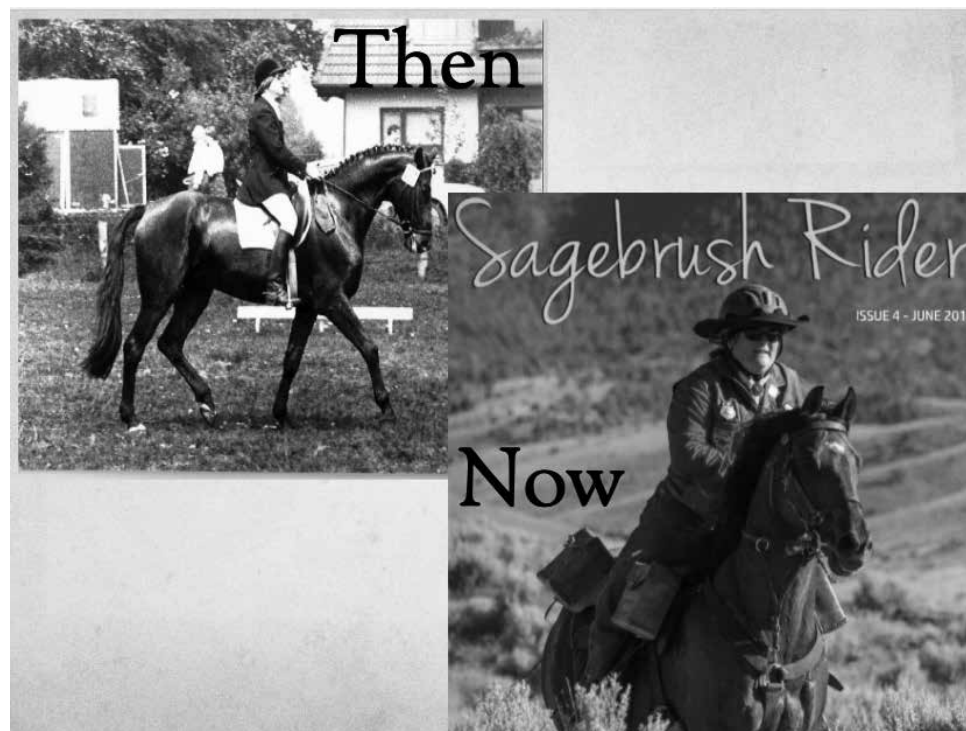
# Reno Rodeo 100 Years 100 Stories event

These are exciting times in Reno, leading up to the Reno Rodeo 100 Year Celebration in June. This year the National Pony Express Association is a part of the celebrations for this amazing event! Leading up to the 100th rodeo in June, there are a series of events hosted by the Reno Rodeo, including a series of "100 Years 100 Stories".

I saw a Facebook post about the 100 Stories event, and decided to reach out to Mell at the Rodeo to see if we could setup a Letter writing station for our "Pony Letters for Veterans" drive. He liked the idea and then suggested that I also speak at the event and share some of my Pony Express stories. Wow, what an honor! The event was less than a week away and I had a cold... but there was still time to prepare and get my voice back! So many memories to share of the rides from the last few years. Which ones to choose and which ones would be interesting to the audience of the 100 Story event. Which stories to share? Our first ride down Jack Valley Road in 2010, or the excitement of a youth rider shadowing along or maybe the 'wet' year where we had to ride past an abandoned truck stuck in the mud bog along the trail, maybe I should tell about the bear encounter. Several memories came to mind, including the tribute ride for our past President Dale Ryan last year. I was told I only had 15 minutes, what to do I had hours of stories I could tell! Of course I wanted to end my story with my road to the Reno Rodeo this year and the

opportunity to participate and how honored I was to be able to help organize the "Pony Letters for Veterans" letter drive.

I managed to get most of my voice back, thankfully a microphone was available to tell my stories from the trail! I shared our journey to the Reno Rodeo in 2019. My story starts as a young girl in Germany. Growing up it was all about riding my horse Merino. Loved going to the stables, riding and showing in dressage, jumping and 3 day eventing. Always fascinated by the horse tales and western movies growing up, who knew I would end up living in the west. I landed in Nevada, was able to get back into horses, and love exploring the trails. I found out about the Pony Express Re-Ride for the 150th Anniversary ride in 2010 and decided to give it a try! Well, I must have caught Pony Fever as this year will be my 10th year participating in the annual Re-Ride. I have been riding the same thoroughbred Red, he LOVES getting the Mochila! He has associated receiving the mochila with an opportunity to gallop through the Nevada desert, getting him to stand still for the transfer and mounting can be a challenge, his anticipation is great. I reflect back on the past years and the memories Red and I made along the trail. I recall when I completed the Pony Trail pin on my vest (8 years). I reflect on the memories of the years, each year has such unique memories. Equestrians can appreciate that the best memory is how the bond between Red & I has grown over the years. If it had



not been for all the trail miles, our bear encounter yesterday could have ended very differently. Each pin represents a lot of hard work, sweat, trust in your partner and an amazing support crew to help you ride for the Pony. I shared several of these memories with the audience and the Elks Lodge in Reno.

Diane Garland and I set up the Letter Station and were able to talk to many folks about the event. We were able to let folks know about our letter drive and how the Pony Express will 'deliver' these letters

to the Veterans Coalition during Patriot night at the Reno Rodeo. Folks enjoyed it so much, that we will be at future 100 Story events with our Letter Station.

We have already received letters to carry during the Rodeo - I hope you take a moment to write your letter(s) as well. Participating in the Rodeo this year is a wonderful opportunity for the National Pony Express Association! Looking forward to a great Rodeo event! Go Pony!

by Petra Keller, Nevada

## 4H horse clubs learn about Pony Express Re-Ride and activities

In January, the Washoe County 4H horse clubs invited the Pony Express to talk about the annual Pony Express Re-Ride and other upcoming activities during their spring clinic at the Reno Livestock Events Center. Chloe Young (4H & Pony Express member) and Petra Keller spoke about their adventures together on the Pony Express trail and Chloe talked about her experience with the Pony Express starting as a youth

shadow rider and the following year riding two legs on her own carrying the Mochila. In 2018, Chloe & Petra traveled together during the Re-ride following the Pony through UT, WY, CO & NE and actually riding/carrying the mail in different states. On their return to Nevada, they participated in the Wyoming "Ride for the Heroes" event, which presented Veterans with letters written by school children at the Cheyenne Veterans Affairs

Medical Center. Chloe shared her experience in riding in the event and visiting the veterans and told the 4H'ers how on the drive back Chloe and Petra discussed ways of doing something similar in Nevada for the veterans. The opportunity came with the Reno Rodeo 100 Year celebration. This year as part of the Reno Rodeo 100 year celebration, the Pony Express will participate on Patriot Night during the Rodeo by carrying in letters

written for Veterans to the Rodeo Arena. The 4H'ers happily wrote letters to the veterans to be carried during the event and invited XP to participate at the February 4H Tack Sale with a letter writing station to let folks know about the Pony Letters for Veterans drive. Chloe and the 4H horse clubs were able to collect letters our Veterans.

by Chloe Young & Petra Keller, Nevada

# Letters, letters, letters

The National Pony Express helps celebrate the 100 Year Anniversary of the Reno Rodeo! We will deliver "Pony Letters for the Veterans" during the Reno Rodeo on Patriot Night (June 21, 2019) to the Nevada Veterans Coalition.

We need your help to have lots of letters for our veterans, please take a moment to write a letter to a veteran and share this request. This is a unique opportunity to show our appreciation for their service.

The letters will receive a special stamp that they were carried on Horseback by the Pony Express. Sending these letters is FREE and you can send as many as you would like!

More Information:

[nationalponyexpress.org/npea-events/rodeo/](http://nationalponyexpress.org/npea-events/rodeo/)

Mail Letters to:

Pony Express Letters for Veterans

c/o Reno Rodeo

PO Box 12335

Reno, NV 89510



*From the Washington County Register – Sept 1938*

W. R. Honnell, a student of early day history of the American frontier has completed a map of the route of the Pony Express which was operated for a period of eighteen months and provided 10-day mail service between St. Joseph, Mo., then the western terminus of the Burlington Railroad, and Sacramento, Calif. Research over a period of more than six months was necessary for Honnell to finish the undertaking. The map shows the location of every station on the more than 2,000-mile route.

Honnell was familiar with the early day Pony Express, being born at Kennekuk, Kan., one of the stations along the route. Since he was born the same year the express was established, most of his recollections are of hearsay remarks by those acquainted with the band of men who, so valiantly carried the mail through to the western coast.

The idea for the Pony Express was conceived by the members of the transportation firm of Russell, Majors and Waddell. At that time the three men operated the most extensive transportation company in the west.

The westward migrations of the Mormons in 1847 and the discovery of gold in 1848 brought about the demand and the necessity for the Pony Express which, in Honnell's opinion saved California to the union. It also proved that permanent lines of communication could be maintained over the dangerous route through all seasons of the year.

When the line was first established it cut the mail time more than two thirds. Prior to the establishment of the express route, the fastest trips took thirty days. The pony riders maintained a regular schedule of ten days. One trip, bearing the news of Lincoln's inaugural address, was completed in seven days and seventeen hours, according to Honnell.

In establishing the route 190 stations were set up over the hazardous, 2,000-mile unmarked trail. Four hundred station keepers and helpers were employed to care for the horses and riders and an average of 450 of the best horses available were kept by the company.

The mail must go through was the motto of the hardy band of horsemen, according to Honnell. Through sunshine and storm, without even the friendly stars to guide the riders along their lonely journey. They rode on day and night, singing their love songs to the rhythm of their galloping ponies, as they passed through herds of stampeding buffalo, prowling coyotes and lobo wolves. Many of the dim trails were scarcely more than a bridle path, zigzagging along the streams and the brinks of dark precipices, and the narrow caverns were infested with blood-thirsty savages lying in wait to lift the scalps of the daring riders who had entered their lonely fastness.

Undoubtedly the venture would have proved successful were it not for the fact that telegraph lines were strung to the coast and the railroad lines completed. When it was seen that the schedule of the Pony Express could be maintained, the telegraph and train service was installed. The hardy riders were unable to cope with the speed of lightning or the charge of the "iron horse" across the prairies and what was probably the most courageous transportation experiment in the history of the world was disbanded.

Without doubt the short history of the early day Pony Express is firmly imprinted in the saga of the romantic old west. The venturesome riders with their fleet steeds certainly composed the "air mail" of the nineteenth century. The 10-day communication facilities with the Pacific coast probably did more to open the country for civilization than any other enterprise until the completion of the first rail track which was rushed after the express riders started their regular runs. The Pony Express is firmly entrenched in the annals of the history of the American frontier and the riders did much to pave the way for the rapid spread of civilization over the wide expanse of fertile plains, through lofty crags and mountains to the western slopes of the Rockies that gently dip into the waters of the Pacific.

(Editor's note: Most of you are familiar with the blue print map of the Pony Express. This 1935 map of the Pony Express Trail was drawn by K.W. Fink 6-20-1935 and copyrighted by W.R. Honnell of Kansas City, Kans.)

## On the Pony Express Trail

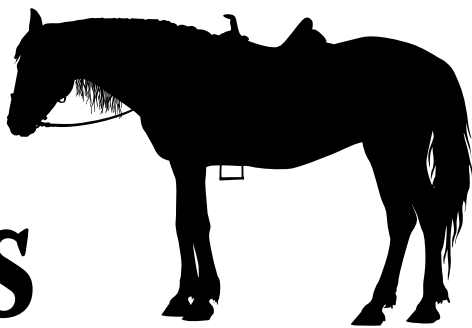
*by Marilyn Linares, Utah*

On the spot where now I stand  
Beside the sage and the shifting sand  
A messenger, a rider, if you will,  
Raced on toward far distant hill.  
Galloping buckskin and flying tail,  
Bravely carrying the U.S. mail.  
In April of 1860, so the story goes  
Young men hired on and were chose  
Three men, Russell, Majors, and Waddell  
Founded and created the Pony Express Mail.  
To provide a faster mail delivery route  
From East to West in 10 days, about.  
From St. Joseph, Missouri the boys would ride  
Toward Sacramento and the ocean tide.  
Return riders charged toward the east  
Not slowing up, not in the least

If per chance, that two should meet,  
Sometimes they didn't know, they rode asleep!  
Switching riders and horses on the flight,  
At the stations, they'd rest and eat a bite.  
Over wide prairies and steep terrain,  
Through snow and hail and sleet and rain.  
18-year-old boys faced the unknown,  
risking life and leaving home.  
Carrying letters of Civil War  
To family members near and far.  
Bob Haslam, Buffalo Bill, and many more  
Are among the names of Pony Express lore.  
On October 24, 1861,  
This piece of history was over and done.  
Telegraph wires from east to west  
Ended the era of the Pony Express.

What had taken about ten days  
Could now be done in much faster ways.  
Technology had made it obsolete  
For the brave young mail riders to compete.  
But sometimes on a clear cool night,  
When all but the coyotes and frogs are quiet.  
Carefully listening while I stand  
Beside the sage and desert sand.  
A lump in my throat and my ear to the ground.  
Is it just my heart or another sound?  
By the side of MY Pony Express trail,  
I hear the echo of hoofbeats carrying the mail.

# Empty Saddles



**Richard Elvin Dixon**  
Nov. 16, 1932 – Jan. 23, 2019

Richard “Red” Dixon was a devoted husband to Sally Ann Dixon, loving father to Mike and Pam and grandfather to Shelby, Sara and Justin.

He always lived in and around Folsom, CA. First growing up on the Peninsula in Folsom which is now part of Folsom Lake. He graduated from Folsom High School and served in the Navy on the Whitehurst during the Korean War. When he returned from the war his family had moved to the Pleasant Grove House where they raised cattle in Rescue, CA.

After serving in the Navy, Richard attended Sierra College where he met Sally Daniels. They were happily married for 53 year and had two children Mike and Pam. Richard enjoyed many years with his family raising cattle, hunting, camping, fishing and riding horses. At the age of 75 he suffered a major stroke but was determined to ride a horse again after his rehabilitation. He worked hard and was back in the saddle and in 2010 he had the honor of riding out of Old Sacramento for the annual re-ride celebration for the 150th anniversary. He was a devoted member of the California Division of National Pony Express Association for 36 years.

Richard joined his loving wife on January 23, 2019. They are sitting next to a lake holding hands and fishing.

**Clark E.O. “Sparky” Maxfield**

Clark E.O. “Sparky” Maxfield, of Hooper, Utah, passed away early Saturday morning, February 2, 2019, at home, incident to a 25 year debilitation. He was born October 2, 1931 in Murray, Utah, to Louis E.O. and Rosamond Palmer Maxfield.

Clark’s loving wife, Donna Lowe, “happily” nursed him through his years of ill health, saying she was grateful she could.

He was a member of The Church of Jesus Christ of Latter-day Saints. He proudly served as a Corporal in the U.S. Marine Corps during the Korean Conflict from 1949 to 1953, where he was awarded the Purple Heart. Clark worked for Hill Air Force Base as a Field Engineer until his retirement in 1986.

He enjoyed humor, outdoor camping, reunions, horseback and 4 wheelers, hunting, fishing, his dogs and spending ten winters in Wickenburg, AZ. He was a member of several Riding Clubs, past State and National President of Pony Express and Back Country Horseman.

Clark is survived by his wife, Donna Lowe Maxfield, his children, Kevin Bluemel, Seattle, WA; and his children, KC and Ali; Kim (Rick) Olson, West Haven; and their children, Brandon (Jill) Olson, BreAnn (Kameron) Wootton and Carleigh Olson; Donna’s children, Jerry (Darinda) Ropelato, Brent (Tami) Ropelato, Larry (Dawn) Ropelato, Wayne (Christy) Ropelato, Shari (Duane) Sell and Scott (Erin) Ropelato; 29 grandchildren and 55 great-grandchildren; two sisters, JeNeal M. (David) Boggess, Sandy; Cheryl M. (Robert) Peters, Woods Cross; one brother, Rod (Gayla) Maxfield, Woodland; and former wife, Emma Lou Maxfield, Ogden. He was preceded in death by his parents, brothers Gerald “Baldi” and Calvin L. Maxfield; a grandson, Cody Duane Olson; great-grandson, Gage Brandon Olson; and Donna’s daughter, Tamara.

Funeral Services were held on Saturday, February 9, 2019 at the Hooper Landing Chapel. The family met with friends Friday, February 8th, from 6 to 8 pm at Lindquist’s Roy Mortuary, and Saturday from 9:30 to 10:30 a.m. at the church.

Interment, Hooper Cemetery.

**Dr. William “Bill” Oborny**

Dr. William “Bill” Oborny, 84, of Marysville, Kansas, died Feb. 22, 2019 at his home.

A rosary service and funeral service were held on Friday, March 1, at St. Gregory’s Catholic Church. Father Paul Oborny and Father Nathan Haverland will officiate.

The pallbearers were John Oborny, Kolten Oborny, Joe Jones, Dan Oborny, Phil Landoll and Tracy Edwards.

Burial will be in St. Gregory’s Catholic Cemetery.

Bill was born October 30, 1934 at Durham, Kan., to John and Elsie (Huna) Oborny, Sr. In 1952, he graduated from Tampa Rural High School in Tampa, Kansas. In 1956, he earned his Bachelor of Science in Education from the University of Kansas and was a member of the ROTC.

He was a U.S. Army Commissioned Officer 2nd Lt., from 1956 thru 1958. In 1963, he was united in marriage to Marlise Bochantin at Lawton, Okla.

In 1965, he earned his Specialist in Education and in 1966 Master’s in Education from Emporia State University and Doctorate in Education from Oklahoma State University.

Bill was a superintendent of the USD 364 School District. He was very active in the Marysville community. He was a member of the Marysville Pony Express Station Museum Board of Directors, and was a Kiwanis Outstanding Citizenship Award Winner and Rotary Club Paul Harris Fellow Award Winner. He also belonged to the National Pony Express Association.

Bill loved fixing things and cooking. His specialties included meat loaf, cucumber salad, BLT’s, and steaks on the grill. Ice cream after every meal was a must.

He enjoyed spending time with his family, children and grandchildren. He liked feeding birds and squirrels and working with potted plants and flowers.

He was preceded in death by his parents; beloved wife, Marlise; and brother, George Oborny.

Survivors include children, John Oborny and Bettina Oborny; three grandchildren, Kiersten Tackett, Kennedy Oborny and Kolten Oborny; and a great-grandchild, Kaden Gibson.

**Dale Ryan**

**May 8, 1938 – May 20, 2018**

Dale is safely in the arms of Jesus after suffering a massive heart attack while visiting Spokane, Washington. He was born on May 8, 1938, to Lee and Irene Ryan, in Reardan, Washington. In January 1960 Dale married his wife Bonnie a marriage that lasted 58 years.

He attended a one-room school on Four Mound Prairie till eighth grade and graduated from North Central High School in Spokane Washington.

Dale joined the Marine Corps when he was 17, and served three years, stationed at Camp Pendleton, California. After his discharge he attended Eastern Washington College of Education for one term. Later in life Dale became an active member of the Marine Corps League, Silver State Detachment 630 in Carson City, Nevada.

In 1970 the family moved to Carson City where he served 16 years as Deputy Director of Pubic Works. In 1998 he retired from the State of Nevada Health Division.

Dale was an original member of the Sheriff Search and Rescue mounted posse. He joined the Nevada Division of National Pony Express Association, and served as National President from 1999 to 2001. He was a member of the Nevada Division of the American Public Works Association.

Hunting was the most important activity in his life after his retirement, he usually filled his tags, and the latest was a Bighorn Sheep.

Dale was preceded in death by both parents. His wife Bonnie survives him, sons Mikel (Pam), Scot (Alberta), daughter Debra (Lynn), grandsons Nicholas (Emily), Justin (Amanda), granddaughter Kayla, great-grandson Jaxon, and brother Jim.

A memorial Service was held June 9 at the First Baptist Church in Carson City.

**Roy M. Bennett**

Roy M. Bennett was born Oct. 5, 1949, to Alfred (Chink) and Ellen Heath Bennett, the fifth of nine children. He was raised and educated around Broadwater, NE, working for neighbors at a young age.

He joined the U.S. Army and fought for freedom on a tour of duty in Viet Nam. He was a proud soldier and a proud American; never ashamed of the tears he would shed upon hearing our National Anthem played. He cherished the privilege to present the American flag at rodeos and parades on the back of his trusty horse Pistolero.

Following his military service, he returned and worked at a number of ranches in the Sandhills of western Nebraska.

In 1971, he and Carol Blakey were married and to this union, sons Roger Courtney and Corey Emerson were born. The couple was later divorced.

In 1976, he went to work for Burlington Northern Santa Fe Railroad where he remained for 33 years prior to retirement.

He and Karen Mickelsen were married in 1982 and they were blessed with sons Zachary Morris and Zane Bjegaard.

Roy was a powerhouse of a man, never a quitter and passed his strong work and life ethics on to his sons. He could build or fix anything, including his home at Dwyer, loving every minute of it. He grew an immense garden and loved sharing the harvest with friends.

He loved every horse that was put in his path and shared story after story about all of them. He had a gift with animals, a cowboy through and through and loved helping friends and neighbors with their livestock. At home in the saddle, some of his best and favorite memories are riding the prairies of Wyoming with friends and his wife Karen. He was a 20-year member of the National Pony Express Association and along with other family members, carried mail for the annual re-ride as well as many other events.

Roy dearly loved his grandchildren—each held a special place in his heart. He treasured his time with the ones that lived closest and though he regretted the distance that separated him from those who did not, they all brought immense joy to his life.

Roy is survived by his wife of 35 years, Karen; sons Roger (Annie) of Duncan, OK; Corey (Wendy) of Guernsey; Zach (Karisa) of Torrington; Zane (Luke) of Oak Harbor, WA; brothers Bennie (Dorothy) of Sidney, NE; Stanley (Pat) of Guernsey; 11 grandchildren, six great-grandchildren, 15 nephews, and 10 nieces.

**Dave Belke**

Dressed in his buckskin, wearing an old hat with a stam-pede string, tanned skin, and rugged and chiseled face, you could swear Dave Belke just stepped out of the old western movie screen and onto the streets of Julesburg. Dave Belke could be described as a one of kind, or maybe one of the last of his kind. It’s easy to imagine Belke as a young man in 1860 answering an ad that read, “WANTED - young, skinny, wiry fellows, not over eighteen. Must be expert riders, willing to risk death daily. Orphans preferred. Wages \$25 per week. Apply Pony Express Stables.”

In some ways, Dave’s life seem to mirror the old west that he was so passionate about.

Dave was born November 2, 1936 in Milwaukee, WI, a lifetime after the days of the Pony Express. Dave didn’t share much about his young life, only saying he had been raised by his aunts and uncles. By age 16, Dave was on his own.

Dave was no stranger to work, as he worked at Bud’s, a local garage, where he learned to tinker on cars, worked the Chevrolet plant in Janesville, WI, and was a member of a stock car pit crew in Rockford, IL. One time in his life he repossessed cars.

Dave had an adventurous side, married with two sons, Dave moved his young family around a lot. For a time, his family farmed and ran cattle. His sons did most of the farming, Dave’s way of keeping them out of trouble. Once Dave and the family started out with two head of cattle, only to build the herd to 75.

He also had another side that few knew about. Up to the day that Dave and his wife divorced, he was a suit and tie man. Each week, he visited the barber shop for a flat top haircut. There was no hint of his cowboy nature, no boots, no bolo tie that you might think. Impeccably dressed head to toe. Dave was a banker. He ran at least two different banks over time, and also sold real estate.

But it was the adventurous side that would call for him to move west like the many men who went before him. In Colorado he became the cowboy we all knew. He worked a

dude ranch in Vail and would drive horse-drawn sleigh rides. At one time, he was in charge of the Beaver Creek Stables. Dave immersed himself in the cowboy lifestyle and fed off the deep rich history of the west. He took part in reenactments of the Golden Spike at Promontory Point in Wyoming. He rode horseback through the South Dakota Badlands. Wanting to settle in area steeped in history, Dave thought he would enjoy Southern Colorado, but it was the history of the Pony Express that drew him to Northeast Colorado and to Julesburg.

Eventually Dave would make his home south of Julesburg on CR 4, between Julesburg and Holyoke. He split his time between the two communities.

His home was often the topic of conversation. Dave shared his home with his beloved horse, “Pony.” Dave could open the door of his living room, and Pony’s stall was right there. When Dave opened the window to his room, Pony could stick his head in. They had a mutual admiration for one another.

Dave walked the walk and talked the talk, always willing and able to share stories from the old west that he embraced or one of his tales from his own experiences. He would read stories of Cowboy and Cowgirls to children at the public library, serve as tour guide for area visitors. He shared stories of the Indian Wars, the burning of Julesburg just as if happened yesterday. He fondly spoke about the characters of the original Pony Express as if he just seen them last week. It is said Dave loved all the people in Sedgwick and Phillips County, or at least 95% of them.

Sadly, Dave Belke died on Sunday March 25, 2018. He didn’t want a funeral, only to be cremated. He will be greatly missed. While he’s gone from the streets he once walked, he has left an indelible mark to remember him and our history of the west by. You only need to look up to the Julesburg skyline, to the Julesburg water tower and you can see it. There on the water tower is a Pony Express rider racing to the next station carrying with him the mail of 1860. This was Dave’s dream.

Just like a scene from the western movies, as the credits roll, a sad song starts to play. This is where the cowboy rides away.

**Kenneth Gordon Jares**

Kenneth Gordon Jares, 87, died July 8, 2018 in Reno, NV. He was born May 17, 1931 in Cass County, Minnesota, to Tony and Mary Jares.

Ken was a general contractor building many custom homes in the area until his retirement in 1990; he enjoyed hunting, fishing, his horses, baseball, gardening, video poker and watching the wild horses near his home.

He was a loving husband, father, grandfather, great grandfather, and friend. Mr. Jares is survived by children, Barbara Routledge (Everett, WA), Sandra Cardinal (Reno), Doug (Tammy) Jares (Reno); 5 grandchildren, Erin Routledge, Matthew and Brendan Cardinal, Alex (Sarah) and Cory (Christina) Jares; two great granddaughters, Braelynn and Penelope Jares; brother, Frank (Minnesota); sister, Kay (Minnesota); and numerous cousins, nieces and nephews. He was preceded in death by his wife of 60 years, Jeanette, parents, sisters, Marian and Violet and brothers, Henry, Harold, Tommy, Donald, and Floyd. Private services were held.

**Donald Fay Morrison**  
**1942 – 2018**

Donald Fay Morrison, died on Friday, July 20, 2018. Don was born in Van Nuys, CA, in 1942.

He and his first wife, Vicky Aten Morrison, moved to Gardnerville, in 1971. Don was an auto body technician until his retirement in 1997. He achieved his wish to be a cowboy, and was

a past president of the Nevada Chapter of the Pony Express Association. (1984)

He was preceded in death, by his twin brother, Ronald Jay Morrison, and parents Orval ‘Fay’ and Helen Morrison, and nephew Randy Morrison.

Don leaves behind his wife of 12 years, Corinne ‘Corky’ Morrison, daughters Lisa Gillespie, Carla Wetzel and Heather Field, and son-in-law, Anthony Field, brothers Jim Morrison and his wife Gloria, Keith Morrison and his wife Cara, grandchildren, Cameron and Carlee Gillespie, Sierra and Dylan Wetzel and Alexa Field, and great-grandsons Demetrian and Abel, and numerous nieces and nephews.

His family and friends mourn his passing, but know we will all be together again one day.

Carol Hunt  
May 11, 1943 – June 22, 2017

Carol J. Hunt, aka, Wicked Lil, passed away June 22, 2017, of heart failure, at the Henderson Hospital. She was a pioneer to the Las Vegas community starting in early 70's being a top notch 4-H Leader and writing for the Las Vegas Sun and Las Vegas Review-Journal newspapers.

She transitioned to a bus driver for the Clark County School District, where she retired. Carol moved to Lund, then to Ely, where she romped and rode her way into the hearts of many while robbing the Ely Ghost Train and entertaining us in her Wicked Lil costume at the saloon.

She loved her gambling! Her final wish was to go to Sam's Town for the weekend and then conquered her ninth re-ride of the original Pony Express. Her true passion in life was her horses! Celebration of life was Friday, July 28, at the Elks Lodge in Ely, Nev.

Duane R. Durst

Duane R. Durst, 86, Washington, Kansas, passed away on April 22, 2018, at the Marysville Community Hospital in Marysville, Kansas, after a short illness.

He was born on Oct. 16, 1931, to Frank and Viola (Yager) Durst at Morrowville, Kansas. He attended school in Haddam, KS, and graduated from Haddam High School in 1949.

After graduation he joined the United States Air Force and was stationed at Landstuhl Air Force Base (Germany), where he was a Staff Sgt. during the Korean War. He met his wife, Elfriede E. Hirsch, and they were married on March 17, 1956. The couple lived in Germany while he was in the Air Force, and upon his leaving the Air Force, he and Elfriede returned to the Morrowville, KS area, where they farmed and raised their two children, Linda and Frank.

He farmed for 20 years. He was the Curator of the Hollenberg Pony Express Station in Hanover, KS, for 23 years, and was instrumental in organizing the Pony Express Festival. He had a passion for keeping history alive. . Duane was involved in, and a member of many local and state historical organizations.

Duane is survived by his daughter, Linda Blanken, Concordia; son, Frank Durst and wife Connie, of Morrowville; Grandsons Nick Durst and wife Caitlin, Ames, IA, Shawn Durst and wife Kendra, Onaga; Granddaughters Lauri Douglas and husband Zach of Burlington, Kimba Stierwalt and husband Joe of Beatrice, NE, Jaime Blanken of Onalaska, WI, and Heather Cox of Kansas City; Great-Grandsons, Landon, Emory, Levi and KJ, and Great-Granddaughter, Brinley Grace.

His siblings, Margaret Smith of Lincoln, and Gerald Durst of Beatrice. He had a special place in his heart for his grandchildren and great-grandchildren. He was preceded in death by his wife, Elfriede, parents, and brothers, Harold, Kenneth and Sylvester.

Ronald C Fritzemeier

Ronald C Fritzemeier of Modesto, California, went home to be with the Lord on Sept. 8. Ron was a long time resident of Camino.

He is survived by his wife of 63 years, Thais Fritzemeier. He is also survived by his children Rick and Marian Fritzemeier (Modesto), Kathy Fritzemeier (Meridian, Idaho), Ron and Debbie Fritzemeier (San Diego, Calif.), Rob Fritzemeier (Huntington Beach, Calif.), Tammy and Dan Balos (Modesto). He is also survived by 27 grandchildren and 13 great grandchildren.

He was preceded in death by his son Randy Fritzemeier and his daughter-in-law Marca Fritzemeier. A celebration of life was held Oct. 14. at Cold Spring Community Church Placerville, California.

Cynthia Ann Honn

Cynthia Ann Honn, 65, of Placerville, Calif., passed away on Dec. 7, 2017, after a short but valiant fight with cancer.

The scattering of her ashes was private. A celebration of her life was held on June 9 at Ice House Resort.

Cindy was born in Placerville, Calif., on July 29, 1952. She spent her entire life on her beloved family ranch known as Still Meadow Ranch.

Cindy worked for the National Forest. In her 30 + years she worked on almost every district within the El Dorado National Forest. From an early age Cindy had a passion for horses and

volunteering. She received many awards, certificates, and accolades for her horsemanship and her volunteerism. Most recently she posthumously received the Distinguished Service Award for 40+ years of service to the Sheriff's Department of Search and Rescue.

Cindy started her volunteering early in life while riding with her parents on the Wagon Train. Over her 65 years she volunteered with the Civil Air Patrol, 4H, FFA, as well as various horse organizations. More recently she was a member of the Odd Fellow and Rebekah Assemblies, National Pony Express Association California Division and El Dorado County Search and Rescue.

Cindy spent over 40 years of her life volunteering her time to those that she did not even know. Her wealth of knowledge of the county was invaluable in locating those lost and injured. Her dedication to the county and the SAR mission of "So Others May Live" is a testament to how she lived her life. Cindy never bragged about her service, in fact anytime her years of service were brought up she would change the topic. That is who Cindy was, private in her personal life and humble in her achievements. On Oct. 7 of 1975 Cindy was sworn in as a Special Deputy by Sheriff Pacileo. Cindy never talked about it, and in fact it was unknown until a review of record was done. Checking with several of the original SAR members and older Deputy Coordinators, no one could recall a similar circumstance. Cindy was one of a kind and a tremendous asset to the Sheriff's Office.

Cindy will be missed by her SAR, Forestry, Pony Express, Odd Fellow and Rebekah families as well as her friends and anyone else who was lucky enough to have met her.

Cindy was preceded in death by her parents Nancy and Walton Honn.

Owen Dale "Rusty" Owens

Owen Dale "Rusty" Owens passed away Oct. 29 following a courageous and strong battle with cancer. He was 64.

Owens was born to Betty Louise and Edwin LaVain Owens March 9, 1952 in Rock Springs. Rusty attended schools in Green River and Hastings, Neb. Rusty graduated from Green River High School in 1970.

Owens met his best friend, wife, and eternal companion, Rosanne "Sandy" Cimino Owens, at the age of 16. They married Sept. 16, 1972.

They were sealed in the Salt Lake City Temple on Nov. 11, 1978.

Their union brought four children, John Charles, Jacob Michael, Heidi Ann, and Alex Ringdahl.

His highest priority was his family, and family gave Owens his greatest happiness. Owens' interests of ranching, horse training, camping, hunting, and traveling were centered around creating and developing strong family relations.

Owens is survived by his wife, Sandy; his parents, LaVain and Betty Louise Owens; his children, John Owens and wife Elonna, Jake Owens and wife Janalyn, Heidi Smith and husband Bo, and Alex Owens and wife Sabrina. He is also survived by one sister, three brothers, their spouses, and 14 grandchildren. He was preceded in death by his grandparents, Charles and Marguerite Owens, and Alex and Wanda Ringdahl.

Interment took place at the Riverview Cemetery in Green River.



Sculpture in Marysville, Kansas. Artist: Richard Bergen, 1985.

# National Pony Express Association

## 2018 Director's Meeting Notes

National Pony Express Association  
2018 Director's Meeting  
Torrington, Wyoming  
September 8, 2018

### Called to Order

8:42 am - National President  
Dean Atkin

### Pledge of Allegiance

Adahline Goulart

### Invocation

Pat Hearty

### Welcoming Remarks

Les Bennington-National Roster, Past Presidents and State delegates please complete and turn in the reimbursement funds form. Welcome to Wyoming and hope you enjoyed the tours so far.

Dean-We appreciate everyone for attending and we welcome representatives from NPS and BLM.

### Introduction of Past National Presidents

Pat Hearty  
David Sanner  
Les Bennington  
Jim Swigart  
Lyle Ladner

### Introduction of Guests

National Park Service-Aaron Mahr and John Cannella  
BLM-Rob Sweeten

### Introduction of Vice Presidents and Officers

Carl Schultz -1st V.P.  
David Kittle- 2nd V.P.  
Melva Sanner-3rd V.P.

### Remembrance of Deceased Members and moment of silence

Carol Hunt, Cynthia Honn, Dale Ryan, Dave Belke, Donald Morrison, Duane Durst, Kenneth Jares, Ronald Fritzemeier and Roy Bennett.

Moment of silence

### Introduction of State Presidents and/or Voting Delegates

Missouri-Quackgrass Sally  
Kansas-Lyle Ladner, Dan Pralle Allen Pralle  
Nebraska-Lyle Gronewold (P), Scott Wolf, Dan Marten  
Colorado-Linda Dolezal (P), Cheryl Nein, Wanda Austin

Wyoming-Les Bennington (P), Bill Sinard, Howard Schultz  
Utah-Mike Robinson (P), Jamie Mavrikakis, Diana VanUiter  
Nevada-Ron Bell (P), Gene Ockert, Anne Martins  
California- Carolyn Gilmore (P), Michelle Harris, Jack Davis

### 2017 Delegates Meeting Minutes

*See report on pages 1-13 in 2018 Director's meeting binder.*

Gene Ockert-Nevada made a motion to accept

Scott Wolf-Nebraska seconded  
Motion carried

### Treasurer's Reports

#### National Account – Jack Davis

*See report on page 14 in 2018 Director's meeting binder.*

We spent \$4,000 in pins and patches which is listed under Reride Expenses in error.

#### Certificates of Deposit – Jack Davis

*See report on page 15-16 2018 Director's meeting binder.*

#### Commemorative Letter Account

*See report on page 17-18 in 2018 Director's meeting binder.*

Dan Pralle-Kansas motioned to approve the National Treasurer's reports. Ron Bell-Nevada seconded the motion.  
Motion carried

### Commemorative & Personal Letter Sales Report– Melva Sanner

*See report on page 17b in 2018 Director's meeting binder.*

St. Joseph would not hand cancel and so they sent the letters to Kansas City where a regular cancellation was affixed. We received complaints regarding there being no Pony Express hand cancellation. Any small town should be able to get a personalized cancellation stamp if they request it with enough time. Curt Artery will assist the next time we end in St. Joseph. This will be resolved for 2020. Thank you Melva and family.

Melva announced state sales and income.

- California – 226 Commemorative, 12 Personal \$500.
- Nevada – 165 Commemorative, 10 Personal \$370
- Utah – 57 Commemorative, 2 Personal \$122

- Wyoming – 127 Commemorative, 16 Personal \$318
- Nebraska – 45 Commemorative, 4 Personal \$106
- Colorado – 20 Commemorative, 3 Personal \$52
- Kansas – 94 Commemorative, 4 Personal \$204
- Missouri – 13 Commemorative, 1 Personal \$30
- National – 75 Commemorative, 11 Personal \$194

Quackgrass Sally- Missouri made a motion to accept. Les Bennington-Wyoming seconded the motion.

Motion carried.

### Gazette Report-Arleta Martin

The job is fun and easy. She received the National Roster from the National Secretary so she could get an estimate on how many are to be mailed. She worked with Transcript Bulletin Publishing and they were wonderful to work with. We will add Aaron Mahr of NPS to next year's mailing. We didn't order a bunch of extras we had 100+ and Dean dropped those off during the reride. Dean mailed to those members overseas. If you do an event, please send in information and pictures. This information can go on our Facebook page as well as in the Gazette and also on the website.

### Quartermaster Account Report

*See report on page 19-20 in 2018 Director's meeting binder.*

Purchased 200 bibles so we have plenty on hand. We also have patches on hand. The grave markers are also available to purchase for \$25.00. The supply for the grave markers is getting low so we need to know if we need to have more made. Minimum of 50, Lyle Ladner will check on the price and report back. We have one being engraved for Dale Ryan

Lyle Ladner-Kansas made a motion to accept as remitted

Cheryl Nein-Colorado seconded the motion

Motion carried.

### National Corresponding Secretary Report – Larry Carpenter

*See report on page 21 in 2018 Director's meeting binder.*

His role has changed quite a bit over the years. With the media team he was able to take a break on responding to online requests. Contacts have decreased, less way bills were sent out.

Because of the late reride the media contacts were sent later. Each state has received 100 brochures to take back home

with them. We have 5,000 on order and they will be mailed out. Let Larry know how many you are using each year, so he knows what to send you. Let Larry also know if you have a contact address that needs to be added to the mailing list.

Les Bennington- Wyoming made a motion to accept the report as remitted Quackgrass  
Sally-Missouri seconded the motion  
Motion carried.

### Partnership for National Trails Report – Pam Dixon

*See report on pages 23-32 in 2018 Director's meeting binder.*

This is January through December information. Thank you to everyone who submitted hours and project information

### National Park Service Volunteers Report-Pam Dixon

*See report on pages 33-41 in 2018 Director's meeting binder.*

This is the October 1-September 30 report. Thank you to everyone who submitted hours and project information. Both the VIP and PNTS reports are used for funding as well as the Pathways publication. Thank you and keep up the good work.

### Website Report – Petra Keller

*See report on page 42-44 in 2018 Director's meeting binder.*

This is the first year we had the Newsletter on-line.

We received allot of great feedback from the public and riders for the ride reporting and video reporting. Photos and blurbs are great. We are not getting a lot of reports from the trail. Allot of people post to their personal Facebook page but not sent to the media team

We had about 32000 visit the website during the reride. This is about the same as last year. However, the yearly numbers show a gain of 30,000 hits for our website. We have a bigger presence. Two to three inquiries requesting photos for publications are coming in every month. The media team responds to contacts every day and have also received contacts from TV stations. Please send new content because we need to always keep the website fresh.

Podcast for NPS will be coming out later this year.

The HAMs for very few states report to the media team. Please have them send in reports to be posted on the website. Every state but Colorado and Nebraska have HAM operators.

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## Newsletter

This year the media team took on the newsletter this past year as an on-line publication. We were going to try it for a year and if we don't want on-line then we would need to find someone to take on this project. We have more people than just our membership who viewed it. It is emailed to the state presidents and if hard copies need to be mailed they must print and mail.

Discussion - Online does make it easier for a lot of people and it is a good way to go. Is there a way to get notified by email when the new Newsletter is posted? This is emailed to each state president and they are to notify the members. It is also posted on Facebook.

Nebraska-Lyle gives Mary a list of members with emails and when Petra sends notification then she shoots an email message out. Then she prints and mails a copy for those members without emails which costs about one dollar each depending on the size of the newsletter. The mailing also triggered some people to submit their emails.

Carolyn Gilmore-California made a motion to accept the report as remitted

Gene Ockert-Nevada seconded the motion Motion carried

Jack Davis-California made a motion to continue the Newsletter on-line Jamie Mavadakis-Utah seconded the motion Motion carried

Discussion on reimbursing state costs to help for those copies that need to be done. Lyle Ladner-Kansas made a motion to reimburse states with newsletter cost with proper documentation submitted to National.

Gene Ockert-Nevada seconded the motion Motion carried

Question-Are we archiving both the Newsletter and Gazette? Yes, the copy that goes to Jim (hard copy and by email) he files in the National files. We are also keeping these on the website under News.

Tom Crews has ceased xphomestation and it now redirects to our website. He was very helpful in getting the redirect completed. Tom did an amazing job for 25-30 years. In 2013 a plaque was presented to him and he is a National Honorary member.

A great moment during the Trails meeting was when the film makers stated we have a great website and they also used it during the reride to follow the rider.

## Proposed Budget 2018– Dean Atkin

*See report on pages 45-46 in 2018 Director's meeting binder.*

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

## Educational Miles and Hours Report – Lyle Ladner

*See report on page 46 in 2018 Director's meeting binder.*

Since August 15 a few more reports have been submitted and can be turned in until September 15th. Reminder, they need to be turned in quarterly which is not yearly quarters but physical quarters for this report and our year starts in October. This is part of the funding to meet which is listed on our task agreement. If you have any questions to see if the event qualifies then call Lyle Ladner. There is also a study program we can provide to teachers. The best thing to do is continually send the report in after each event and Lyle will hold on to them until it's time to file for the quarter which is January 1, April 1, July 1 and October 1. These dates will be added on the website next to the report.

Jack- NPS gives us \$8,000 for reimbursement and it is very important to get this reporting. Mileage reimbursement for education is 56 cents a mile. Last year we had to turn back \$1,200. If we don't spend the money, NPS does not get to keep the money it goes to treasury and we could possibly not get it back the next year. Some states reimburse their members and other states take the money into their general coffer.

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

Dan Pralle-Kansas seconded the motion.

Motion carried

## Insurance –Fred Leslie

*See report on page 47-57 in 2018 Director's meeting binder.*

Fred is currently out of the country but the report he provided is in the book. We have a current certificate of insurance. If you know you have an event, please get the information to Fred in advance.

## NPEA HAM Coordinator

No Report

We have not received a report for the last two years since the position was created and we don't know if we just need a new person for this position or should we need to keep this position at all. The media team has reached out several times

to Gerald with no response. We appreciate all the work the HAMs do for us during the reride and it was noted that the position is important.

Carolyn Gilmore from California thinks the position is important and she has two people in mind in California that she can go back and ask and then get back to us.

Lyle Ladner-Kansas made a motion to remove Gerald Hasty from that position and contact Ron Norton with first option for this position.

Geno Ockert-Nevada seconded.

Motion carried.

## Old Business

### Strategic Plan-Dean Atkin

This is a 5-year plan. The committee will meet the first weekend in May in Tooele, Utah to discuss updates needed and to consider any new items. The empty committee spot was filled with Gene Ockert from Nevada.

### Re-ride Hotline-David Kittle

*See report on page 58 in 2018 Director's meeting binder.*

The numbers were down this year due to the interactive website. Next year we may need to decide to see if we want to keep it active. It is difficult to man during the middle of the night. Nevada will discuss regarding if it continues.

There may be people who call in when we don't have Internet service. The reports seemed to not be accurate. California will be using it this coming year, but it does need to be accurate. We need to make sure the state reports and HAM reports match.

### GPS Spot Tracker-Petra Keller

The spot device got beat up pretty good because it was lost this year but then we found it.

We interact with two maps. Do to security reasons the NPS map was not live this year and was updated every 8 hours since one person was having to update the information. Then we took the NPS map down since it was not live, and people were getting confused on what was live. So, we had the live map only which showed where the rider was but did not show where the rider was going. Petra has talked to NPS and will be working with them to improve the live map experience with major state exchanges.

We will continue to use the spot device and may increase the pinger from 10 minutes to something shorter. The association covers the cost of the tracker and renews every year. We have talked about

other devices and this seems like it is still the best option. We just need to modify the mochila a little, so we don't lose the device along the trail.

Every 24 hours batteries are changed to ensure it never goes dead.

### Olympic Mochila –Dean Atkin

It was in the museum at Ft. Laramie and if no other states want to take it then it will be returned. No other states showed interest in taking the mochila.

Larry talked about the Olympic torch purchase price. Kansas has three Olympic Torch commemorative hats. Those who rode the event but didn't get a hat will put their names in a random draw for the hats.

The commemorative rifle is in the museum in Casper. The media team would like a picture with location and they will post it on the website.

### Sydney Monument at Cabela's/Bass Pro

It looked like the 8 state flags are not flying. It was only one flag but not sure which one. The cost of flags is about five thousand dollars a year. We are trying to find out what Bass Pro is going to do with the property. NPEA paid for the surveying for that property but the contractor has never signed off. A discussion in the past is to have each state pay for their flag replacement but this is on hold until we know what is going to happen.

NPEA never took on any financial obligation to maintain the monument. We are not sure exactly who owns it, so everything is up in the air for now. A suggestion is the damaged flags could be auctioned off as a fund-raiser to cover the cost of replacements. Another idea is to fly only during the reride and special events. We will continue to follow.

### National Park Service-Aaron Mahr and John Cannella

#### Aaron Mahr

A lot of things are happening on the trail this year. The Santa Fe office moved into a temporary office downtown and the Utah office moved to Broadway. All other contact information stayed the same.

The open GIS position was filled by Bryan Deeton and the GIS office is now fully staffed. Steve Burns retired in January and Mike Elliot will be retiring in October and Frank Norris the Chief Historian who worked on the station locations is retiring at the end of the year.

NPS has been working the last 6-7 years on a feasibility report for an additional

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72 routes within current historic trails and the study was completed and signed by the regional director and it has been transmitted to DC to go to congress for decision.

We are still in the 50th anniversary year. There have been events up and down the trail. Aaron was in Old Sacraments for the kickoff of the reride. We had great media coverage, allot of kids were in attendance with quite a bit of interaction with them. It was very exciting. There was an event at the BLM center in Casper that had allot of kids. Keep using the 50th anniversary for exposure. You can also submit stories and pictures on trails50.org that can be utilized by NPEA. If you have ideas submit them to NPS because we never know when funding will pop up or when corporations are donating funds.

Trails 50 reached out to us to use a stuffed dog to take pictures along the trail to help promote the trail as a campaign. National Park Foundation has provided additional funding.

#### John Cannella

NPS is at the convention every year due to the Cooperative/Task agreement to work together to help stimulate and enhance events along the trail. Tied to the Cooperative agreement is the Strategic Plan. There will be new updates coming out of this new year. Jack Davis is our Liaison. Reporting is also part of the agreement. It is important to provide information quarterly to Jack.

The volunteer reporting transfers into a huge funding impact. This is very important. Lower invoices may change what NPS can do for future years.

Collaborate and work together for future goals. If anyone has any ideas or division needs, please talk to John and Aaron so they can prioritize as needed. PNTS established some internships and NPS was able to get one of those internships.

Trail signing in June. Madison Vandersee will be with NPS for 52 weeks to work with signing projects. There are currently some early signing project drafts in the works.

Douglas county is in the driver's seat on the Kingsbury toll road project. They are looking at a

2.5-mile portion of the trail and they are discussing how to address this.

NPS signed an inter-agency agreement with El Dorado National Forest for the Brockliss Bridge and will be working on drawings of possible designs.

Lucy Badenhop from California jumped on a grant for the XP Corral. Even though it was not approved the project has had allot of progress.

Marysville, Kansas received about \$45,000 for stabilization of the Barn structure and parking. Let NPS know if there are any needs for stabilization.

We will be working to improve the website for the reride as NPS is learning how NPEA uses it. That one map had 12 thousand views and the main trail website had about 71 thousand and 161 thousand views.

St. Joseph Patee House, the barn and the river trail project. The area between the barn and the river trail is being looked at to redevelop the downtown area. The city went to NPS asking how to create an XP trail experience from the barn to the river crossings. This is a major development. They are working with the city and Department of Transportation to develop what a trail experience looks like. Early November there will be an event and NPS would like a large showing from NPEA.

#### BLM-Rob Sweeton

Rob Sweeton is the Utah Historian lead for the BLM. This is his first time at a NPEA Director's meeting and would be happy to take questions for other BLM areas.

There are BLM stickers and they are crafting statewide posters for the 50th anniversary. They also crafted a middle school education guide which includes three quick units that can be given to teachers across the country to educate on the trails within the system.

Utah has been working allot with BLM for signage for Simpson Springs. Ray Kelsey is actively working on improving the condition of the monuments within Utah.

If you have questions that need to go to state leads, then please talk to Rob and he will take the information back to that state lead. What NPEA does is important and the time and passion is appreciated.

#### Lunch Break

#### Cheyenne Veterans Affairs Hospital-Sam House

Sam is the Public Affairs officer for Cheyenne VA. He spent twelve years in the Wyoming Military Department as the Environmental Programs manager to help maintain the trails and historical artifacts at Camp Guernsey. Over sixty-thousand-acre military training site and fourteen tribes that had to work

together. Three years ago, the Wyoming XP wanted to deliver mail to the veterans. VA thought this was a great idea and just watching this happen it was apparent the impact the horses have on our veterans. It is more than delivering the mail.

VA is the largest government organization and ten times larger than the Department of Defense. There are allot of people that benefit from things like horse therapy. The veterans have to request horse therapy, they then go to classes to learn how to work around horses.

Sam's idea is to encourage each state to reach out to their local VA and talk to the Public Affairs officer and ask if they can bring mail to our veterans. Local schools in Wyoming write the letters and then they can be delivered to the veterans in the hospital. The extra letters are used when they are waiting in the waiting rooms and staff will give them a letter.

Reach out to congressional staffers to get the publicity for NPEA as well as recognizing our veterans and their contributions to our community. We can also reach out to the President.

It may be best to do it on a weekend when the parking lots are not so full. Ride in slow in a formation not a running delivery. Veterans will come out if possible depending on the weather.

This year Wyoming had 15 riders come in and the riders get off and deliver the letters in the hospital and some stay out with the horses. Some veterans came out and the mayor came one year. They spend about 30-45 minutes there. They go to the grade schools to get the letters. They also give them to the staff as most of them are also veterans.

Dean-It was discussed in making up stationary for the kids to use for the veterans.

Some of the best letters the veterans like are construction paper and crayons from the kids.

#### Reno Rodeo 100th Celebration-Petra

NPEA was contacted by the Reno Rodeo to participate in their 100th celebration in June 2019. We asked if we can carry mail in for the Veterans on patriot nights with an exchange demo. We would like all states to participate and provide letters. We will be working with the Nevada Veterans coalition.

Friday night patriot night-demo Saturday parade

Sunday kids' day to engage.

Petra would like to be the lead for this. Also, is it possible to print the letter ap-

plication in the daily. We are at the early stages of planning. If we want to move forward. Stalls are available, but Petra needs to know how many.

Les Bennington-Wyoming moved to participate in this event.

Ann Martins- Nevada seconded the motion Motion carried

#### Honorary Membership-Carl Schultz/David Kittle/Melva Sanner

No honorary members this year. We had two nominations, but one is already an honorary member and the other the nomination the committee felt was more suited for State consideration.

#### 2019 Re-ride schedule

*See schedule on page 59 in 2018 Director's meeting binder.*

Remove Barker Ranch WY on the Wyoming/Utah Line on the schedule.

Please get your state schedules to the Media team for the website. Make sure you are listing stopping places/exchanges only where you will be doing an exchange. As we get more exposure we need to make sure the riders are in full uniform which includes the vest. Dress code is on the website.

#### 2019 Re-ride Pin, Vignette & Envelope – Les Bennington

Colorado is in charge this next year.

#### Future Delegates Meetings

2019 Colorado (September 13-14, 2019 in Julesburg)

2020 Kansas

2021 Utah

#### Other New Business

##### Pat and Jim-Australia

The final chapter. Czech Republic ride finished up this year in Australia. Pat and Jim followed the Czech group in April for about 19 days. They did about six presentations at different towns while they were there. The letters were to be picked up by horseback and delivered to the Czech embassy. This did not happen using the horses, but they had a nice presentation at the embassy and that was the ending point. They stayed with the Czech group the entire trip and did presentations in Sydney, Melbourne, Adelaide, and did a radio interview. Everywhere they went it was an organization or club that would take them in. They also went up to the snowy mountains.

They covered allot of ground and saw allot of places. They ate a kangaroo and were able to pet a koala.

CONTINUED ►

**Arleta-1960s stolen pistol**  
If defendant is found guilty the guns would go to auction for the state. This is a follow up to the article that was in the Gazette.

**Report of Nominating Committee – Jim Swigart/Lyle Ladner**  
The nominating committee approached Dean Atkin and he agreed to being nominated so they put Dean Atkin forward.  
No nominations from the floor  
Scott Wolf-Nebraska-made a motion that nominations cease  
Dan Pralle-Kansas seconded the motion  
Les Bennington stated by acclamation Dean Atkin as president  
Motion carried.

**Presentation of Officers**  
President – Dean Atkin  
1st Vice President –Melva Sanner  
2ndVice President- Carl Schultz  
3rd Vice President –Tony Goulart  
Treasurer – Jack Davis  
Secretary – Pam Dixon  
Les Bennington made a motion to approve officers. Jack Davis-California seconded the motion.  
Motion carried

**Announcements**  
Thank you, Wyoming Division,  
Les Bennington-Thank you everyone for coming  
Thank you, Stephani, Tony, Rick Davis, Adahline, Deidra, Heidi Powell  
Lyle Ladner-Kansas made a motion to adjourn. Gene Ockert-Nevada seconded the motion.  
Motion carried



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



2019-Annual Re-ride of the  
Pony Express  
Send a Letter by PONY EXPRESS!  
From St. Joseph, Missouri to Sacramento, CA 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 10th, at 3:00pm CDT and will arrive in Sacramento, California on Thursday, June 20th, at 4:30 pm PDT. Envelopes then receive a special postmark and are delivered by USPS. A special historical vignette this year will commemorate Colorado.  
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.  
601Western Ave, Blue Rapids, KS 66411  
For questions regarding orders - Phone (785) 556-1970

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

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

RECIPIENT’S NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

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

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

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

\*\*\*\*\*  
PERSONAL LETTERS - \$10.00 EACH –**Order by May 1<sup>st</sup>**  
(We provide you with special stationary. You write a letter & return to us)

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

ADDRESS \_\_\_\_\_

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

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

## THE PRESIDENT'S CORNER

## 30 years later, enthusiasm with Pony Express greater than ever

In keeping with our mission statement to help preserve and keep the history of the Pony Express alive I have had the chance to look over many old pictures from the past and reflect on their meaning. Over 30 years ago I had the opportunity to join the National Pony Express Association. With a young horse and a young family it became a fun part of our family time spent together.

As I have traveled over the Pony Express trail, I have had the opportunity to meet many people with the same enthusiasm I enjoyed with my family. Not only keeping the history alive but making memories and educating my family on the history of the Pony Express. Hoping they will pass along their experiences and enjoyment to their own families.

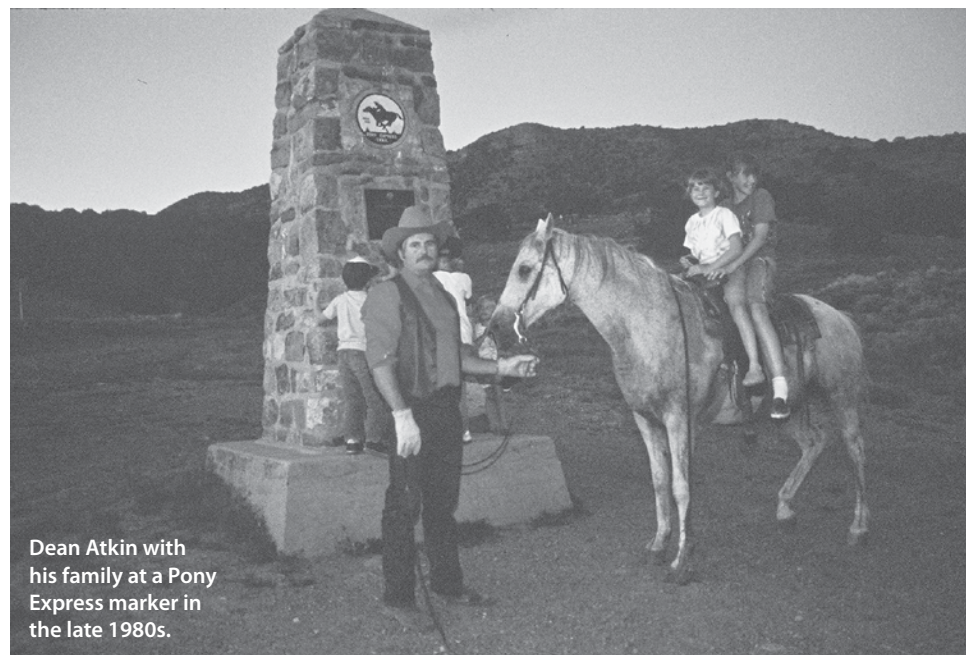
With the convenience of a cell phone camera, we can preserve these moments of today's experiences with a tap of a finger, thus preserving these special

moments. I am hoping that you feel the same.

We are very pleased with the interest we are receiving with our web site. This has opened a lot of doors of opportunity for our organization. I hope you are able to take advantage of this technology to help you in promoting the Nation Pony Express Association. It has made getting a lot of information out to a lot of people relatively easy. Thus allowing those interested in the organization easy access.

This year we have been invited to participate in the Reno Rodeo to help honor our Veterans by writing a letter and transporting them by horse back. Each state will be represented with a ride and flag from each state. If you can represent your state please contact us for more details.

Time stands still for no one and it will soon be time for the re-ride. I'm looking forward to seeing as many of you as I can and as time allows on the trail this year.



Dean Atkin with his family at a Pony Express marker in the late 1980s.

You are all doing a great job. Keep up the good work and enjoy every minute you spend on the trail with your family and friends.

I like this quote. "ENJOY THE LITTLE THINGS IN LIFE BECAUSE ONE DAY YOU WILL LOOK BACK AND REALIZE THEY WERE THE BIG THINGS"! Author unknown.

I want to thank all of the members and non-members alike that make this all happen. The National Parks Service and Bureau Of Land Management. Little children watching mom and dad, grandpa and grandma, uncles, aunts, cousins and

anyone else in between. What an amazing contribution you all make.

The attached photo was taken at Look Out Pass after my ride many years ago. We had family and friends watching. The year was 1988!

Thank you for your support over the past 33 years and most of all the last 3 years. As your National Pony Express President I want to wish you all a safe and enjoyable ride this year.

Sincerely,  
Dean Atkin,  
National Pony Express President

## OLD ADVERTISEMENT



## Visit our Facebook pages

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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
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