

Volume 36

THE OFFICIAL PUBLICATION OF THE NATIONAL PONY EXPRESS ASSOCIATION

April 2025

Camp Floyd, Utah Territory

As the year 1860 opened, the United States' largest concentration of federal troops was found at Camp Floyd, Utah Territory, about 45 miles south and west of Great Salt Lake City (the name was shortened in 1868). In 1857, influenced by fabricated reports of open rebellion and burning of federal records in Utah Territory, President James Buchanan ordered an army under Col. Albert Sydney Johnston to march west to put down the "uprising." The army's march was halted near Fort Bridger through the winter of

1857-58 while peace was brokered. In 1858 the Army of Utah marched through the city without stopping. Finding abundant grass and water near the tiny village of Fairfield, this troop of roughly 3500 officers, enlisted men and civilian employees established Camp Floyd, named for then-Secretary of War John B. Floyd. Almost overnight, the quiet farming village was transformed to a roaring settlement of around 7000. The civilian area, known to the soldiers as "Frogtown," boasted 17 saloons.

John Carson and members of his family had come to the area in 1855. Upon the arrival of the army, Carson built a two-story hotel and inn. Carson's Inn was known as an "oasis of decency" in this wide-open town. No liquor was allowed, and only square-dancing was permitted. Many prominent travelers stayed there.

Nearly all published sources include Camp Floyd as a Pony Express station, although most offer no description. Dr. Anthony Godfrey, in his Park Service-commissioned "Historic Resource Study" of the trail, names Camp Floyd as a contract station under the name Camp Floyd/Fairfield Station. Some authors including C.W. Guthrie in "The Pony Express: An Illustrated History," and Joseph DiCerto in "The Saga of the Pony Express," place the station at Carson's Inn. The late Joe Nardone concurred. Many local historians have maintained that the station was housed in a small adobe building about a block



Photo of Stagecoach Inn by Dr. Joseph Hatch, Utah

east of the Inn. However, in an article in the *Glasgow Weekly Times*, Glasgow, MO, dated August 4, 1859: "Not very remote from [Camp Floyd] headquarters, Dr. Hobbs, general agent for Messrs. Russell, Majors & Waddell, is situated, with his office, mess-house and quarters, where all the business of that extensive freighting firm is attended to with popularity and fidelity." Now, this makes perfect sense, as RMW would have had the contract to haul freight to Camp Floyd along with other military posts across the frontier. The Pony Express was put in service just eight months after the date of this article. Surely existing facilities within the military post would have been used for the mail service, and a separate station only half a mile away would have been unnec-

essary.

The Pony provided an important connection between those stationed at Camp Floyd and friends and family in "the States." Army dispatches made up a considerable part of the mail the riders carried. On "Pony Day," the day when the Express was due from the east, a sentinel was posted on a rooftop within the camp to watch for the approach of the horse and rider. The army received their orders to disband the camp via Pony Express.

When the Civil War broke out, it became necessary to have those Union troops back at the scene of the action. John B. Floyd joined the Confederacy, and the camp was re-named Fort Crittenden.

SEE CAMP FLOYD PAGE 3 ►

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U.S. POSTAGE
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TOOELE, UT
PERMIT NO. 40

National Officers Directory

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Colorado: Sherri Brandt Ovid, CO 970-554-9732	California: Rich Tatman Sacramento, CA 916-362-1902

2025 Re-Ride Schedule

June 11 to 21, East Bound

Wednesday, June 11 Depart Old Sacramento, CA	2:00 PM PDT
Thursday, June 12 CA/Nevada Line (Woodfords)	1:00 PM PDT
Sunday, June 15 NV/Utah Line (Ibapah)	1:00 AM PDT
————— Time Change PDT to MDT —————	
Sunday, June 15 Salt Lake City, UT	10:00 PM MDT
Monday, June 16 Utah/Wyoming Line (South of Evanston)	6:30 AM MDT
Wednesday, June 18 WY/Nebraska Line (Lyman, NE)	2:30 PM MDT
Thursday, June 19 NE/Colorado Line (Chappell, NE)	2:30 AM MDT
Thursday, June 19 CO/Nebraska Line (South of Big Springs, NE)	6:00 AM MDT
————— Time Change MDT to CDT —————	
Friday, June 20 NE/Kansas Line (Tri County Marker)	10:00 PM CDT
Saturday, June, 21 KS/Missouri Line (Elwood)	7:00 PM CDT
Saturday, June 21 St. Joseph, MO	7:30 PM CDT

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

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Printed by Transcript Bulletin Publishing, Tooele, Utah

NEWS FROM WYOMING

Santa also delivers official mail through Wyoming with the Pony Express

Santa Claus spent part of Saturday delivering Christmas cards from Green River to Rock Springs, Wyoming. The Jolly Old Elf was an honorary Pony Express rider, delivering official U.S. mail.

One rider wore a Santa suit, while others wore traditional cowboy garb as the National Pony Express Association's Sweetwater County chapter galloped 15 miles from Green River to Rock Springs on Saturday.

Inside the four official Pony Express mochilas and additional saddle bags were 625 Christmas cards — official mail that carried a special Pony Express imprint.

"We have a special Pony Express Christmas stamp that we stamp them with, and the cards have to be ready to mail with a (postage) stamp on them," said Howard Schultz, Pony Express Association ride captain for Sweetwater County.

Schultz said this year was the 23rd holiday Christmas card ride, and it has grown in popularity over the years with area residents. People start asking about the event starting every Thanksgiving at the Green River Post Office.

This year, seven riders on seven horses, sometimes two at a time, carried the mail along the route. The route was broken into 2-mile sections and then a new horse and rider would take on the mail.

Because of the limited riders and horses and the number of cards, Schultz said he made sure all the cards were on a horse for at least one 2-mile leg of the route.

Saddlebags and mochilas not on a horse for part of the ride were kept in the caravan waiting for the next transfer.

Special Delivery

Once the riders reached Rock Springs, they received a police escort, and all seven horses and riders carried the mochilas and saddlebags of mail on horseback through the city to the post office.

Schultz said the idea for the Christmas ride came from a National Pony Express Association convention 24 years ago when a group from Nebraska



National Vice President, Fred Leslie of Utah rides with Santa



Members of the Sweetwater County Chapter of the National Pony Express Association delivered Christmas cards between Green River and Rock Springs on Saturday. (Courtesy Abigail Hughes)



Members of the Sweetwater County Chapter of the National Pony Express Association bring mail into Rock Springs on Saturday. (Courtesy Abigail Hughes)



Mochilas and saddlebags of Christmas cards were official mail delivered by the Sweetwater County Chapter of the National Pony Express Association. (Courtesy Dakota Riddle, Green River Star)

talked about doing a Christmas ride. Schultz and his brother decided to start their own local version between the two Sweetwater County communities.

Cards were mostly from people in Green River and Rock Springs, but one of the riders who lives in the Red Desert area brought 120 cards from the Wamsutter post office to be carried as well.

Just like the annual Pony Express Association rides that highlight the special horse-based service that existed for 18 months starting in 1860, the annual Christmas event draws local interest from bystanders, young and old, who see the riders off in Green River and welcome them in Rock Springs.

Schultz said other Pony Express Association chapters in the state also do special Christmas rides for the season.

Once the cards were turned over to the Rock Springs Post Office, they were to be sent to Salt Lake City for normal sorting and back to the address on the card, Schultz said.

"It would be just like you sending it

through the mail," Schultz said. "Other than it gets to Rock Springs faster."

Used with permission from Cowboy State Daily. Submitted by Howard Schultz - Wyoming

Camp Floyd

continued from page 1

In July of 1861, the army was mobilized to return to the east, and the raucous town of Fairfield died as quickly as it had been born. By September, 1861, only John Carson and 18 families remained.

Today John Carson's Inn is known as Stagecoach Inn, and is the centerpiece of

Camp Floyd/Stagecoach Inn State Park. The Inn has been restored with period furnishings, and is open to the public. Across the street stands the old Commissary Building, where visitors can learn the history of Camp Floyd. About a mile to the south, the Camp Floyd Cemetery is the resting place for 83 soldiers and one civilian from the camp. Stop in when you are in the neighborhood.

Submitted by Pat Hearty - Utah

MESSAGE FROM THE PRESIDENT

Thank you, National Pony Express Association (NPEA) members in reelecting me as your 2024–2025 National President. I can't believe I am halfway through my final year in this role. Time is going so fast. This amazing journey has been an honor that I never thought I would get to experience, and I appreciate the hard work and guidance from my board, committee chairman and all those who keep me on task with reminders and continue to pick up the phone when they see my name. I want to also thank Danny for his many years of support from pep talks to using our vacation time to follow the reride the last couple of year. I could not do this without all of you!



Pam Dixon-Simmons

2024 was another busy year. The NPEA entered into a new one-year Task Agreement with the National Park Service (NPS) and our 2025 Budget was approved. This allows us to continue our work promoting the wonderful history of the Pony Express and support our education, restoration, and signage efforts along the Pony Express National Historic Trail.

The 2024 re-ride was a wonderful event and full of celebrations and adventure as the pony traversed dirt roads, small towns, large cities, multiple mountain ranges and through storms from Missouri to California. While the trail was much drier this year we were not without some adventure. Nebraska, yep, I know what a severe storm warning really means for the second time and Nevada all I can say is wow with that crazy lightning and rainstorm out of Fallon. Kudos to the riders and ground support that were flexible in getting the mail through in a safe manner.

The adventure kicked off with a huge crowd at the Patee House. This year we had the honor of joining the United States Postal Service (USPS) while they unveiled the horse stamp just before the outbound riders left with the mail. This was a grand event attended by USPS representatives, stamp collectors who learned about the NPEA and our annual event, kids who are learning about it in school and our die-hard members and followers. In addition, NPS was in attendance for the kickoff ceremony promoting their Jr. Ranger program and the Pony Express with activities for the kids. This was a hit with so many kids and

adults alike and once we left St. Joseph, the NPS set up their table at multiple locations promoting this wonderful program. In Kansas we had the honor of having the Ft. Riley Mounted Unit carry the mail out of Marysville and then into Hollenberg Station. Every state did their part to push hard and did us proud. Without the support of our HAM operators, NPS, ground crew and all the dedicated members and riders with their wonderful horses we would not have made it to Sacramento on time.

While the NPEA is still strong with its many volunteers and partners we continue to face challenges that come our way. One of the common challenges I saw throughout the re-ride is the need for more riders to ensure we are doing our history proud and in a safe manner. The dedicated riders we have go above and beyond to ensure the mail is carried but there are a few gaps where assistance is needed to ensure safety of horse and rider. If you know of anyone who would like to join in the adventure and take part in history, please reach out to them to join this wonderful organization. In addition, we need more help at the National level from website assistance throughout the year and especially during the reride, taking the reins for our Facebook page and helping with signage projects. We want to ensure this wonderful organization is around for many generations to come to promote and protect the history and the trail. If you would like to help with our website coverage or Facebook during the upcoming reride please reach out to me at NPEAPam@gmail.com or nationalponyexpress@gmail.com.

Our other large event every year is our National Convention. In 2024, the Missouri Division hosted at the Patee House where we took care of NPEA business, heard from our NPS partners and learned even more about the history of St. Joseph. The museum is always a treat with so many wonderful displays and for those who have not had the chance to visit I encourage you to do so. After the meetings and the Saturday night dinner those in attendance had the opportunity to take a ride on the historical carousel.

I want to thank everyone again for all you do for this organization and each other. Your hard work is greatly appreciated, and I look forward to seeing you along the trail during the 2025 re-ride or at the 2025 Convention in Elko, Nevada. Until then, stay safe and Happy Trails.

Pam Dixon-Simmons, President
National Pony Express Association

NEWS FROM KANSAS

Students excited about re-ride

The January meeting of the Kansas Division was our annual soup supper for members and their families. Even though the temps were frigid with 10" plus snow we had a nice crowd. A short business meeting followed.

Our school reride will be April 4 between Axtell Elementary and St. Peter and Paul in Seneca. Approximately 65 students will participate. The students are always excited to see the horses and ask several questions.

The Kansas Division is scheduled to pick up the mail at 10 p.m. on Friday, June 20 and arrive at the Patee House Saturday, June 21 at 7:30 p.m. The Fort Riley Mounted Color Guard is planning to ride with us again this year. A large crowd attended last year and we received a lot of positive feedback. We in Kansas hope everyone has a safe and enjoyable ride this year.

Submitted by Lyle Ladner

Thank You

I would just like to say thank you to all the volunteers that volunteer their time for the Pony Express. The president, vice president, secretary, and all the other volunteers that volunteer their time. Without them this would not be possible.

I think we all take for granted and don't realize how much time those individuals put into their duties, I think we all owe them a big thank you for all their hard work and dedication that they put into this!

From the bottom of my heart, I truly thank each and everyone that volunteers their time for the Pony Express!

Thank you; without you this would not be possible.

– Jen Downard, Kansas Division.

NEWS FROM UTAH

XP Utah dinner meeting

Fabulous barbecue, great service, a lot of camaraderie and getting caught up with all the latest news at Famous Dave's Bar B Que in West Jordan, Utah, especially about the 2024 National Convention in St. Joe, Missouri, held in September. Re-ride dates were discussed, ready to put

on next year's agenda!

Dean Atkin was not able to attend the National Convention to receive the Ken Martin Service Award for 2024, so he was happy to be presented with it at this meeting.



NEWS FROM NEVADA

Getting ready to host convention

We are moving forward on our convention, getting everything in order. Our memberships are coming in slowly, picking up some new riders. Let's hope we have a great year for the re-ride. Our new officers for 2025: President Gene Ockert 1st Vice Mary Alice Raabe 2nd Vice Wendy Cobb Secretary Eddie Ockert Treasurer Jim Phelan Members at large: Anne Martins, Arthur Johnson, Andy Boyer a member at large as he is the Chairman for the Convention of 2025. Here is wishing everyone a great New Year Submitted by Gene Ockert

NEWS FROM COLORADO

Colorado Pony Express rides strong through 2024, looks ahead to 2025

The Colorado Division of the Pony Express celebrated a year full of exciting events, community engagement, and historic traditions in 2024, proving that while the division may be small, it remains mighty. One of the year's standout events was the annual re-ride BBQ, where the Seven Falls Indian Dancers entertained residents of the nursing home, the assisted living center, and the general public. The event also featured a short parade, with Pony Express members carrying flags and the iconic mochila alongside the dancers on a trailer. Despite receiving the mail 45 minutes late during the re-ride, the team made up time and successfully delivered it back to Nebraska on schedule. Seven riders covered 36 miles, with three taking on over seven miles each. The Colorado Division was also well-represented in parades throughout the year, including the Sedgwick County Fair Parade in July and the Annual Parade of Lights in December. Another highlight was the Christmas Card Ride on December 14, where five members carried on horseback over 165 Christmas cards from the Ovid Post Office to the Julesburg Post Office under beautiful weather conditions, making for an enjoyable and memorable ride. In September, delegates Sherri, Wanda, and Carlie attended the National Convention in St. Joseph, MO, visiting historic sites such as the Pattee House Museum and Jesse James House. On their journey, they also stopped at the Gothenburg Station in Nebraska and the Pony Express Barn and Museum in Marysville, KS. The year concluded with a festive Christmas party, where members and their families gathered for a chicken-fried steak meal, celebrated the year's achievements, and received membership patches. Looking ahead to 2025, the Colorado Division is preparing for more outreach and educational events. Their annual re-ride BBQ in June will feature a cowboy poet, promising another year of tradition and community spirit. The Pony Express may be a historical relic to some, but for the Colorado Division, it remains a living legacy—one that continues to ride strong into the future. Submitted by Sherri Brandt

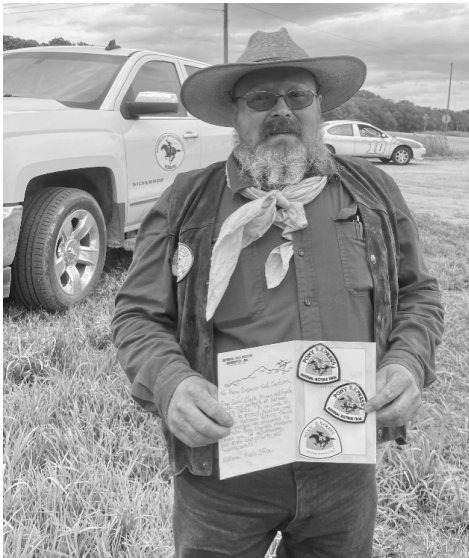
INQUIRY

I had a gentleman ask me about the "Certificates" given to families of Original Pony Express Riders by the Post Office in 1960. I was no help to him and did a fair amount of research and found nothing. Can anyone help? Thank you, arleta@bluevalley.net

NEWS FROM NEBRASKA

Patches given to trail captains

NPEA Nebraska division president Cathy Stevens collected patches and decals from representatives of the National Trails Office, at the 2023 NPEA convention in California and distributed them to trail captains across Nebraska at the 2024 Pony Express Re-Ride. They are thankful for all the volunteers who keep this great Pony Express event continuing every year! Trail Captain Kevin Riggle receives Thank You for volunteering patch/decals from National Trails Office! Nebraska Highway 53 to Kansas state line!



Trail Captain Kevin Riggle receives Thank You for volunteering patch/decals from National Trails Office! Nebraska Highway 53 to Kansas state line!

WANTED



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

Please contact us at: nationalponyexpress@gmail.com

National Pony Express Convention 2025

September 4-6, 2025

Hotel: Ramada at Stockmen's Casino, 340 Commercial St, Elko NV 89801
Group reservations under Pony Express / Group Code 387526 ONLY by calling
Toll Free: 800.648.2345 or Ph: 775.738.5141
Attendees must make room reservations with the hotel directly (\$89 king, \$99 queen double + taxes/fees). Note: Lunch/Dinner meals are buffet-style.

Tentative Schedule of Events

Thursday, September 4, 2025

(5 to 8 p.m.)
Meet and Greet with snacks

Friday, September 5, 2025

Committee Meetings (9 a.m. to 12 p.m.)
Lunch (12 to 1 p.m.)
Trails Meeting (1 to 3 p.m.)

- Stockmen's Casino banquet rooms
- 340 Commercial St, Elko NV 89801

Public Event (2 to 4 p.m.)

- California Trail Interpretive Center
- 1 Interpretive Center Way, Elko, NV - 9 mi. west of Elko on Hwy.80, Hunter Exit
- We are inviting the public to come learn about the Pony Express, watch the Pony Express Documentary, explore the exhibits, and see a mochila exchange.

Dinner (5 to 7:30 p.m.)

- California Trail Interpretive Center
- 1 Interpretive Center Way, Elko, NV - 9 mi. west of Elko on Hwy.80, Hunter Exit
- We will be serving a Basque dinner and have Basque dancers

Saturday, September 6, 2025

Delegates Meetings & Lunch (9 am to 3 p.m.)

- Stockmen's Casino banquet rooms
- 340 Commercial St, Elko NV 89801

Lunch (12 to 1 p.m.)
Hat/Purse Design Workshop (9 to 11:30 a.m.)

- DIY - learn to burn a design on a hat/purse, all supplies included
- More info at: nationalponyexpress.org/npea-events/upcoming-convention/

Museum Tour (1:30 to 3:30 p.m.)

- Northeastern Nevada Museum
- 1515 Idaho Street, Elko, NV
- Note: Ruby Valley Pony Express Station is located here!
- Join Jan Boyer and visit the Northeastern Nevada Museum gift shop and exhibits
- First person to find Andy Boyer in an exhibit and tell him what horse he is riding wins \$10

Dinner (5 to 8 p.m.)

- Stockmen's Casino banquet rooms
- 340 Commercial St, Elko NV 89801
- Silent Auction
- Live Entertainment - Southwind Band



Andy Boyer, chairman of the 2025 National Pony Express convention planning committee, receives a generous grant check from Elko Convention and Visitors Authority administrative assistant, Selina Morales. The convention will be held in Elko Nevada on September 5th and 6th and will attract members from across the country.

National Pony Express Convention • September 5 & 6, 2025

Registration Form

Ramada at Stockmen's Casino • stockmenscasino.com
340 Commercial St, Elko, NV 89801

Attendee(s) Information	
Name(s)	
Address	
City, State, Zip	
Phone	
Email	



Attendee(s) Information	#	Price	Total
Early Registration due before Aug. 1, 2025		\$125	
Registration due before Sept. 1, 2025		\$135	
Fri Dinner Event Only		\$35	
Sat AM - Hat/Purse Design Workshop <small>DIY - create your own design, choose a hat/purse and learn to burn a design on it (all supplies/tools provided.)</small>		\$70	
Sat Dinner Event Only		\$45	
Grand Total			

Please make checks payable to NPEA Nevada Division and mail to: **Andy Boyer**
239 Flora Drive
Spring Creek, Nevada 89815

Hotel Information:
Ramada at Stockmen's Casino
\$89 king, \$99 queen double + taxes/fees
Group reservations under Pony Express / Group Code **387526**
ONLY by calling Toll Free: **800.648.2345** or Ph: **775.738.5141**
Reservations must be made before **August 15** to receive the group rate.

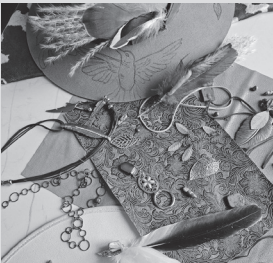
Room rates are subject to applicable state and local taxes at the time of check out.

Questions - please email: nvnpeaconvention@gmail.com

Hat/Purse Design Workshop

With Georgene during the NPEA Convention

- Let's create the custom-burned and embellished hat of your dreams! Or choose a purse option!
- The workshop will guide you through the techniques used to burn a design and add embellishments to customize your hat or purse. This is a great way to update and elevate your personal style.
- You'll start by choosing your hat (or purse) and then you'll dive into a hands-on creative design experience!



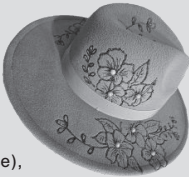
Design templates



will be provided; however, feel free to bring your own design or ideas. Includes hat (or purse), experienced instruction, and up to 5 embellishments.

- Heat tool/burner will be provided for the workshop and can be purchased separately if you would like to continue making these stunning accessories.
- Craft your own unique creation by selecting from a range of embellishments to include:

- » Hat bands
- » Ribbons
- » Fabric
- » Leather straps
- » Beads
- » Chain
- » Feathers
- » And much more



From race track to National Historic Trail

After discovering in 2023 that the Pony Express still existed with the re-ride my husband, Buck and I knew we wanted to take part. We are from SW Missouri and knew there was limited miles here (MO) so we asked where we would be most useful and were told that Nebraska always needs help. So that's where we headed! And who better to do the re-ride than a retired racehorse jockey (Buck Harris) and a retired thoroughbred 'Day of the Player'. Player had earned \$49,000 at the track, but found himself in a dire situation in 2021 where he and six other horses were rescued off of a property where they were literally starving to death. Almost 30 others hadn't been so lucky. One of the seven saved, also didn't make it. Thankfully, an angel by

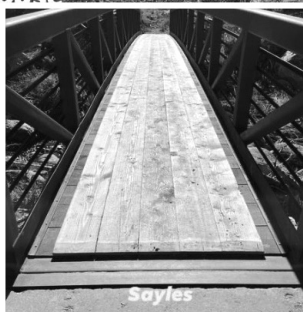
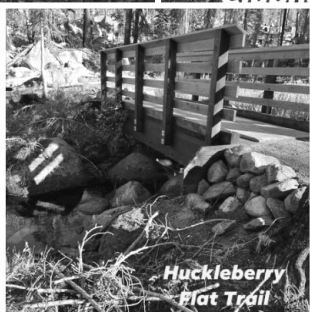
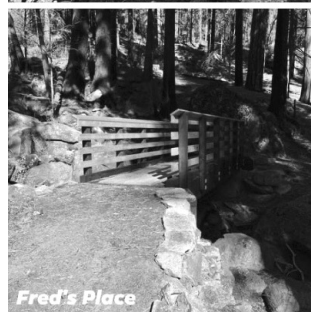
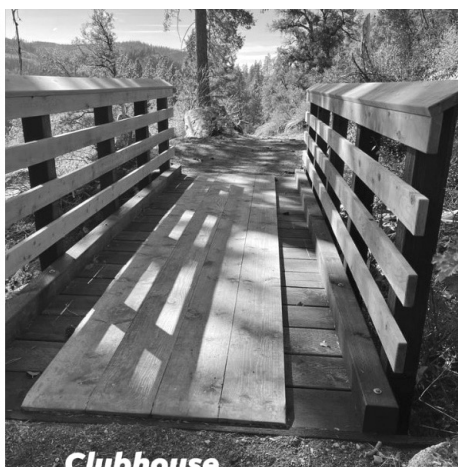
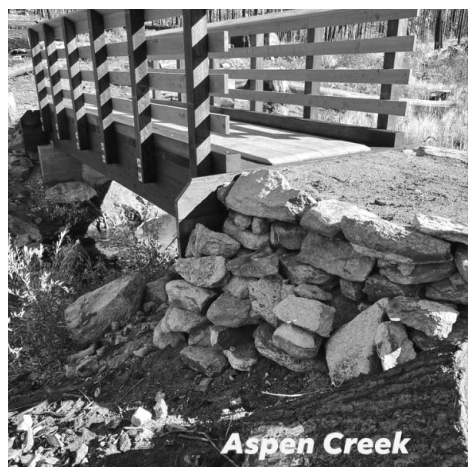


the name of Lynn Sullivan at Thoroughbred Athletes saved him and the others and we were blessed to be able to adopt him. He loves doing the re-ride as does my husband. I think it brings back the "good ol' days" at the track for the both of them. We have made some life-long friends since joining and look forward to many more years.

Submitted by Lisa Harris

U.S. Forest Service - Eldorado National Forest

PONY EXPRESS TRAIL UPDATE: The Eldorado NF has completed the construction and replacement of the 5 Pony Express trail bridges that were burned in the Caldor Fire. Some changes from before the fire is that the shorter span wooden bridges are now six feet wide and the guard rails are now 54" high.



My Story by Orin Friesen

My Pony Express story starts in 1959 when I was in junior high. One of my assignments was to write a term paper. I lived on a Nebraska farm, rode horses, and loved everything about the West, so I picked the Pony Express as my subject. I put everything I had into my research and my teacher used my paper as an example of excellence and read it to the entire class. She gave me a grade of 98.5%. She said the only reason that I didn't get 100% is because she never gave anyone a perfect score. That vote of confidence from my teacher inspired my lifelong interest in both writing and history.

Not long after that, I heard about the Centennial of the Pony Express coming up on April 3, 1960. I read in the newspaper that there was going to be a re-enactment of the Pony Express covering the entire trail from St. Joseph to Sacramento. I yearned to be a part of that re-ride but I didn't know where to start. First of all, I was only 13 and it looked like all of the riders were going to be adults. Then I thought about young Bill Cody. He claimed to have been a Pony Express rider and, if so, he would have only been 14 at the time. I was only five months from my 14th birthday, so I thought I might be able to convince the re-enactors that I could do it. But where to start? I had no idea. Being rather naïve, I wrote a letter to the postmaster of St. Joseph, MO. Of course, I never received any kind of response so, when April 3 came around, I did my own re-ride. I made my own mochila, using a piece of canvas with four cereal boxes attached for the cantinas. I practiced with my own horse, even attempting a running mount.

Even though I wasn't able to participate in the national event, it didn't stop my interest in the Pony Express. I dove into the history even deeper. Not much had been written at the time. Then I discovered Hoofbeats of Destiny: The Story of the Pony Express by Robert West Howard, which was released in June of 1960. I devoured that book. Not long after that, I found The Pony Express: Across Nebraska from St. Joseph to Fort Laramie by Merrill Mattes and Paul Henderson. That book had a listing of the Pony Express stations from St. Joe to Fort Laramie and even included a map. I studied that book so much that it fell apart and I had to buy another copy. I got a piece of paper the size of our dining room tabletop and started drawing my own map on which

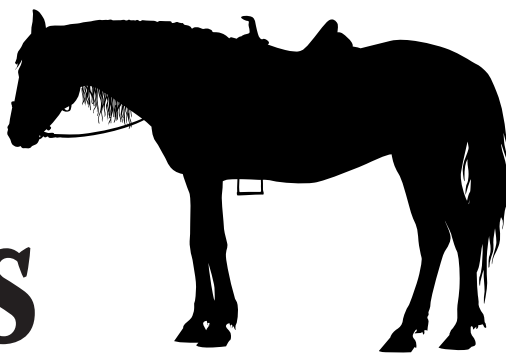
I began to plot the station sites all the way to Sacramento. Every day after school, when my chores were finished, I would get out my map and work on it, updating it whenever I found new information. It became an obsession. Once, on a family vacation, I talked my parents into stopping in Bridgeport, NE so I could meet and visit with Paul Henderson.

As the years went by, my passion for the Pony Express gave way to other things. I became interested in radio and had a successful career in broadcasting. But, every once in a while, something would rekindle my interest in Pony Express history. The 150th anniversary of the Pony Express came along in 2010 and this time I actually got to be a small part of the re-ride. That turned out to be a comedy of errors which should probably be left for another time.

After my career in radio and television, and a second career as a member of a cowboy band, I started getting back to my interest in the Pony Express. Quite a few books had been written on the subject, and I bought everyone I could find. After I turned 70, I started thinking about putting together a "bucket list." At the top of that list was exploring the entire Pony Express Trail, trying to locate every station site along the way. I did thorough research and felt like I could navigate my way along the trail, but I needed a driver. For that job, I enlisted my friend, Frank Goodrich. Frank loves history, is a re-enactor, and is president of cowboy singer, Michael Martin Murphey's educational non-profit organization known as the Murphey Western Institute. So, in September of 2019, we jumped in Frank's Subaru SUV and headed for St. Joe. We located all of the Pony Express station sites between St. Joe and Fairbury, NE, including the still-standing Marysville and Hollenberg stations. We made plans to hit the trail in 2020. Then came the Covid pandemic.

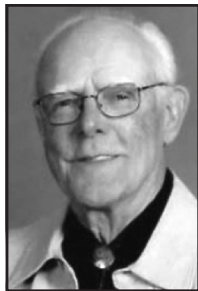
The pandemic was still in full swing in September of 2020, but Frank and I decided to get back on the trail anyway. This time we started at the reconstructed Rock Creek Station and found the sites between there and North Platte, NE. In 2021, we went from North Platte to Fort Laramie, and then in 2022 we went from Fort Laramie to Fort Bridger. In 2023, we went from Fort Bridger, all the way across Utah, to the Nevada border. Then in May of 2024, we followed the trail across Nevada and California.

Empty Saddles



Wilbur "Bill" P. Petersen

Sept. 1, 1943 – Sept. 29, 2023
Wilbur "Bill" P. Petersen, 80, of Minden, passed away on Friday, Sept. 29, 2023 at his home, with his family by his side. Funeral services were held Oct. 4, 2023, at St. Paul Lutheran Church in Minden with Rev. Donald Becker officiating. The service was streamed to the church's YouTube page. Interment was held later that day at the Minden Cemetery with military honors presented



by the Minden American Legion, Heartwell Veterans of Foreign Wars, and the United States Army Honors Team. Memorials in Bill's honor are kindly suggested to the Kearney County Historical Society or the Minden Senior Center. Arrangements were under the care of Craig Funeral Home in Minden.

Wilbur "Bill" P. Petersen was born Sept. 1, 1943, to Harold and Florence (Rients) Petersen in Worthington, Minnesota. The family later moved to Upland, Nebraska, where he graduated from high school.

He joined the Army National Guard in 1964, and after serving 31 years, he retired as 1SG with HHC 1-195th AR out of Kearney.

In Oct. of 1964, he married Nancy Mitchell and to this union two sons were born, James and John.

Bill had many jobs in his lifetime. He installed sprinklers in for Bob Lundeen, was a custodian at the Kearney County Courthouse, a deputy sheriff for Kearney County, then Bill was appointed as Police Chief of Minden. After retiring from law enforcement, he and his wife managed the motel at Pioneer Village.

He was a member of the St. Paul Lutheran Church, American Legion OCTA, Kearney County Historical Society, and the Nebraska National Guard Retirees. Bill enjoyed reading, traveling, and visiting with everyone about history, especially the Oregon and California Trail.

Those left to cherish his memory include his wife Nancy; son James "Jim" Petersen of Minden and special friend Hyde Shiers of Kearney, and John Petersen and his wife Pam of Blair; grandchildren Ali Holmes and her husband Sabastien of Blair, Evan Petersen and special friend Karsen Winn of Lincoln; brothers Warren Petersen and his wife Christy, of Minden, Ric Petersen and his wife Dawn of Boynton Beach, Florida; sisters Margaret Griffith of Neligh, Joy Sinsel and her husband Randy of Minden, and Ada Petersen of Minden; as well as a host of nieces, nephews, extended relatives and close friends.

He was preceded in death by his parents, sister Linda Slade; brother Lance Petersen; brothers-in-law Randy Petersen, Frank Griffith, and Lee Slade.

Tributes and memories can be shared with the family at www.craigfunerals.com.

Thomas Tabacco

We are sad to report that Tom Tabacco became a Silent Key on Aug. 19, 2024. He served his community in Lyon County as part of the Search and Rescue team as well as many capacities in SIERA. He organized ham support for the Pony Express Re-Ride and the Nevada Day Parade for many years. He also he gave presentations in SIERA meetings and helped build the club's radio trailer. Rest in peace, dear friend. 73

Darrel E. Boyd

June 3, 1930 – July 2, 2024
Darrel E. Boyd, 94, of Beattie, Kansas, passed away July 2, 2024 at the Frankfort Community Care Home.

A visitation was held Sunday, July 7, from 11 a.m. to 8 p.m. at Kinsley Mortuary in Marysville.

A funeral service was held at 10 a.m., Monday, July 8, at Salem Lutheran Church, south of Axtell. Burial was in the Beattie Union Cemetery.

The pallbearers were Matt Bergmann, Mike Bergmann, Dustin Floyd, Dalen Floyd, Dan Koch and John Wulschlegler.

The honorary pallbearers were Jim Settles, Lyle Ladner, Kent Floyd, Gary Bergmann, Stan Hasenkamp, Larry Polson and Linn Sunderland.

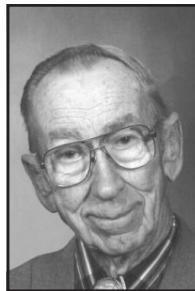
Darrel was born June 3, 1930, at Frankfort, Kansas, to Glen and Vera (Sunderland) Boyd.

He was a farmer and dairyman and later in life drove a truck delivering grain and livestock. Darrel enjoyed his horses and was a member of the Pony Express Riders of Kansas and Masonic Lodge.

Darrel was preceded in death by his wife, Ruby K. Boyd, Oct. 10, 2016; and infant daughter Karen Sue.

Survivors include three children, Kathy, Michigan, Bill and Jim, New Mexico; and sister, Twyla Boyd, Frankfort.

Memorials may be made to the Pony Express Riders of Kansas and will go to a senior graduating from high school. Contributions may be sent in care of Kinsley Mortuary.



Wade Ashley Miller

Wade Ashley Miller of Emporia, died on Tuesday, Nov. 26, 2024, at Stormont Vail Hospital in Topeka. He was 61.

Wade was born Aug. 14, 1963, in Marysville, Kansas, the son of Frederick Charles and Jean Carol Schmidt Miller.

Wade graduated from Emporia High School Class of 1983 and worked as the Assistant Manager at Wash 'n' Vac Car Wash in Emporia. He was a member of the National Pony Express Association.

He is survived by his mother Jean Carol Miller of Emporia; brother Grant (Karen) Miller of Shawnee, Kansas; sister, Valerie (Darrin) Arment of Hiawatha; nephews Preston and Landon Miller; and his niece Allison Arment.

He is preceded in death by his father, and grandparents, Emil and Lena Miller and Henry and Jessie Schmidt.

The memorial service was held Dec. 2, 2024, at the First Christian Church in Emporia. A private burial took place at the Rosean Cemetery north of Emporia. Memorial contributions to the Kansas Division of the National Pony Express Association or charity of the donor's choice can be sent in the care of Roberts-Blue-Barnett Funeral Home, P.O. Box 175, Emporia, Kansas 66801.



Melba Jean Ray Leal

Sept 4, 1941 - Nov 27, 2024

On Nov. 27, 2024, NPEA lost long time member Melba Leal. Melba was a 39-year member of the California Division, National Lifetime member, author, and advocate for the Pony Express Trail with a passion for the Brockliss Bridge project. Services were held Dec. 18, 2024, at St. Patrick Catholic Church in Placerville, California.

It is with a heavy heart that we announce the passing of Melba Jean Ray Leal. Living most of her life in Diamond Springs California, Melba was a strong and passionate person and was involved in many movements and positive changes in the community. As a devout Catholic she spent a lot of time growing and promoting the Mother Teresa Maternity Home, and dedicated many hours to praying for and helping others. Melba loved horses and was deeply involved in the Pony Express, clearing and restoring the old rider trails. Melba had a heart of gold and a steadfast disposition.

She is survived by her son Gerald Leal Jr, grandchildren Harry Plummer, Jessica Wilkinson, and Eli Leal, and her great grandchildren Gavin Plummer, Jessilyn Wilkinson, and Kimber Plummer.



Daniel R. Wines

3/12/1948 – 8/19/2024

Dan was born in Elko, Nevada, and raised in Ruby Valley, Nevada, on the family's registered Centennial ranch known today as Overland Land and Livestock and is still owned by family.

It was the site of the Overland Stage stop, and the two-story building there was built with bricks kilned in the valley. Originally the ranch supplied the forts in the area. The bottom floor still exists.

When Dan and his wife, Karen, became Pony Express members and were sworn in on June 11, 2009, at Robert's Creek Ranch, Nevada, they had no idea that his great-grandfather, Ira D. Wines, had been a Pony Express relief rider in Ruby Valley years before.

Dan and Karen's daughter, Stacy Wines, and their granddaughters, McShea and Danika, also have ridden as pony riders on the Nevada trail.

Dan was known for his interest in preservation of early Nevada history, which led him to a new trade as a wheelwright and restorer of horse-drawn vehicles. His pride and joy was an army escort wagon originally owned by an uncle, that came to him in "bits and pieces".

The project took six years to complete, and the wagon is now on display with other restored items in Spring Creek, Nevada. Dan's research indicated that the wagon could date back as far as 1863.

Submitted by Andy and Jan Boyer, Nevada



Zora Adela (Anderson) Yoder

Nov. 3, 1933 - May 7, 2024

Zora Adela Yoder, the youngest child of eight born to Charles Renwick Sr. and Mary Alice (Sherrard) Anderson, passed away on Tuesday, May 7, 2024 at their farm near Blue Hill, Nebraska.

Zora was born Nov. 3, 1933 near Wilsonville, NE. She attended "Anderson" Rural School near Wilsonville, NE. Following graduation from Wilsonville High School in 1951, she attended Lincoln General School of Nursing graduating in 1952.

Chester A Yoder and Zora were married on August 9, 1952 in Pasadena, CA at her grandmother, Dora Sherrard's, home. Into their family they welcomed Brady L. and Cheryl A. Yoder. Their family and many friends helped them celebrate their 70th anniversary in 2022. They were blessed with 71 years of marriage.

Zora worked as an office nurse in Cambridge, a nurse at Good Samaritan Hospital in Kearney, and a part-time night nurse supervisor at the Broken Bow Community Hospital. Following her nursing career, she attended Kearney State College receiving a B.A in English and a minor in Physical Education. In 1964, Zora began teaching at Blue Hill Community Schools and taught English and Physical Education, coached the volleyball team (getting 2nd at State in 1972), and mentored students as Guidance Counselor. In 1965, she also attended summer school at the University of Guadalajara, in Mexico. Following six consecutive summers, Zora graduated from the University of Nebraska with a Master in Education and a minor in Educational Psychology. After 30 years of distinguished service, Zora retired from Blue Hill Community schools in May 1994.

Zora grew up with horses from a young age and continued her passion a barrel racer. In 1970, she started competing in the Nebraska Cowgirls Rodeo Association (NCRA), where she was awarded the year end champion in 1972, placed as the Finals winner in 1994. She also held the position of President of the NCRA for several years. Zora also won numerous buckles in the National Barrel Horses Association and rodeos. Her proudest moment was when she won the Shootout saddle at the 6th Annual Barrel Mania barrel race. Another proud moment was carrying the Olympic torch in 1992 during the Pony Express Ride.

She was preceded in death by her parents; brothers and sisters-in-law Charles R Jr (Johanna) Anderson, R Howard (Dorothy) Anderson, and Frank N Anderson; sisters and brothers-in-law Dora A (Donell) Sylvester, Melva B (Theodore) Anderson, Alice M (Merlyn) Babbitt and Audry A Anderson.

Survivors include her husband, Chester; her son Brady L. (Bonnie) Yoder and her daughter Cheryl A. (Kenney) Wallace; grandchildren Brian J. (Keather) Yoder, Brad D. (April) Yoder, Bruce A. (Elisha) Yoder, Benjamin A. (Alicia) Yoder and Colt R (Jessica) Wallace; great-grandchildren Elizabeth P. and Xavier N. Yoder; Logan L., Elijah and Jake J. Yoder; Anna R. and Adalynn R. Yoder; Roy S. and Terra E. Yoder and Rifle R. Wallace.

Private family graveside will be held at Fort McPherson National Cemetery, Maxwell, Nebraska at a later date. There will be no viewing or visitation as her wishes were to be cremated. Condolences may be sent to the family at www.mertenbutler-mortuary.com. Merten-Butler Mortuary, Blue Hill, Nebraska is in charge of arrangements.



This Member uses a camera instead of a horse

Long-time member Frank Gifford doesn't have a horse... he spent his money on camera gear. His site, www.rt66pix.com is devoted largely to American roads and transportation. A Pony Express gallery of 700+ Re-Ride images shows riders in motion, and terrain. Others are up-close shots during mochila exchanges. The gallery includes parts of three Re-Rides, including departure ceremonies from St. Joseph and Sacramento.

A 90 year old story...

by Mary Cone, Nebraska

It isn't often that a person gets to touch history and hold it in the palm of their hand... My in-laws stopped by one evening, as they had something to give me and tell me about. My interest was definitely piqued when the words "Pony Express" were mentioned. It turns out that their dentist, Dr. Harry Jackson Linch (named after Andrew Jackson, since his Grandpa grew up in Louisiana) had some mementos to share with someone "who would care." "Jack" had seen my name in local newspaper articles about the Pony and its activities and knew I was very interested in the Pony Express. He had moved to Florida in his retirement, but knew my in-

laws well, so he sent these items to them to give to me. Jack loved the Pony Express growing up. When he was 6 years old, he got a brown & white Indian pony named "Donny". Donny was just a colt at the time. Jack said that he didn't know "who



1935 Oregon Trail Coin - front and back.

trained who". Jack's father was a dentist in Big Springs, so Donny stayed at Jack's uncle Clyde's ranch between Big Springs and Brule. In 1935 Jack was 14 years old. That year he and Donny rode in the Diamond Jubilee Pony Express Rerun that was held. The area that they rode was between Big Springs and Brule. And, for that participation, Jack was given a beautiful commemorative coin. After keeping it in pristine condition for over 80 years, Jack wanted to pass that coin and its story on to someone who cared about the Pony Express. I was the lucky someone — and am so very excited and grateful for this gift!! Shortly after I received the coin and information from him, Dr. Linch passed away, at the age of 98. Thank you, Dr. Linch. Here is the story about the

1935 Rerun (Courtesy of NPEA Website):
1935 – Pony Express Diamond Jubilee
The Diamond Jubilee of the Pony Express was sponsored by the Oregon Trail Memorial Association (OTMA), in cooperation with Boy Scouts of America and local historical associations and communities along the trail. Many celebrations took place between April 3 and October 24, 1935. The highlight of the Jubilee was the August 8-23 rerun from Sacramento to St. Joseph, in which about 300 Boy Scouts participated. They carried letters addressed to President Franklin D. Roosevelt from Governors and other officials along the trail. Some of the Scouts were

SEE JUBILEE PAGE 20 ➤

NEWS FROM THE STABLE (WEBSITE)

Website Pageviews during Re-Ride Days

2017	2018	2019	2020	2021	2022	2023	2024
32,273	32,671	43,926	No Re-Ride	45,530	47,139	60,767	64,548

by NPEA Stablenmaster Mary Cone

The website continues to be an important source of information about the Pony Express for people to access, members and the general public alike. The Re-Ride is an especially important time for us to teach and show the guts, glory and courage that riders endure to cover the almost 2000 mile XP Trail. Interest increases every year, as shown by this table. These numbers are NPEA Website views during the days of the Re-Ride. These numbers are roughly half of the number of total website views for a whole year. During the Re-Ride, the National Parks Service mapping is of great interest for all to follow along with the Riders as they navigate the Trail. We supplement the actual map with reports. Pictures are usually posted to Facebook. And Status Updates are posted about every 2-3 hours during the Re-Ride. We try to explain if the Rider is early or late, having some kind of difficulty, weather is a problem, etc. This allows the viewers to feel a real part of the Re-Ride. And, as all Riders understand, situations can arise unexpectedly and suddenly, requiring initiative and

resourceful thinking to manage them! One main thing to understand about the mapping is that we have a planned (expected) route marked on it – the route that we have designated so that folks can come out to see the Pony as it passes. If we can plan up front so that this route is accurate, it works out really well. If the Rider has to divert from this marked (yellow-brown line) route, usually we explain why in a Status Update. This involves the Riders or support personnel on-site letting us know about those instances ASAP so that we can issue a Status Update on the website. A necessary diversion is not a problem, but the explanation truly is very helpful in making the viewers feel a real part of what is happening! The NPEA Website also has a Webpage for each State Division. Please be sure to keep me informed of changes that need to be made or errors that you see! All the Forms you need are on the Webpage for each state. The individual States' Re-Ride Schedules are posted there, also. There is a TON of information on the Website. Make it your friend!! If you have questions or see errors, please contact me at nationalponyexpress@gmail.com

NEWS FROM THE STABLE (FACEBOOK)

by Pam Dixon-Simmons

The NPEA page helps keep our members engaged with each other and the public to further our educational outreach, but your help is needed. We are in search of someone who would like to take the lead on keeping our Facebook page updated. This includes regular postings and searching other pages and news outlets that are reporting on Pony Express history and events so we may share that information. If you know someone who would be great at this job, please reach out to me at NPEAPam@gmail.com. On this year's re-ride I continued to post as many pictures and videos as possible while keeping up with the riders. Of the interactions, 107,070 were during the re-ride and included people from not only the United States but also Canada, Australia, Mexico, United Kingdom, Czech Republic, Brazil, New Zealand, and South Africa. Thank you to those who helped fill the gaps with their own pictures or provided additional information regarding the pictures posted. This allowed us to show what each state must contend with while also showcasing many of our wonderful volunteer that make this event a success each year. From January 1, 2024, through December 31, 2024, there were 146 posts on our

page which reached 3,891,080 people and created 4,006,752 engagement actions which include reactions, comments, shares, or link clicks. Our age demographics also moved from the largest group being 25-44 in 2023 back up to 65+ in 2024. This indicates while we want to continue to have contact with users of Facebook, we need to expand our efforts to reach younger age groups utilizing other social media tools. To accomplish this, we need help from our membership or investigate other avenues to assist with our social media platforms and help grow our membership and educational outreach. Thank you to the countless members and NPEA supporters who are tagging our page when posting their own pictures during the year as this helps in providing a more complete picture of our organization and the many events we do throughout the year. If you are posting a pony express event, picture, or story you can tag our Facebook page by either typing @expressrider in your post or @nationalponyexpress and then select our page which has the pony rider in a light brown circle. If you need me to add information to the National Facebook page directly you can email information about the event, including date, location, pictures and names to NPEAPam@gmail.com and I will post it as soon as possible.

‘Hard and Fast All the Way’ by Peter M. Fillerup

Between Wyoming and Salt Lake City, riders followed the Mormon Trail through Echo Canyon to Henefer and over Big and Little Mountains into the Salt Lake Valley, according to historical documents at the Park City Museum.

However, due to bad weather during the winter of 1860-61, riders couldn't take the pass over Big Mountain, which led to Emigration Canyon, and the snow forced the riders to come through the mouth of Echo Canyon and follow a route to Weber River to Rockport to Parleys Park and finally down Parleys Canyon to Salt Lake.

During that time, George Snyder and his wife at the time, Rachel Winter Tanner, supplied the express with fresh horses and took care of the riders.

To pay tribute to the Park City and Pony Express connection, Hoffman Fine Art worked with the Redstone Center and artist Peter M. Fillerup to erect a 12-foot bronze sculpture titled “Hard and Fast All the Way” just outside the Redstone gates off of S.R. 224.

The piece depicts a rider and his horse galloping toward Interstate 80.

Don Hoffman, owner of Hoffman Fine Arts, said another reason for the display is to attract people to the Redstone Center.

“We’ve had some growing pains here and thought that by putting this piece out front, people who drive back and forth to



Park City would see it and want to know what it is,” Hoffman told *The Park Record*. “We contacted Jeff Machin, who manages the property, and told him about the idea. Jeff went to his boss and they gave us the permission to erect the sculpture. They also contributed to the pedestal.”

Fillerup, who is famous for his drawings and sculptures of the West, said the Redstone work is one of many Pony Express pieces that are part of a project to remark the trail through eight states.

So far, Fillerup has completed three sculptures.

“One is at the Buffalo Bill Historical Center in Wyoming,” he said. “We also have one in front of Cabela’s Sporting Goods store in Nebraska and then this one here in Park City, and we want to thank Sandra Morrison and the Park City Museum who have been very helpful with getting us the accurate historical information.”

The one at the Redstone Center weighs 1,800 pounds and measures nearly 12-feet tall.

“One of the challenges of these works

is making sure the scale is right,” Fillerup said. “With all the different areas where we’re planning to put these sculptures, I have to make sure everything is right because they are outdoor pieces.”

Fillerup began creating a clay prototype of the sculpture a year ago.

“The idea for the model was to try to capture the galloping motion of the horse and the intensity of the rider who is focused on his ride,” he said.

Once Fillerup was satisfied, he began working on the bronze.

“It’s a high-energy piece,” he said.

Fillerup was drawn to the arts at a young age.

“I liked the way stories are told through visual arts, just like the way I like how they are told in music and theatre,” he said.

The artist chose sculpting because of the way the works are presented.

“I like the three-dimensional effect and to be able to experience something as you walk around it,” he said.

Fillerup always had a fascination with the West because he grew up in Cody, Wyo., the home of the Buffalo Bill Historical Center.

“One of my neighbors was Buffalo Bill Cody’s grandson, and that only added fuel to the fire,” he said. “There is not a person I know who epitomizes the West like Buffalo Bill.”

Cody, Wyoming, was involved in the westward expansion and worked with Russell, Majors and Waddell, the freight company, which established the Pony Express as part of its operation, Fillerup said.

“When it became imperative that we

keep California and Nevada in the union, this company put together this mail service,” he explained. “They had most of the Pony Express stations already in place, because of its freighting operation, but they needed to expand the trail through Utah, across Nevada and into California.”

The Pony Express filled that space between the Old West and modern technology, he said.

“It was considered a cutting-edge project at the time, but then 18 months later, the country began setting up electronic signals across the continent.”

Another reason Fillerup liked the Pony Express was the nature of the riders.

“They were tough and young,” he said. “That’s why I named the sculpture ‘Hard and Fast All the Way.’ These guys

were out riding 100-mile stretches in all sorts of weather, day and night.

“They had great individual commitment and many died or suffered severe ailments like frozen feet and fingers because they rode through the harsh winter,” Fillerup said.

Hoffman said he hopes Fillerup’s sculpture won’t be the only new art that will highlight the Redstone Center.

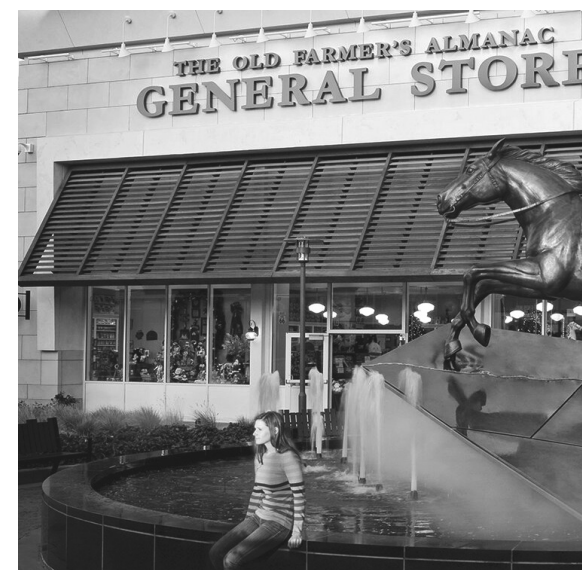
“We have flowerbeds and other places around here that would be ideal settings for other animal sculptures,” Hoffman said. “We already have some moose sculptures in the back of the center, and the sandhill cranes that used to be on display where Peter’s work is now standing were relocated in a nearby flowerbed. I hope the art won’t stop with the Pony Express.”

Peter Fillerup passed away in 2016.

Pony Express

YEAR	LOCATION	ADDRESS
1940	St. Joseph, MO	Tenth & F
1963	Stateline, NV	Harrah’s
2000	moved to Kansas City, MO	1 Riverb
1976	Sacramento, CA	2nd & J S
1985	Marysville, KS	Pony Exp
1988	Los Angeles, CA	Gene Aut
N/A	Auburn, CA	Sierra Sc
1994	Reno, NV	Grand Si
1998	Salt Lake City, UT	This is th
2001	Caspar, WY	BLM Hist
		Interpreti
2002	Julesburg, CO	Colorado
2009	Sparks, NV	Legends
2010	Cody, WY	Buffalo B
2011	Sidney, NE	Cabela’s
2012	Park City, UT	Redstone

‘Pony Express’ gra



Internationally acclaimed artist, Mark Aeling, established MGA Sculpture Studio, LLC in 1996 in St. Louis, Missouri. In 2005, he relocated MGA to Saint Petersburg, Florida, where it stands as an anchor studio within the Warehouse Arts District Association’s ArtsXchange campus. Featuring 5,000 square feet of studio space with 25-foot ceilings, MGA can accommodate projects of any scale, specializing in metal fabrication and most cast mediums.

Legends Plaza in Sparks, Nevada, is an outdoor shopping center near Reno, where RED Develop-



s Sculptures

	SCULPTOR
Frederick Street	Hermon A MacNeil
Casino	Dr Avard Fairbanks
at Drive	
Street	Thomas Holland
ress Plaza	Richard Bergen
ry Museum	Douglas Van Howd
ulptures, Inc.	Douglas Van Howd
erra Resort	Douglas Van Howd
e Place Heritage Park	Dr Avard Fairbanks
oric Trails	Dr Avard Fairbanks
ve Center	
Welcome Center	Brenda Daniher
Plaza	Mark Aeling
ill Center of the West	Peter Fillerup
YBass Pro	Peter Fillerup
e Center	Peter Fillerup

ces Legends Plaza



ment Group selected Mark to create artwork that would unify the retail space and bring life to its five central fountains.

Pony Express is MGA's largest sculpture for the Legends Plaza, greeting visitors at its west entrance and creating a sense of arrival and place.

The sculpture is a literal representation of a Pony Express rider jumping his horse across the State of Nevada. The state surface has been divided to show the territorial expansions of Nevada prior to it becoming a state.

'Special Delivery' by Douglas Van Howd



When I edited the Pony Express 150th Anniversary Year booklet in 2011, each state had at least one large Pony Express sculpture (Nevada had two).

This year I am doing a catch-up on other larger than life Pony Express Sculptures near the Pony Express National Historic Trail, and make a correction to the booklet.

I did not mention the Avard Fairbanks sculpture at Harrah's in Reno. This is a sister to the sculpture at Stateline, Nevada. When they sold

Harrah's Reno in 2000, they moved that sculpture to Kansas City, Missouri (See following article).

The Grand Sierra Resort sculpture "Special Delivery" by Douglas Van Howd. This hotel was the former Reno Hilton. I had the artist's name spelled wrong in the booklet.

In visiting with Holly Thomasson, there is a sister sculpture located at the Autry Museum in Los Angeles, California, and a third casting in their gallery showroom in Auburn, California.

Statue Outside Harrah's a reminder of the Wild West

From: Tahoe Daily Tribune Dec. 2000
Outside of Harrah's Lake Tahoe stands a bronze reminder that the Pony Express traveled through town-but this is the wrong weekend to see it. The sculpture is covered by a plywood shell designed to keep New Year's Eve celebrators from mounting up.

From April 1860 to October 1861, brave young riders delivered mail and news on horseback between St. Joseph, Mo., and San Francisco.

A statue of a rider on his horse, created by world-famous sculptor Avard Fairbanks, was made at Bill Harrah's request and erected in front of Harrah's Lake Tahoe in 1963.

Harrah, founder of the Harrah's clubs in Reno and South Lake Tahoe, was very interested in history and commissioned

Fairbanks to build the statue to commemorate the spirit of the Pony Express men and their mounts, according to Harrah's spokesman John Packer.

"The statue was made in honor of the 100th anniversary of the Pony Express," Packer said. "At the time when (Fairbanks) was commissioned, he was probably the leading sculptor of the heroic style still practicing in the country.

"The sculpture was cast in a little town in Italy called Pietrasanta. It took a while to make the sculpture. There were two casts made and the original was unveiled on April 4, 1963 at Harrah's Lake Tahoe. The other statue has been moved to our casino in Kansas City, Mo., and the reason for that is it's not that far from St. Joseph."

During the 1963 dedication, pseudo-Pony Express riders came carrying

a congratulatory letter from California Gov. Pat Brown to Nevada Gov. Grant Sawyer, who was at the ceremony along with Harrah, his wife Sherry and other dignitaries of the time, Pacher said. Also present at the event was Waddell Smith, the great-grandson of William Bradford Waddell, one of the founders of the Pony Express.

For quite some time, the Pony Express statue, which weighs 15,000 pounds, was the only piece of public art at South Shore, Packer said.

Many residents may never have noticed the intricate design of the sculpture or known its history, but New Year's Eve seems to produce plenty of people who want to horse around with it.

Submitted by Larry Carpenter

Bronze sculpture by Avard Fairbanks

A bronze depiction of a man riding a horse at full gallop as part of the Pony Express. This larger-than-life sculpture is 12 feet tall and 14 feet long and is located near the entrance drive to the casino and hotel at Harrah's, next to the parking garage. Depending on what time of year you visit, the sculpture will look like it is moving across flat land, through tall prairie grasses, or some mixture in between.

Originally located in Reno, Nevada. In 2000, it was moved to its current location in North Kansas City. This sculpture is the second of two castings, its sibling resides in Lake Tahoe, Nevada.

Location: Harrah's North Kansas City,

1 Riverboat Drive,

North Kansas City, Missouri

Artist: Avard Fairbanks

Dates: 1963. Moved to current location, April 3, 2000

Owner: Caesars Entertainment Corp.



National Pony Express Association Trails Meeting

September 6, 2024 • St. Joseph, Missouri

Called to Order

1:17 PM – National President Pam Simmons

Announcements

Pam welcomed everyone to the 2024 Trails meeting.

Introduction of Past National Presidents

Les Bennington
Pat Hearty
Wayne Howard
Lyle Ladner
David Sanner
Melva Sanner

Introduction of Current Officers

Fred Leslie – 1st Vice President
Mary Cone – 2nd Vice President
Dan Pralle – 3rd Vice President
Lyle Ladner – Treasurer
Amanda Svoboda – Secretary

Introduction of National Park Service Representatives

Carole Wendler – Acting Superintendent
Vanessa Torres – Acting Deputy Superintendent
Brian Deaton – Leader of the Resource Information Management Team and GIS Coordinator
Jill Jensen – Lead Planner
Audrey Kleinert – Intern helping with signing on the Design and Development Team

Pam thanked them for all that they do for us including facilitating the Strategic Planning meeting that was held yesterday.

Introduction of State Presidents & Voting Delegates

California – Rich Tatman, President/
Voting Delegate, Liz Juba, Marcia Stumpf
Nevada – Gene Ockert, President/
Voting Delegate, Tony Zamora, Andy Boyer
Nebraska – Cathy Stevens, President,
Alice Heinrichs, Richard Heinrichs,
Scott Wolf
Colorado – Sherri Brandt, President/
Voting Delegate, Carlie Brandt, Wanda Austin

Kansas – Lyle Ladner, President/Voting Delegate, Dan Pralle, Amanda Svoboda

Missouri – (Host state not present at introduction time due to setting up)
Wyoming – Les Bennington, President/
Voting Delegate, Stephanie Goulart,
Howard Schultz
Utah – Patsy Lange, President/Voting Delegate, Pat Hearty, Fred Leslie

2023 Trail Meeting Minutes

Corrections – The following corrections were made to the minutes:

Page 3, 1st paragraph: Nevada had 8 members from Washington state was corrected to 4 members
Page 3, 3rd paragraph: In Wyoming, Jefferson was corrected to Jeffrey City.
Page 4, 1st paragraph: Fort Kearney's spelling was corrected to Fort Kearny
Page 4, 2nd paragraph: Colorado has 39 miles to ride was corrected to 36 miles.

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

Lyle Ladner/Kansas seconded the motion.

Motion carried.

STATE REPORTS

Missouri – Pam Simmons

There was a special event this year before the re-ride began. The US Postal Service asked if they could unveil their new Horse Stamp in conjunction with the re-ride. A lot of the Pony Express members attended and we helped with the unveiling of the stamp. Then Gary did his presentation and the riders left the Patee House going west. There was a really huge crowd to watch the ceremony and the start of the Re-Ride. There were stamp enthusiasts who had never heard of the Pony Express and they are now very interested and following us. There were people from Washington DC that were with the postal service in attendance also. It was a really nice event in Missouri.

Kansas – Lyle Ladner

We had beautiful weather and the ride was pretty uneventful and everything was right on time. There was a fantastic crowd

at Seneca, and outstanding crowds in Marysville, and Hollenberg. We handed off to Nebraska within 15 minutes of the schedule. Dan Pralle reported they had 5 members of the Fort Riley Mounted Color Guard ride with them this year. Two were members and three were outriders. This helped with the crowds in Marysville and Hollenberg. They are hoping to participate again next year.

Pam Simmons reported that here in St. Joseph, along in Kansas, the National Park Service also participated at some of the locations. They set up stations for the kids for the Passbook program. She said she saw National Park employees along the trail from end to end. Pam thanked them for all of their support and for setting up the booths. All of this is very much appreciated.

Nebraska – Cathy Stevens

We received the mail on time and our riders were strung out and ready to go. She's always impressed with her riders as most of them are always ready to go. Rich's group was rained on but that seems to come with the territory. John's group had a chance to take a group photo which is always important. His group's ride went really well and uneventful. Nadine's group rode south of Hastings through the night. Jennifer had to hold up at the fairgrounds under cover due to storms. After the storms, she took off and the rest of that group's ride went well. They did take a little detour for safety reasons due to a steep drop off in that section. Gene Hunt and a historical group always puts on a breakfast for them at Fort Kearny. They were even in costume. The next group took off and missed their first turn so they will get some markers to mark the trail better for the new riders next year. The group riding at Overton was a little short so a few of them kept going to Cozad which is another 32 miles. There is one trail marker south of Cozad that needs fixed so she will research what to do to get that marker fixed. The next group had a real nice ride except for one horse having a temper tantrum. At the 96 Ranch south of Gothenburg the local Chamber brought out water, cookies, and snacks. Terry's group was able to take a family photo in front of the monument on their part of the route. Angie's group south of North Platte rode through the night and had no problems. Mary's group also rode through the night and their ride went smoothly to

Colorado. After Colorado, they rode up to Chappell and on to Sidney which was a good ride. Then around the Scott's Bluff monument they ran into large hail and 80 mph winds. They all took cover until it passed. They had to detour due to power lines being down and had to go through an area where there had been a tornado before they handed off to Wyoming. Also, the Ficklin Springs monument is damaged and needs to be replaced. The Daughters of the Revolution are who originally put it up. She is contacting them to find a resolution to either replace it or repair it. All Trail Captains received patches and decals from the National Trails office.

Colorado - Sherri Brandt

Wednesday night before they ride, their Chamber always hosts a BBQ. This year there were about 200 people attending and the Seven Falls American Native Dancers performed for the entertainment for the evening. Afterwards, Sherri gave some history on the Pony Express, talked about and explained the

Re-Ride, and then she swore in her riders. Colorado received the mail from Nebraska pretty much on time. The younger members got to ride in the dark, so they were happy about that. They actually had some people waiting for them right before the sun was up to watch them. They had 7 riders and the 3 younger ones really stepped up and that was great. All went well with no storms or horse issues.

Wyoming – Les Bennington

Wyoming received the mail pretty much on time and Stephanie's group took it from Nebraska. Her group had a really good run but lost about half an hour due to a couple riders getting a bit turned around. She had five riders drop out at the last minute so everyone had to take up some extra rides but all in all they did very well. They handed off to the next group and that group didn't have much trouble except one rider had one of her two horses go lame about a mile into her ride and she also lost her phone but did end up finding it. This group handed off to Les' group and they made it into Casper. There was a storm west of Casper with a lot of rain that made the road very slick for the riders and horses. This group made up about half an hour of time with Les and another member going ahead to open and close gates so the riders could just keep going. The next group made descent time and they handed off to

continued from page 12

Howard's group about an hour ahead of time. They all had a good ride and Petra rode with them also. They made up time and was actually 2 hours ahead of time at times. They lost a half an hour before Granger but there were no accidents or injuries and they handed off about an hour and twenty minutes early. Howard's group handed off to the next group that rides from Granger to the Utah line. Les contacted Patsy to let her know they were going to be about 1 ½ hours early. A couple interesting things that happened during the ride after being served sandwiches and drinks provided by the fire department in Granger, Les was following the first rider out and that rider was riding a Paint that used to be a racehorse. He started out on pavement and then turned west and when he got to the gravel road, he opened the horse up and they couldn't believe how fast that horse was running. It was unbelievable. Also, when they got to Atlantic City, there were some riders with 2 or 3 buckskins and Les saw one of them borrow a pair of scissors from someone and watched him start clipping the horse's mane. Les asked what he was doing and he said he was clipping the tan hairs off the buckskin main so his horse looked better.

Utah – Patsy Lange

Utah received the mail early from Wyoming. Patsy was the first rider out. It was a beautiful sunrise and it was 55 degrees on top of the mountain. She only had 12 riders this year but they still made up another hour. The younger girls did a great job. They held up for about 45 minutes at Murray Park since they were short on riders and ahead of schedule. There were a lot of people there to talk to and lots of pictures were taken. This group handed off to Fred's group in the middle of the day which was around 103 degrees. Fred had some riders cancel at the last minute which made it a little rough for his group. The Sandy city police escorted them on motorbikes from the park and even stopped lanes of traffic for them. The Sandy mayor rode as the 3rd rider out of Murray Park and her exchange was right in front of the government building. This brought a lot of publicity and exposure to the Pony Express as many people turned out to watch the mayor. Half of the section from Murray City to

Simpson Springs goes through suburbs, car sales lots, and commercial development areas. They are constantly changing the way they ride this route due to all of the construction that is always going on. Fred and others drove through this area many times trying to finalize their route for the reride. He called Mary on Saturday with how they are going to ride it and she got the information to Brian Deaton and Brian was able to get the changes uploaded on the website before the riders got to Fred's section. Fred was surprised at how many people showed up along the route to watch them ride by because they were able to see where the Pony would be by looking at the Re-Ride map. One of his riders was overcome with emotions with realizing just how much of an impact recreating history had. When they got to Eagle Mountain, there were about 100 people at the arena waiting to watch the mochila exchange because they had been following the Pony on the website too. He thanked Mary and Brian for all of their hard work and hours they dedicate to the map. Pat commended Fred's group as they had ridden through over 100 plus degree weather and he could tell it took a toll on them. Pat's group started in the evening and they had a pretty good ride. The Health Department served hotdogs and refreshments for all of the riders and visitors. They rode on west in the dessert and in the dark. There were a lot of gates along this route and one of the Ham radio operators went ahead of them and opened all of the gates and then went back and closed all of them. This saved the riders a lot of time. They were very appreciative of the fresh baked rolls that were served to them at 3:30 in the morning.

Nevada – Gene Ockert

Wendy and Tony had the first section and they had a couple of riders that decided not to ride so that put them a little behind schedule. Gene was really short riders and horses so Wendy and Tony helped get the mail on across the highway and partway down then Gene's group took over. This group made up a little bit of time but had to make a few changes in their route due to no one was able to ride up over White Rock and there were two sections on west where there was too much mud for the trucks and trailers to get through so they had to go around. By the time they got close to Carson, the traffic was starting to get heavy and the weather was getting hot. They had a bit of

a hard time crossing the highway but did get across. They got through Carson City and continued on to California. They got the mail to California a little late but other than the mud and being short horses and riders they had a pretty good ride.

California – Rich Tatman

They received the mail about 10 minutes late from Nevada. They had pretty good weather for their ride and were able to make up the 10 minutes plus more in the first four rides. They are still dealing with the damage from the Caldor fire which also includes missing bridges. They did the best they could to keep the ride going. They had 9 new riders this year, including 1 from France, 2 from San Diego, and 2 from the Oregon border. They had a couple of new riders that didn't finish their miles so Gordon had to bring back their trailer for them to load up and then Rich took the mail to the next exchange. The rest of the ride went great. Pam was the last rider to take the mail into Old Sacramento. Folsom had over 100 or people there to watch and in Old Sacramento, the local Postmaster and 8 other Postmasters from the smaller towns around were there to watch along with about 125 people or more. The mail came in about 10 minutes early.

Pam Simmons - President

She had a great time this year following the ride even with having to wait out the couple of storms in Nebraska and the lightning storm in Nevada. She thanked everyone in attendance and wanted everyone there to extend her thank you to all of the riders and captains and support people for making her job easy this year. The maps and social media are definitely paying off. Pam uses the map constantly on the ride to help her find the rider after she has had to stop for something. This was her 3rd year following the ride across and the crowds this year were huge all along the route. This year we had the President from the European Pony Express attend. She followed it all the way from the last part of Utah to Sacramento and she also did interviews with people.

Trails Advocacy Week - Pat Hearty

They did not do a Trail Leaders Council meeting this year in person but passed along a lot of that information in various Zoom presentations. The hotel they stayed in was in China Town. Several presenters said nothing was happening in Congress at that time as they were still

talking about and working on the 2024 budget. This did finally pass the budget in late March. There was the potential for significant budget cuts to National Parks, Bureau of Land Management, and Forest Services. Carole said there was a slight budget cut this year but they were still able to offer us the same budget amount as last year. Pat thanked the Trail office for all that they do for us. It was recommended that we invite local congressional staff to our events, get them out on the trail to visit sites, and to the Re-Ride to make them aware of what we are doing so our elected officials might be more willing to support us. There were some bills that they talked about. One of them was the Volunteer Drivers Appreciation Act. If you want to take volunteer miles off on your taxes, the IRS has allowed \$0.15 cents per mile since 1997. The GAO allows \$0.66.5 cents per mile. This bill was intended to even things up but it apparently did not pass.

They met with Agency people and they are fortunate to get access to the Agency heads. The Agency has respect for the National Parks which we are a part of. They met with BLM Director Tracey Stone-Manning. She talked about the Great American Outdoors Act and the funds that they got from there that have helped. There is a new foundation for American's Public Lands being put together which will support national conservation land under BLM. They met with National Park Service Director, Chuck Sams. At that time, he was hoping that the NPS Foundation would help make up some of the budget shortfall. He expressed a positive outlook for the National Trails System. They met with US Forest Service Chief, Randy Moore. He complimented the PNTS on 27 years of continuity as very few organizations have that kind of longevity. He said the National Forests is the most underfunded of all the public lands. He also talked about the "New Conversation on What Recreation Should Look Like". They met with NPS Associate Director for Partnerships and Civic Engagement, Lauren Imgrund. They are working on the National Park Foundation Grant program which is specifically for Trails. They are also wanting to make the grant program a little bit easier.

He visited Congressional offices and he tried to meet with at least one elected representative from each of our Trail's states. Three days before he left for DC,

he was informed that he had an appointment with members of both the Majority and Minority Staff from the Senate Energy and the National Resources Committees. A member from one of John's Barrasso's committees in Wyoming was there and they wanted him to tell a Trail's success story from Wyoming. He talked about the yearly Valentine's Day Card Ride and how the Pony Express helps contribute to the Hartville celebration. He received positive responses back from both the Committee people and Trail people. They really enjoyed hearing about the event.

Something for us to be aware of is that 2026 is the 250th Anniversary of the founding of our Nation. We might want to start thinking about what we can do to help with that celebration. Also, he received a letter from Courtney Lyons-Garcia, Executive Director of PNTS. They are working through some grant opportunities for Our Voices Remain Indigenous Perspectives along the National Trails. There are a couple of grants available in

Nevade to bring Our Voices Remain to that state. They are wanting to make sure that we are ok with them applying for this and if it is funded, would we want to collaborate on one of the programs.

Pam thanked him for attending and reporting back to us.

Other Trail Projects

Tony Goulart - The Calvary Fort at Fort Laramie is in the vicinity of the visitor's center buildings. Back along the river, you can see the original footers of the original bridge that the riders used to cross over to enter the fort. They met with the Superintendent of the Park and he would like to see the bridge repaired since it was part of the original trail. He has asked if the Pony Express could do this. This certainly falls within our mandate to preserve the trail. Carole has spoken with the Superintendent and it has to be their idea and him saying he is for it opens the door. NPS does not have the funding source to build the bridge but there might be some things that they can do to take steps towards

it being done. For example, they might be able to fund an engineering study to see what it would cost and maybe create cost estimates for a bridge with a historic look to it. She suggested we might be able to apply for some grants and they could write a letter of support towards it. Carole will talk to the Superintendent again and let him know what he would be responsible for if we all proceed together with this project.

Patsy Lange - Patsy questioned Pam if they could get some of the directional signs put up at Fairfield Park in Utah. Pam and Patsy will talk to NPS after the meeting about this.

Tony Zamora - Tony suggested maybe Wyoming should talk to their local tourism group to help fund the bridge at Fort Laramie. When he needed funds to purchase bolts and posts for signs that came without them, he went to the local tourism board and filled out grant paperwork. They usually can come across with the funds needed. He hasn't needed anything large like a bridge but it might be worth

checking with them since it would be a tourist attraction also.

Announcements/Adjournment

Carole announced that they will have to leave early tomorrow, so if anyone has any questions for them, or needs to talk to them, they will stay after the meeting this afternoon to do that since they cannot stay tomorrow.

Pam announced that the dinner tonight is at 6:30 PM here at the Patee House.

The Delegate's meeting will start at 9:00 AM tomorrow. The agenda will change a little bit as we will have NPS give their presentation before the reports since they need to leave early.

Admission to the Pony Express Museum will only cost \$4.00 if you have your name tag on.

Rich Tatman/California moved we adjourn the meeting.

Gene Ockert/Nevada seconded the motion.

Motion carried.

Meeting adjourned at 2:44 PM CST.

National Pony Express Association Board of Director's Meeting September 7, 2024 • St. Joseph, Missouri

Called to Order

9:04 AM - National President, Pam Simmons

Pledge of Allegiance

Led by Pam Simmons

Invocation

Led by Pat Hearty

Welcoming Remarks

Pam welcomed everyone and thanked them for attending the Board Meeting.

Introduction of Past Presidents

Les Bennington
Pat Hearty
Wayne Howard
Lyle Ladner
David Sanner
Melva Sanner

Introduction of Officers

Fred Leslie - 1st Vice President
Mary Cone - 2nd Vice President
Dan Pralle - 3rd Vice President
Lyle Ladner - Treasurer
Amanda Svoboda - Secretary

Larry Carpenter - Corresponding Secretary

Introduction of State Presidents and Voting Delegates

Utah - Patsy Lange, President/Voting Delegate, Pat Hearty, Fred Leslie
Wyoming - Les Bennington, President, Tony Goulart, Stephanie Goulart, Howard Schultz
Kansas - Lyle Ladner, President/Voting Delegate, Dan Pralle, Amanda Svoboda
Missouri - Gary Chilcote, President/Voting Delegate, Doug Chilcote, Caroline Chilcote
Colorado - Sherri Brandt, President/Voting Delegate, Carlie Brandt, Wanda Austin
Nebraska - Cathy Stevens, President, Alice Heinrichs, Richard Heinrichs, Scott Wolf
Nevada - Gene Ockert, President/Voting Delegate, Tony Zamora, Andy Boyer
California - Rich Tatman, President/Voting Delegate, Liz Juba, Marcia Stumpf

Introduction of National Park Service Representatives

Carole Wendler - Acting Superintendent

Vanessa Torres - Acting Deputy Superintendent

Brian Deaton - Leader of the Resource Information Management Team and GIS Coordinator

Jill Jensen - Lead Planner

Audrey Kleinert - Intern helping with signing on the Design and Development Team

Announcements

Les Bennington reminded all the voting delegates, past presidents, and national officers to turn in their reimbursement form to him or Lyle by tonight.

Remembrance of Deceased Members and Moment of Silence

Darrel Boyd
Melody Ann Kittle
Douglas Max
Wilbur "Bill" Petersen
Tom Tobacco
Zora Adela (Anderson) Yoder

National Park Service - Carole Wendler, Brian Deaton, Jill Jensen, Vanessa Torres, Audrey Kleinert

Carole - Some of the things NPS provides is technical assistance in forms of landscape architecture, signing, marking

the trail, interpretation, the Re-ride app, GIS services, cultural resource protection, planning, and other services. They also provide financial assistance to our association. Last year, they provided \$64,350 for communications, insurance, travel, publications, delegates meeting expenses, etc. There is another agreement ready to be put into place on September 15, 2024 and that agreement will end October 15, 2025. The NPS has budgeted \$66,750 to the NPEA for the next fiscal year. The increase recognizes the increase in travel costs and other items.

Carole announced that Aaron Maar did retire from the National Park Service.

Brian - They have recently hired Evan Zelezny-Green as a GIS specialist term employee. He will also be in Santa Fe so he will be able to help with the day to day GIS requests that come in. He will probably help Brian with the Re-ride this next year. The Resource Information Management team that he leads does the mapping of the Pony Express Re-ride, assisting with getting the information out on the website and having people interact with the Re-ride through the computer all over the world. The mapping program works 24 hours a day, same as the riders during the Re-ride.

To access the Re-ride map, you can go through the NPEA website, Annual Re-

ride, then Follow the Ride. You can select Click Here to make the map full screen. To access the rider app, go to the NPEA website, Annual Re-Ride, then Rider Information. This map has less information and displays the current rider's position.

This year, Em Kessler, who does the website work for the National Trails Office, helped update how the public navigates to the map and information about the Re-ride. So this year, whenever you went to Things to Do, then Annual Pony Express Re-Ride, the Re-Ride link for the main Pony Express page would come up to take them to the map, along with other options to learn more about the Pony Express.

The functions of the map are near-real time mapping of the Re-ride. Every 5 minutes the spot device is sending its signal and they convert that into the spatial data. This assists with rider safety in helping to monitor the weather with the weather layer on the map. Some updates this year included a new format for the mapping application called Experience Builder and this changed the look slightly by adding a sidebar with information. The popup window lets you know if the current rider is late, on time, or unknown and gave the current rider time – when the rider was seen. It also showed the road or trail that the rider was on. He took the Re-ride route from Mary, looked at the Census of Road Data and lined it up with that so when you looked at the pop up it would say what road or trail the rider was on. They added the next exchange station and scheduled time and estimated time of arrival in the box. This assists the public in knowing when to get out there to see the Pony and assisted the riders with the upcoming exchange time. Sometimes there was an issue with the time in the popup window. If you know there is going to be a delay, it is best if you stop before you reach the exchange station instead of waiting at the exchange station. If you wait the delay out at the exchange station, the ping starts calculating the time and it really throws the time off in the popup window for the next exchange station. There is also a link to the NPEA website added. For this mapping to be a success each year it really takes a lot of collaboration between the National Trails Mapping Team and the NPEA. He thanked Mary Cone and Pam for all their communication and hard work in getting the information to him and to the states for getting their information to Mary. He is hoping to have all Re-ride route infor-

mation by May 20th next year. Every year his team does testing and development before the Re-Ride on the Spot Device and they work hard on data conversion and updating programming.

Coordination and troubleshooting during the event consists of 10 days of 24 hour monitoring. He tries to watch it as much as possible along with Mary and Pam. The SPOT device location is acquired every 5 minutes and the rider location is updated every 5 minutes in the Re-Ride App. Sometimes there are issues like the device doesn't send a location for a while, or there are technical issues with the application, or weather events and/or on the fly route changes all effect the map application.

The SPOT device that is in the mochila, acquires the rider's GPS coordinates, then the SPOT device sends the rider's coordinates to a web page and they grab those coordinates from the web page and convert it to spatial data, the spatial data is added to the map, and then they run the calculations for ETA and this is what we see on the map.

It was another successful year. Every year there are more and more views. There were 44,042 total views. The average daily views were 4,404. The highest daily views were on June 23rd with 7,378 views in Utah.

They updated the Rider Re-Ride map which is a simplified version of the map. It has faster load times, less map layers to display, and it is easier for the riders to use for the ETA to the next exchange station. This year this map had 2,517 views which was slightly up from the prior year.

Next year the automatic map zoom will be back. Due to the new format this year, it would not automatically zoom to the lead rider. Potential future improvements include adding the public historic Pony Express stations to the app, live camera feed of the Re-ride with a link in the pop up window, NTIR points of interest with web page links, and a communication hub to help with information along the Trail as it develops. If you have any other ideas, please contact him, Mary, or Pam.

Audrey – The road signs are the same as the last few years which consists of a big square panel with a smaller panel underneath it. These signs have now been included in the MUTCD so states and jurisdictions know that they are federally approved. The pedestrian signs look a lot like the road signs except smaller. They can be customized depending upon what part of the Trail they are on.

In the last year, there have been 35 new signs ordered for the cities of Davis, Folsom, Fairfield, Placerville, and also Sacramento County. These signs make a total of 93 road signs that have been ordered with the Caltrans grant with more on the way. Some replacement signs in Utah have also been ordered.

The process for doing a sign plan is a joint collaborative effort. First you need to identify your sign plan area with a map showing where you are wanting to place them with GPS coordinates, the types of signs needed, and their purpose. Then contact National Park Service and work on the sign plan together. The sign plan draft is reviewed and finalized. After the approval from the road jurisdictions are obtained, they are ordered and then can be installed.

Jill – The Cultural Resources & Planning doesn't work with the NPEA very much but could if there was ever an issue. Their programs kind of ensure that we are able to access the Trail and preserve what they can of the Trail. They don't always hear about every single project that is out there, so if you hear of anything, please reach out to someone in the office to let them know. They are really good at helping Federal agencies navigate the laws that protect your access to the Trail and the preservation of the Trail.

Vanessa – The Interpretation Team helps promote the Trail. With the updates to the app and the digital media, they have really seen an uptick in participation and views of their social media. There have been 30,000 total visits to the NPS.gov Re-ride page and over 10,000 visits to "See the Pony Express Re-ride" page. Being able to raise awareness and educating the public about the Re-ride has really been paying off. The app has also helped make it easier for folks to plan visits as well. With their social media, they have reached over 25,000 people with 5 posts on Instagram. Their Facebook page has reached 1.9 million people with 16 posts. Some of the comments their posts received were "I haven't heard of this event before," and "I want to be a rider". A huge accomplishment has been coming out with The Green & Gray Report. This digital newsletter goes out to over 25,000 employees, along with the National Park Service, and including partners that sign up for it as well.

Having an on-site presence during the Re-ride this year really paid off. They were able to educate and raise awareness about the Trail plus sign up Junior Rang-

ers as well along the route.

The 250th anniversary of the Declaration of Independence is coming up in 2026. The National Park Service has released the frame work to the parks and they are working on releasing some guidance for partners that they will pass out to us. We need to start thinking about how we want to celebrate and commemorate this anniversary all across the Nation.

Carole – When she started in 2015, they didn't do anything on their website for the Re-ride. They didn't have any social media about a Re-ride. Around 2016, they paid for the development of our new website and trained some of our staff on how to update and post on the website. Then the Re-ride map was developed and used. Now we have spectators lining the sides of the Trail watching and waving. They helped with our Strategic Plan on Thursday, and a big part of the discussion was how to sustain membership, how to get new riders, and protect, preserve, and share the history and heritage of the Pony Express. We can not do these things if we don't have people out there learning about it, seeing it, participating in it, and watching it in person or virtually. She thanked all of us for helping and for participating with all of these efforts. The ride itself is awesome. We do an amazing event. It is a collaboration between all of us and she thanked us for our part in all of this.

Feel free to reach out to them if we need to. If we have questions about signing, or a site that may be being disturbed, please contact them. They cannot help us if they don't hear from us. They will help if they can and if it is not in their capacity, they will let us know that also.

Pam thanked the National Park Service for coming to convention and sharing the information and having such a great partnership with the National Pony Express Association.

Les Bennington announced that he has some 1960 canceled envelopes if anyone was interested in having one. Also, if you didn't get a large Missouri pin in your packet, there are some of those downstairs to pick up.

2023 Delegate Meeting Minutes

Corrections – The following corrections were made to the minutes:

Page 1, 1st paragraph: Call to order time changed from 11:13 A.M. to 9:13 A.M.

Les Bennington/Wyoming moved to accept the minutes as corrected.

Gene Ockert/Nevada seconded the

motion.

Motion carried.

Break

Treasurer's Report – Lyle Ladner

Years ago, Ed Nutt had the CD accounts in his bank and through the years they passed through three different bank acquisitions ending with the Country Club Bank. Some of the original CD's were automatically renewing as a 6 month certificate at the lowest interest rate. Lyle was finally able to transfer the CD's out of the Country Club Bank to banks that will pay better interest rates. They were making .80% interest. They are now making 4.75%. Last year after convention, he was able to transfer money to a CD with 4.87% interest. When it renewed the interest dropped to 2.97%. He will renegotiate this rate at its next renewal date. There was excess from that initial transfer in checking so he put that in a CD for 4.53%.

The Income and Disbursement Report is not a true October 1 to September 30 like our budget is. It is more like a September 1 to August 31 report period. In reality, this report is showing a lot of late 2023 expenses and 2023 convention expenses. This year's convention expenses and late expenses will show on next year's report. The only line item he called attention to was the Phone and Internet Expenses. The amount should really be closer to \$5,000 than the \$7000 so there must have been some late checks cashed. He did not receive the report until Wednesday night and he hasn't had the time to look into all of it. Rich asked what the Repairs and Maintenance line covered. This was taken out of the Flag Account to polish and wax the National monument and put in new light fixtures.

The Flag account has an outstanding check for 2 sets of flags which were ordered the last part of August. The caretaker of the National monument was concerned about how much the public was crawling on the statue. Pam worked with her and together they designed a "Please Do Not Crawl On Statue" sign and had it installed. Hopefully this will help with the problem.

Lyle reminded us that membership dues need to be turned in on a timely fashion. Also, the money Lyle receives from membership dues needs to match the number of members on the membership rosters that Amanda receives. They were still a bit off this year, but a lot better than last years. The sooner you can get your initial lists to him and Amanda before Re-ride

the better that would be.

Mary asked if everything was straightened out with the National Parks agreement with us. Lyle said that they had signed a new 5 year agreement with us in 2023 and before that, the last one signed was in 2016. Pam said all the paperwork is up to date including the 1 year task agreement and the 5 year agreement. Melva said that in 2020 during the virtual convention meeting, it was brought up that there was an issue with National Parks. She asked Lyle to start looking into it and he has worked very hard and has done a great job getting it all straightened out.

Les Bennington/Wyoming moved to approve the Treasurer's Report.

Rich Tatman/California seconded the motion.

Motion carried.

Commemorative & Personal Letter Sales – Connie Ladner

It was another good year for the letters. The first page of the report is an overview of the income and expenses for the letter account. The postage amount is a little higher because she purchased about 1,000 horse stamps for next year's Re-ride in June at the lower rate before postage rates were going up again in July.

The next page is the letter sales payout. The report shows commemorative and personal letter sales broken out by each state along with National's sales.

Like the last couple of years, she will send checks out to the Presidents after convention.

It went pretty smoothly this year except for a little over 50 letters were returned to her as "unable to forward as addressed". She called the people who bought them, and found out they were actually addressed correctly so she just resent them. Petra asked if there was a way to put on the envelope who sent it if it was given as a gift like it had been done some years back. Connie and Melva did not remember having anything on the envelope referring to who sent it in the past. Personal letters would be the best way to go for having the recipient know who sent it.

Rich Tatman/California moved we accept the letter reports.

Gene Ockert/Nevada seconded the motion.

Motion carried.

Quartermaster Account – Scott Wolf

The first page is the register report of expenses with postage and the balance

left. The second page shows the inventory. In total this year, he mailed out 80 Bibles, 51 back patches, and 30 small patches. The bottom line shows the inventory he has on hand now and below that, the cost of everything. He did bring 10 of everything with him in case anyone is in need of anything.

Gene Ockert/Nevada moved we accept the Quartermaster report.

Rich Tatman/California seconded the motion.

Motion carried.

2025 Budget – Pam Simmons

The budget on pages 23 and 24 is the budget that she turned in to the National Park Service. The convention line was increased by \$1,000 to help the host state with expenses as the convention expenses keep going up. Her and Lyle are still waiting on the email to say it is approved but this is what was submitted. It was asked what would happen if we budget short. Lyle said we could reach in to the CD's if really needed.

National Corresponding Secretary – Larry Carpenter

In 1991, he volunteered to help answer mail that was coming in to Pollock Pines and since then, a lot of things have changed over the years and emails have taken over for letters. This year there were not any letters received as people are getting their information about us from the Internet. His main duty is the press release, which is done by Memorial Day weekend. He used to send one out in January also, but since there was never any feedback from that one, it was discontinued. He sent out 305 press releases this year for a cost of \$395.00. He feels it is still a valuable thing to do as it goes out to newspapers, local Chamber of Commerce offices, visitor centers, radio stations, and television stations. Early on, ABC TV did a news broadcast with about 5 million people seeing it but that was the old days. A lot of newspapers are not published on a weekly basis anymore. It is hard to find addresses now a days for TV stations and radio stations. It is still a lot of fun to see our riders in print. He would like to see us continue the press release. He reminded us that a great publicity is the Pony Express Map and Guide provided from the NPS. The National Trail's map and guide is helpful at events. Take these items with you as you go on the Re-ride or at events and hand them out.

Pam informed us that Larry is retir-

ing from the Corresponding Secretary position. She told us that in 1981, he had heard about the Pony Express. In 1983, he saw the ride in Sacramento and joined. In 1984, he rode in the Re-ride. He attended convention in Tahoe in 1988 and he started the new member packet and officially started his Corresponding Secretary position in 1991. He also rode in the Olympic ride in Kansas. Pam thanked him for all of his hard work, passion, and dedication to the Pony Express. She presented him a gift for all of his hard work over the years. He was also presented a birthday card.

We are needing to fill Larry's position. Please let Pam know if you or anyone in your state would be interested in taking Larry's position.

Pony Express Gazette – Pam Simmons

Arleta's report is on pages 28 and 29. She has been publishing the Gazette for a really long time now. She would like for someone to step forward and take it over. The company that prints the Gazette is very easy to work with. You would need to get all the information from the states and the company will help you compile everything. She would be willing to help someone learn how to publish the Gazette. This is a very important piece of our history as well as communication so we need to keep this going. Please let Pam know if you know of anyone who would be interested.

Partnership for the National Trails System Reports – Amanda Svoboda

Amanda went through the Gold Sheet report. The report lists the amount of funding and the number of volunteers and their hours.

For the Trail Highlights report, she submitted the information and photos that Mary Cone, 2nd Vice President, had sent her about the Tri-Trails Park project in Ogallala, NE. She included the information from Brian Deaton, GIS Coordinator for NPS about the mapping application and the picture of the NTIR staff that attended the Re-ride. She also submitted information about the volunteer hours and events the members did throughout the year to help promote and support the Pony Express and information about the annual Re-ride.

The State of the Trails report was a joint effort with the National Park Service. The information the National Park Service supplied is shaded. The National Park Service supplied a great deal of informa-

tion to help with the report which is very much appreciated. The report isn't really geared towards historical trails, so a lot of the information is in the "Other" section of the report. Pat Hearty had given her a contact to talk to regarding the reports and changes that maybe could take place. She had a ZOOM meeting with them and they said they will probably be making changes to the reports for historical trails.

National Park Service Reports – Amanda Svoboda

She went over the Volunteers-In-Parks Project Highlights report. She submitted information about the Re-ride and our uniforms along with pictures. She also recorded the number of volunteers, hours, mileage, and expenses not reimbursed that were reported to her. In the binder, she included a copy of an article that Pat Hearty had written on the upgrade at the Fairbanks National Monument site that was published in Pathways Across America. Pam thanked her for doing the reports as she knows how time consuming they can be and tough to figure out sometimes. They have really changed since she has done them.

Website Report – Mary Cone

Mary went over how she uses Google alerts to help her know when a Pony Express article has been published and then she in turn puts the ones that she can on the website. She keeps track of all the members email addresses so she can send out emails to all the members or just to an individual state if requested to do so. If an email bounces back, she sends the information to the state the member belongs to so they can deal with it as they choose. Any emails sent to nationalponyexpress@gmail.com go to Mary. When she returns information, she signs her emails as Stablemaster Mary.

She displayed the website on the screen. She showed us how from the homepage, you can navigate to the individual states. There you can find information about that state including stations, the Re-ride schedule, news and events, contacts, and you can also access that state's forms.

She showed us all the information under the Annual Re-Ride page. The Re-Ride schedule, Follow the Ride, Reports from the Trail, Riders Wanted, Rider Information, Send A Letter, Frequently Asked Questions, and Ham Radio Information is all included there. The Rider Information is important as this is how you navigate to the Rider's map.

We have two maps. One is the SPOT map and one is the National Park Service map. You can follow the ride on the SPOT map even if the National Park Service map goes down for a bit. She showed us how to get to the maps and explained each of the maps and how they work together. She pointed out all the different information that the map contains, how to zoom in and see more information and how to zoom out to see less, and the layers the map has. She posts Status reports throughout the Re-ride. She explained that the blue dots represent where there is an exchange point. If you click on the blue dot, a pop up box comes up with the time in all three time zones, the next exchange point, and has a link to pull up that state's schedule for the Re-ride that the rider is currently in.

She tries to do Status Reports every hour to help people know what is going on during the ride. For example, why is the Pony not on the brown line, or why is the Pony running late. On the map there is a green line which represents the National Park Service mapping of the original Trail. The brown line is our expected route that we are going to ride. The black Pony represents the rider.

Mary will be glad to stay after the meeting today to help anyone with how to navigate the website and the map. She will be glad to answer any questions and listen to any suggestions you may have.

If you see errors or mistakes on your state's page, please let her know. Also, if you want anything added to your state's page let her know.

Brian creates the brown line off of the information we give him. He would like to have our planned route to him as soon as possible so he can get it all programmed in. May 20th would be ideal if not late April. But sometimes, like in Salt Lake City, it is down to the last minute due to construction. June 25th the website went down, which has never happened to her before but it was up and running again as soon as possible.

Break for Lunch

Mary continued with her reports. We had the most Map Page views on Sunday, Day 7, when the Pony was going through Salt Lake City. This year, the National Park Service had a link on their website that would take you to the map on our website. The number of views listed, include those who clicked on that link to view the map. It is great to see more people are starting to use the Rider map

more. She also broke out the views by month.

She listed the top 50 pageviews by page name. The most visited page was the re-ride Re-ride page. The events page also received a lot of views, so try to get your event information to Mary so she can get it put on the website. Larry commented that the Reports from the Trail seem to be lower. Mary said a lot of people are using Facebook more for status updates than sending information to her to put on the website. She also listed page views by country.

Pam and Mary have a spreadsheet of Larry's contacts. While we are waiting on someone to replace him, if the states could get her the email addresses of their TV stations, newspapers, museums, etc., she will add them to the spreadsheet so Larry's replacement can use that information to get press releases out. Pam and Mary will be updating the spreadsheet as information comes in.

Pam thanked Mary for all of her hard work and all the hours she puts in every year.

Facebook Report – Pam Simmons

This year she had 4 less posts than last year, but still actually reached more people. The clicks on the links went down this year so she will make sure she puts links in her posts so they can click on the link and get to the pages of our website easily. She tries to delete the negative comments but if you see one, she has missed, please let her know so she can take care of it. For the most part 98% of the comments are positive. We also need to start reaching out by using other social media platforms for younger people. We have people from other countries following us on Facebook and this year she had a shout out from South Africa saying what a great event this was.

The next page is the National Park Service digital and social media statistic for the Re-Ride. They reach people through Instagram, Facebook, and their website. They are a great social media partner. One of the things they helped Pam with this year is they created her a QR code so she could get to the map quicker. She printed this off and handed it out to people along the route.

Educational Miles and Hours – Lyle Ladner

The report is pretty self-explanatory. The report reflects the information that the state's sent in to him. We do pay mile-

age for educational events. If you ever have any questions, just get ahold of him and he'll be glad to help you out.

Insurance – Fred Leslie

The Pony Express is the most interesting organization that he belongs to. We are spread out across the Trail and therefore pretty much ununited. There are so many members and you don't have the chance to get to know all of them. As time goes on, you meet some more but more join you do not know. So what keeps us together? Is there a common thread that keeps us together? The way we learn about what each state is doing is communication through the Gazette. The Gazette is published once a year on April 3rd. The deadline to submit an article is Feb. 28th. In the last Gazette, there were 17 articles published that 14 people wrote. The Gazette puts everybody together across all the states. Pat read one of the articles that he had written and Connie Ladner read the submission by Quackgrass Sally. Fred used flowers to illustrate that by themselves they are just a single stem, but together they make a beautiful bouquet. If we all come together and write articles for the Gazette, it will bring us all closer together. It is a very important publication.

We had a much better year for the Insurance. Wyoming had 33 events this last year and in total there were 74 events across the states. If a horse is involved, you need to let Fred know about your event. Call, text, or email him with a brief description of what you are doing and where it is being done at. Please let him know as soon in advance as you can so he can contact the insurance company.

NPEA HAM Radio Report – Pam Simmons for Ron Norton

Ron Norton submitted a report that is on pages 57 and 58. Please read through it and if you have any questions let her know and she will contact Ron and one of them will get back to you with the answer.

OLD BUSINESS

Caldor Fire Trail Restoration Project – Rich Tatman for Jim Swigart

The Trail is pretty much cleared but there are a couple of bog areas that have developed so don't want to send the horses in there at night. There needs to be some culverts put in. There are still bridges that need to be built. The El Dorado National Forest says they are going to do it. Hopefully sooner than later as this holds them up during the Re-Ride as they

can't ride on the Trail.

Strategic Plan – Melva Sanner

In May of 2014, members of the National Pony Express Association and the National Park Service met May 2014 to create our Strategic Plan. They met again in 2019, in Julesburg, CO, to review and revise the plan. The organization voted on the changes proposed then because the first strategic plan ran from 2014 – 2019. The plan voted on in Julesburg was for the years 2019 – 2024. They met on Thursday, as the Committee, to make some suggestions to present to us for some amendments. The changes are mostly verbiage changes where they just reworded what we are doing. They added a couple things, but the goals basically stayed the same.

A strategic plan consists of a Vision, then you do a Mission, and then you set Goals that have Tasks beneath them that you need to complete. The goals tend to be very broad and the tasks are detailed with what needs to be done and who needs to do it.

The following changes are being proposed:

Changing all the 2019 – 2024 dates to 2024 – 2029 throughout the plan.

First page, second paragraph, adding the words “and again on September 7, 2024.” at the end of the last sentence about when the strategic plan was revised.

Vision – The National Pony Express Association will keep the spirit and memory of the Pony Express alive. The suggestion is to add the words “for future generations.” to the end of it.

Mission – Our mission is to identify and preserve the Pony Express National Historic Trail today and for future generations by partnering with others, providing education, and creating public awareness through an annual Re-ride and other activities. Suggestion is to reword the Mission to state “Identify, preserve, and raise awareness of the Pony Express past and present and the Pony Express National Historic Trail.

Mission Goals:

Goal 1 - Identify and preserve the Pony Express National Historic Trail resources

Goal 2 - Educate the public about the Pony Express history, heritage, legend, and legacy

Goal 3 - Promote public awareness, enjoyment, and stewardship of the Pony Express National Historic Trail

Goal 4 - Ensure organizational accountability and sustainability. Suggestions are

to add periods at the end of Goals 1, 2, 3, and 4.

Goal 1, Objective A, Task i – Collaborate with agency planners and private landowners to identify and protect trail resources. Suggestion is to add “partners,” after the word planners.

Objective B, Task iii – Participation of trail-related workshops. Suggestion is to change the word “of” to the word “in.”

Goal 2, Objective A, Task i – Create a commemorative letter to carry in the mochila. Suggestion is to add the words “available to the public” after the word letter.

Objective A, Task ii – Take advantage of opportunities to make presentations and provide information at various locations along the trail. Suggestion is to delete “Take advantage of opportunities to” and capitalize the word Make and to replace the words “along the trail” with the words “and through various media”

Objective B – Continue educational outreach in schools and civic organizations. Suggestion is to replace the word “and” with a “;” and add “and other organizations” to the end.

Goal 3, Objective A, Task iii – Suggest is to change task from iii to iv and change the wording from “Create a web application by partnering with other interested organizations” to “Identify means to support the association in activities in i, ii, and iii”. Suggestion is to create a new Task iii with the wording “Maintain a website by partnering with other interested organizations”. The Lead would be the Web Master.

Objective D, Task i – Develop and distribute new National Pony Express Association Informational brochure. Suggestion is to replace the word “Develop” with the words “Review, update,” and to delete the word “new.”

Objective D, Task iii, Develop partnerships with youth organizations. Suggestion is to delete the word “youth” and add the words “of like interest.” at the end.

Goal 4, Objective A, Task i – Review and revise the association by-laws. Suggestion is to add the words “as needed.” at the end.

Objective A, Task ii – Review and revise the National Pony Express Association strategic plan. Suggestion is to add the words “and celebrate success.” at the end. Suggestion is to add Task iii – Make the minutes from the annual meeting available through multiple media. The Lead would be the Web Master.

Objective B, Task i – Establish a committee to develop strategies for expanding membership. Suggestion is to delete the words “Establish a committee to” and capitalize word Develop. Change the Lead from National President and Executive Board to Division President and Team Captain.

Objective B, Task ii – Review recommendations and implement approved strategies. Suggestion is to delete the words “Review recommendations and implement approved” and replace with the words “Share successful recruitment”. Change the Lead from Membership Committee to National President and Team Captain.

Objective C – Document the association's history. Suggestion is to add the words “and maintain” after the word Document.

Objective C – Task i – Establish a committee with representation from each state. Suggestion is to delete the words “Establish a” and replace with the words “Finalize the”.

Objective D – Task i – Establish a safety plan to provide criteria for physical condition of horse and rider. Suggestion is to replace the word “Establish” with the word “Implement”.

Petra Keller brought up that it would be nice to have the state's share their ideas and/or success stories in regards to recruiting new members during the convention. Pam said that at next year's Trail's meeting, we will not only report on how the Re-ride went, but also expand on any membership ideas that were implemented in your state or how you recruited new members. Pam said this will capture multiple sections of our Strategic Plan. She also suggested that state's reach out to each other throughout the year to share ideas and successes.

Scott Wolf /Nebraska moved we accept the amendments made to the Strategic Plan.

Tony Goulart/Wyoming seconded the motion.

Motion carried.

Re-Ride Hotline – Pam Simmons for David Kittle

The hotline was originally set up for Nevada to use. There aren't as many people using it as when it was started, since a lot of people turn to the internet. Pam will reach out to David to see what his thoughts are on continuing with it. She will also talk with Ron and Jerry.

Horse Stamp Release – Pam Simmons for Hope Walbrecht

There was a huge crowd here at the Patee House before the Re-Ride began to watch the unveiling of the Horse stamp. It was a wonderful opportunity for the Pony Express to be a part of this ceremony and to work in conjunction with the United States Postal Service. Those who came for the stamp release, stayed to watch the beginning of the Re-Ride and we even gained more followers. Mary said Pam did an outstanding job videoing the Pony leaving the Patee House. The envelope in the convention binder was made available at the unveiling. It has a cancelation of one of the Horse stamps on it and a picture of a Pony Express rider on it. If anyone would like any more of the envelopes, let Pam know and she will reach out to Hope to get them ordered.

Olympic Mochila – Lyle Ladner

The Olympic mochila is still in the Marysville, KS museum. It can stay there unless some other state would like to have it displayed in a secure location in their state.

Rich Tatman/California moved we keep the mochila in Marysville.

Dan Pralle/Kansas seconded the motion.

Motion carried.

NEW BUSINESS

Official Uniform - Pam Simmons

She hears a lot of comments about the hats. She understands not being able to wear a hat when it is really windy or wearing a straw hat when it is extremely hot and humid. However, our uniform code states we are to wear a brown cowboy hat. Do we want to keep it as a brown hat or should we open it up to include a straw hat and maybe a helmet also? There was a lot of discussion regarding hats and the cost of our uniforms. Some of the discussion included: keeping it as it has always been with the brown hat; does the color of the hat really matter as long as we have the red shirts, brown vests, and yellow scarfs on since that is what people look for when they are looking for us; letting each state decide on their own what works best for them; letting riders wear a helmet; if you are going to be in the eye of the public you should be in a brown hat; some riders won't ride unless they can wear a helmet; the hat should not be a ball cap it needs to be a cowboy hat; coloring a straw hat brown; buying a brown straw hat; and does the color really matter as

long as it is a cowboy hat. Lyle said we have always said that a rider could ride with a helmet if that rider was uncomfortable riding without one.

Gene Ockert/Nevada moved to have the riders wear a cowboy hat or helmet of any color and leave it up to each state to regulate.

Rich Tatman/California seconded the motion.

Motion carried.

Pam will look into updating the bylaws, for the uniform, since they at the Secretary of State's office in California.

National Dues – Mary Cone

She has a lot of people contact her regarding signing up to be a member during June. Something to think about would be to leave the date off of the state's membership forms so she can tell people that they can sign up in June and they would be a member through the next year instead of half a year and signing up again for the next year. The sooner we update the membership rosters the better so she can get member's emails entered to receive important information regarding the Re-ride. The Re-ride schedule needs to go to the National Park Service also, so the sooner you turn that in, the more time Brian has to program the route into the map. If you have any questions or ideas, please email Mary and she will get back to you.

Honorary Membership – Vice Presidents

Mary read a letter from Arleta Martin, nominating Petra Keller as a National Honorary Member. Petra and Arleta, under the guidance of the National Park Service, built the NPEA website and she kickstarted the NPEA Facebook page. She did all the work with the National Park Service preparing the maps to be used during the Re-ride. She trained the admins who operate the page now and she continues to still help them when the need arises. She was contacted by the committee that was planning the 100th Anniversary of the Reno Rodeo. She helped plan Patriot's night where NPEA riders carried cards and letters of appreciation into the rodeo arena to present to the Nevada Veterans Coalition. With her help the NPEA put an entry in the Reno Rodeo parade. She also helped organized a Kid's Day where kids could dress as Pony riders and have their pictures taken. She continues to ride in different divisions

along the historic trail and talks to groups who come out to see the ride. She also sends pictures and reports to our website and Facebook pages.

Mary, as her successor, added that if Petra hadn't done all the ground work, and hadn't had the tremendous vision and for site that she had, she wouldn't be able to do what she does today with the website.

Stephanie Goulart/Wyoming moved we accept the nomination.

Howard Schultz/Wyoming seconded the nomination.

Motion carried with one nay.

Ken Martin Service Award – Vice Presidents

Dan Pralle read a letter from Patrick Hearty nominating Dean Atkin for the Ken Martin Service Award. Dean has been a member of the NPEA for over 35 years. He has served as National President, Utah Division President, and for many years as Trail Captain for Team 3 of the Utah Division. He has traveled the length of the Trail, following the Re-ride at least 6 times. He has worked closely with the National Park Service in implementation of the Trail Sign Project, personally installing signs across western Utah and assisting the Eastern Nevada group with installing signs across White Pine County, Nevada. He continues to serve as liaison with the Park Service sign project team. He has made countless trips across Utah's west desert replacing plaques on vandalized CCC monuments and providing clean up and maintenance at Park Service interpretive sites, which he still continues to do.

Rich Tatman/California moved to accept the nomination.

Gene Ockert/Nevada seconded the motion.

Motion carried.

2025 Re-ride Schedule – Pam Simmons

Pam sent out the proposed schedule to the Presidents ahead of time so they could look it over. It pretty closely mirrors the 2023 schedule.

Gene Ockert/Nevada moved we accept the 2025 Re-ride schedule.

Rich Tatman/California seconded the motion.

Motion carried.

2025 Re-ride Pin, Vignette, & Envelope - Nevada

They already have the design worked out. They have been discussing informa-

tion with Lyle and Connie and they will be finalizing their envelopes, stamps, pins, etc. on the 27th. Their design was drawn up by Dan Kinkade and he did a really good job on it.

Future Delegates Meetings

- 2025 Nevada
- 2026 Nebraska

Andy Boyer is the Chairman and Gene is the Co-Chairman of the 2025 convention committee. The convention will be held at the Stockmen's Hotel in Elko, NV on September 5th and 6th. They have a block of rooms reserved. Andy's wife, Jan, is planning on taking the spouses to the museum. Andy is offering \$10.00 to the person who can find his picture in the museum and tell him which horse he is riding. Friday night there will be a meal and entertainment at the California Trial Interpretive Center. The rest of the meals will be at the hotel, along with the convention and Saturday night's banquet. Thursday night's meet and greet will be at the park downtown with some kind of buffet. Elko has an airport, a train service, and you can rent a car there also. Information will be going out ahead of time to the presidents. He will also get the information to Mary so she can put it on our website. Andy thanked Petra for all her help in helping him with planning the convention.

OTHER BUSINESS

Pam was contacted by Paul Cotter who has done short movies for PBS. He is wanting to do a documentary on the 2025 Re-ride. She asked him to write something up so she could bring it up to us at convention this year. He is not only wanting to follow the Re-ride, he is wanting to know what it takes to put it on, why are we passionate about wanting to do this, and why we devote many hours to this. She told him if he does this, he cannot interfere with the members while they are busy. Almost every year we have someone who wants follow. Sometimes they do the whole thing and sometimes they don't, or they never show up. Pam will talk with him and let him know our rules and guidelines for following the Re-ride.

Patsy commented that we have had so many of these over the years and we never get to see the results. Pam said the one from New York said it would be 3 years after the Re-ride before it was done and we are coming up on the 3 years so she is going to try to reach out to him. Maybe if

he has some of it done, we can show it at convention next year.

Tony Goulart said they have had a documentary done in their division and he did finish the film. If you Google Saving Americana, you can see some of the ones he has done including theirs.

Petra Keller announced that she has been working on a guideline for states to use when they are the host state. She has worked together with others on gathering the information and she will work with Mary to get it published on the website. If anyone has any other ideas, please let her know and she will get it added to the guideline.

Report of Nominating Committee – Melva Sanner

Melva presented Pam Simmons as the nominee for President for next year.

Rich Tatman/California moved to accept the nomination.

Gene Ockert/Nevada seconded the motion.

Motion carried.

Presentation of Officers – Pam Simmons

1st Vice President - Fred Leslie/Utah

2nd Vice President - Mary Cone/Nebraska

3rd Vice President - Dan Pralle/Kansas

Secretary - Amanda Svoboda/Kansas

Treasurer - Lyle Ladner/Kansas

Rich Tatman/California moved we accept the officer team.

Gene Ockert/Nevada seconded the motion.

Motion carried.

Announcements/Adjournment

Immediately after the meeting, everyone needs to meet in front of the Patee House for a picture.

Pam thanked Missouri for all of their hard work and the many hours they spent to make it a great convention. She also thanked everyone for coming.

The dinner will be held here at the Patee House tonight at 6:30.

Rich Tatman/California moved to adjourn the meeting.

Gene Ockert/Nevada seconded the motion.

Motion carried and meeting adjourned at 3:20 P.M.

Jubilee

continued from page 9

descendants of original riders.
OTMA arranged for an army airplane to fly the mail from St. Joseph to Washington, DC.
On August 21 the mail was carried by horseback onto the White House grounds. Dr. Howard Driggs, President of OTMA, and others presented the pouch to the President in a ceremony on the south lawn. Major Arthur Procter served as chairman of OTMA's Jubilee committee.
They presented President Roosevelt with the organization's Diamond Jubilee commemorative medal, designed by OTMA's secretary, William Henry Jackson, the well-known pioneer photographer and artist of the American West.
OTMA sponsored this event as part of its larger, ongoing program to memorialize the Pony Express and to place markers along the route of the trail.



Jack Linch and his pony Donny.



Please contact us at:
nationalponyexpress@gmail.com

The National Pony Express Association
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