

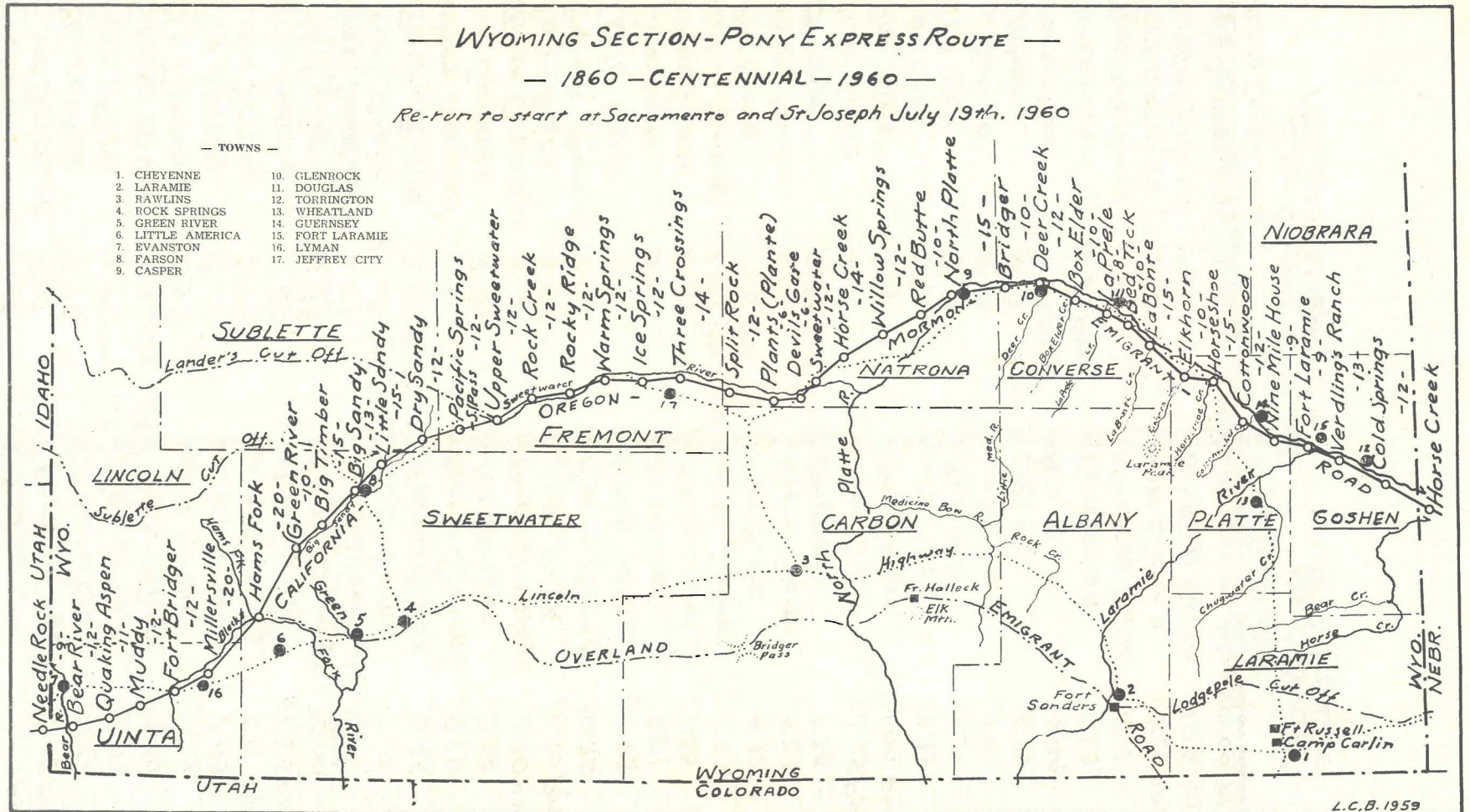
— WYOMING SECTION - PONY EXPRESS ROUTE —

— 1860 - CENTENNIAL - 1960 —

Re-run to start at Sacramento and St. Joseph July 19th, 1960

— TOWNS —

- |                   |                  |
|-------------------|------------------|
| 1. CHEYENNE       | 10. GLENROCK     |
| 2. LARAMIE        | 11. DOUGLAS      |
| 3. RAWLINS        | 12. TORRINGTON   |
| 4. ROCK SPRINGS   | 13. WHEATLAND    |
| 5. GREEN RIVER    | 14. GUERNSEY     |
| 6. LITTLE AMERICA | 15. FORT LARAMIE |
| 7. EVANSTON       | 16. LYMAN        |
| 8. FARSON         | 17. JEFFREY CITY |
| 9. CASPER         |                  |



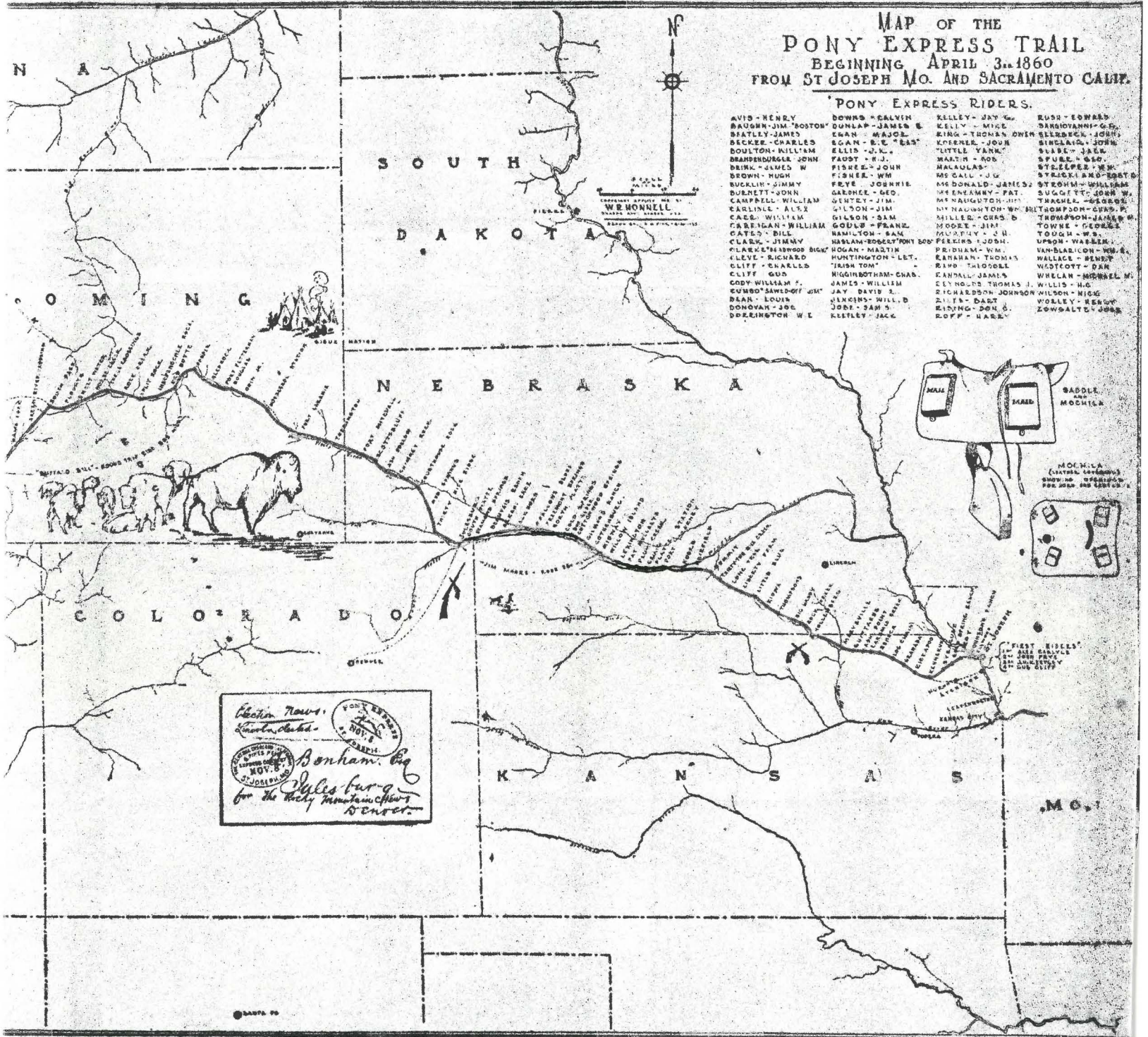
		East Bound		Dist.	West Bound	
		Needle Rock, Wyo.	3:30 P.M. 7-23	↓	Needle Rock, Wyo.	5:00 A.M. 7-25
VINTA Co.	Bear River, Wyo.	4:27	" "	9	Bear River, Wyo.	3:56 " " "
	Quaking Aspen	5:43	" "	12	Quaking Aspen	2:31 " " "
	Muddy	6:53	" "	18	Muddy	1:13 A.M. " 25
SWEETWATER Co.	Fort Bridger	8:10	" "	24	Fort Bridger	11:48 P.M. " 24
	Millersville	9:26	" "	30	Millersville	10:22 " " "
	Hams Fork	11:34 P.M.	" 23	36	Hams Fork	8:02 " " "
SWEETWATER Co. Sub- Div. Co.	Green River	1:41 A.M.	" 24	42	Green River	5:40 " " "
	Big Timber	2:45	" "	48	Big Timber	4:29 " " "
	Big Sandy	4:21	" "	54	Big Sandy	2:43 " " "
FREMONT County	Little Sandy	5:44	" "	60	Little Sandy	1:11 P.M. " "
	Dry Sandy	7:20	" "	66	Dry Sandy	11:25 A.M. " "
	Pacific Springs	8:36	" "	72	Pacific Springs	10:00 " " "
FREMONT County	Upper Sweetwater	8:55	" "	78	Upper Sweetwater	9:39 " " "
	Rock Creek	9:52	" "	84	Rock Creek	8:35 " " "
	Rocky Ridge	11:09 A.M.	" "	90	Rocky Ridge	7:10 " " "
NATRONA County	Warm Springs	12:25 P.M.	" "	96	Warm Springs	5:45 " " "
	Ice Springs	1:42	" "	102	Ice Springs	4:20 " " "
	Three Crossings	2:58	" "	108	Ice Springs	2:55 " " "
NATRONA County	Split Rock	4:15	" "	114	Three Crossings	1:30 A.M. " 24
	Plant's (Plante)	5:45	" "	120	Split Rock	11:50 P.M. " 23
	Devils Gate	7:01	" "	126	Plant's (Plante)	10:25 " " "
CONVERSE Co.	Sweetwater	7:39	" "	132	Devils Gate	9:43 " " "
	Horse Creek	8:17	" "	138	Sweetwater	9:01 " " "
	Willow Springs	8:34	" "	144	Horse Creek	7:36 " " "
CONVERSE Co.	Red Butte	11:02 P.M.	" 24	150	Willow Springs	5:57 " " "
	North Platte	12:18 A.M.	" 25	156	Red Butte	4:32 " " "
	Bridger	1:22	" "	162	North Platte	3:21 " " "
PLATTE Co.	Deer Creek	2:58	" "	168	Bridger	1:36 " " "
	Box Elder	4:02	" "	174	Deer Creek	12:25 P.M. " "
	LaPrele	5:18	" "	180	Box Elder	11:00 A.M. " "
GOSHEN Co.	Bed Tick	6:21	" "	186	LaPrele	9:49 " " "
	LaBonte	7:12	" "	192	Bed Tick	8:52 " " "
	Elkhorn	8:16	" "	198	LaBonte	7:41 " " "
PLATTE Co.	Horseshoe	9:53	" "	204	Elkhorn	5:55 " " "
	Cottonwood	10:57 A.M.	" "	210	Horseshoe	4:44 " " "
	Nine Mile House	12:33 P.M.	" "	216	Cottonwood	2:58 " " "
GOSHEN Co.	Fort Laramie	1:50	" "	222	Nine Mile House	1:33 " " "
	Verdling's Ranch	2:47	" "	228	Fort Laramie	12:29 A.M. " 23
	Cold Springs, Wyo.	3:44	" "	234	Verdling's Ranch	11:25 P.M. " 22
L. C. B. 1959	Horse Creek, Nebr.	5:00 P.M.	7-25	240	Cold Springs, Wyo.	10:00 P.M. 7-22
				246	Horse Creek, Nebr.	

TIME TABLE - WYOMING SECTION - PONY EXPRESS RE-RUN  
 1860 CENTENNIAL 1960  
 Riders will pass or about 5.7 miles west of Upper Sweetwater Sta. (3.3 mi. east of South Pass) or about 9:15 1/2 AM July 24, 1960

East Bound  
1 Mi. = 6 Min. 22 1/2 Sec.

West Bound  
1 Mi. = 7 Min. 5 Sec.

# RIDERS ENCOUNTERED BY PONY EXPRESS



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W. R. Honnell, student of Indian lore and early day frontier history, has compiled the above map showing the route of the Pony Express which was operated by the transportation firm of Russell, Majors and Waddell from St. Joseph, Mo., to Sacramento, Cal. Service over the route was started April 3, 1860, and was maintained continuously for an 18-month period.

Shown on the map are the 100 stations of the Pony Express as

are the names of the ninety-nine riders who, mounted on the fastest horses obtainable, maintained a 10-day schedule over the perilous 2,000-mile route. Below the names of the riders is an artist's conception of a mochila which contained the four pouches in which the mail was carried. The Mochila fitted over the saddle and the horseman sat on his cargo while riding.

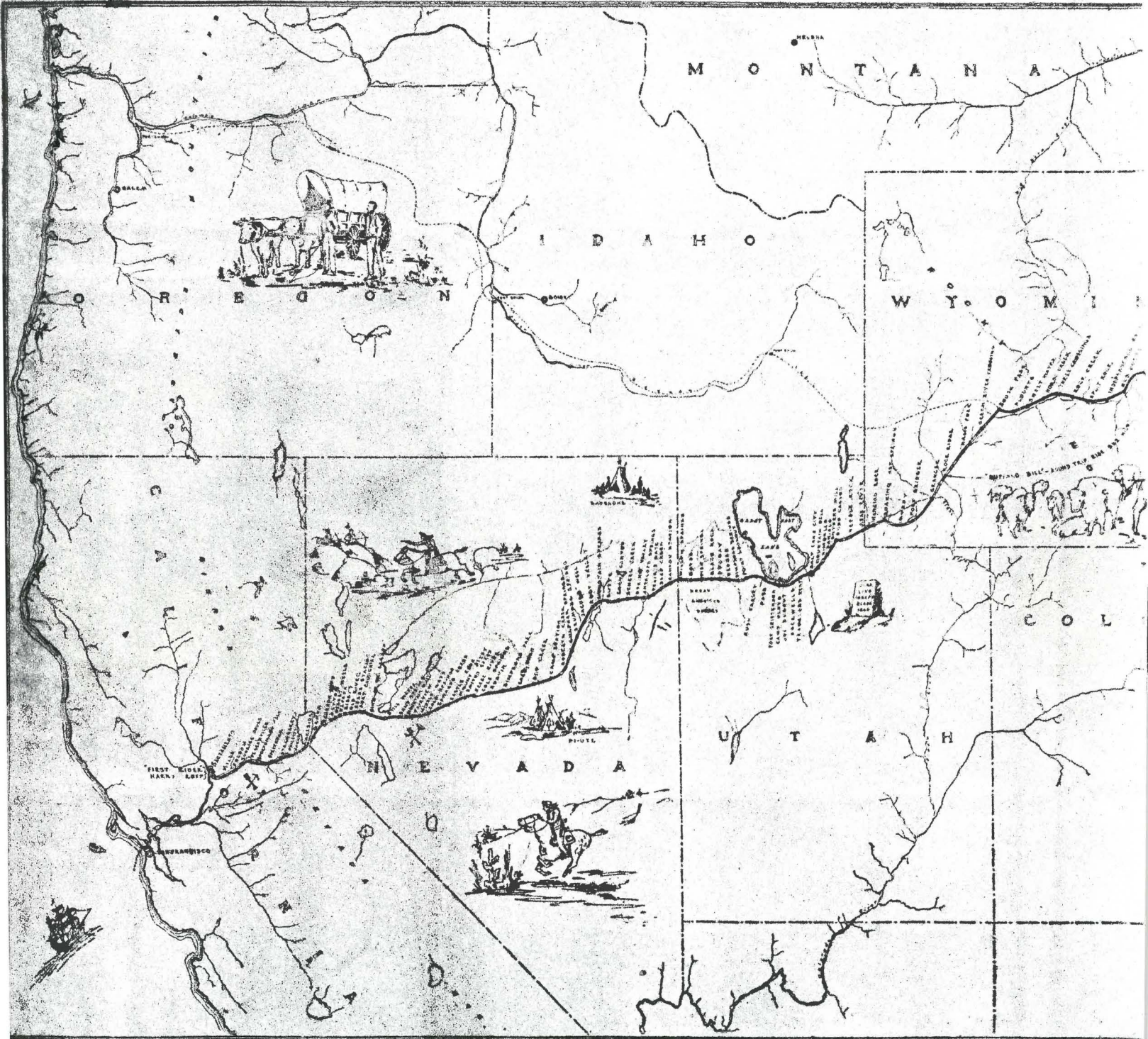
At the South Pass, Wyoming, junction a dotted line shows the

ride of Keetely stand out as the longest trips made by any of the hardy riders, Honnell explained.

The mail was carried in a "mochila" which fitted over the saddle and contained four 12 by 9 inch pouches in which the mail was secreted. Another interesting tale told by Honnell concerns "Lafayette Hill" has to do with the distance when he carried a letter

**TO VISIT SCENE OF**  
**More Than 25,000 Canadians Go to Viny Ridge.**  
 Montreal.—(UP) More than 25,000 Canadians—ex-soldiers, wives, children and other relatives—are expected to attend the centennial of the Canadian Mail at Viny Ridge, N. B. They will go to France as

# MAP SHOWS TRAIL AND MANY DANGERS I



## Famous Route of Pony Express Is Depicted in Map by W. R. Honnell

Hours of Research Brings to Light Entertaining and Thrilling Tales of Stirring Days When Riders Fought Indians and Elements to Carry the

they were allowed a well earned rest, Honnell explained. The Pony Express riders were chosen with great care from young men who had been reared on the frontier and who were alert horsemen, according to Honnell. No others would have been equal to this arduous task of skill and endurance.

W. R. Honnell, an author and explorer, has compiled a map of the route which was operated by the Waddell firm of Sacramento, California. The route was maintained for an 18-month

W. R. Honnell, veteran member of the board of education and a student of early day history of the American frontier has completed a map of the route of the Pony Express which was operated for a period of eighteen months and provided 10-day mail service between St. Joseph, Mo., then the western terminus of the Burlington railroad, and Sacramento, Calif.

Research over a period of more than six months was necessary for Honnell to finish the undertaking. The map shows the location of every station on the more than 2,000-mile route.

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

The map has been marketed and Honnell now is selling copies to various libraries and educational institutions thruout the country. Purd D. Wright, Kansas City, Mo., librarian after obtaining a copy of the map, wrote Honnell a congratulatory letter terming the map "an outstanding piece of work relating to one of the most interesting experiments in the opening of the west. Having been interested in the Pony Express, and those connected with it, I know something of the detail work you have put in. You may take this as an expression of real congratulation," the letter continued.

**Stories of Old Trail.**

Honnell's early day remembrances of the stories of the old trail were further enhanced by the yarns related by two of his uncles, who braved the dangers of the unknown trails to the mining fields of California in the gold rush of 1849. The uncles, in company with three other men, made the long trek across the western plains and desert in an old covered wagon. En route their two yoke of oxen died of starvation and thirst and the weary band of travelers finally reached their destination some six months later with themselves pulling a crude cart made from the two rear wheels of the wagon.

A year later one of Honnell's uncles returned after making the homeward trip around the cape in a sailing vessel and with some \$9,000 worth of gold dust in his pocket.

**Dangerous Route.**

The old Oregon trail over which the adventurous souls made their way in search of fame and fortune was fraught with the greatest of dangers. Marauding bands of Indians and renegade whites, took an awful toll among the spirited individuals who left the security of the east to gamble with death in a search for a new home and happiness in the west.

During his lifetime Honnell has owned three farms bordering the old trail and on each of these farms he reports he has discovered unmarked graves where rest the mortal remains of those who flaunted fate and came out loser. According to Honnell an estimated 5,000 persons perished before they reached the



W. R. Honnell.

foothills of the Rockies, succumbing on the sun-baked plains of Kansas and Nebraska.

Undoubtedly many more persons found a final resting place on the rocky hillsides of the high-reaching mountains of the western states, dying slowly from exposure, hunger and exhaustion or else succumbing quickly when a band of whooping Indians swooped down on the unsuspecting campers huddled about a campfire and riddled them with poisoned arrows before scalping them and leaving exposed bodies for the wild animals to devour.

**Honnell Digs Up History.**

Honnell's interest in the Oregon trail and the early Pony Express was revived last January 1, when he addressed the former members of the "Anti-Horse Thief association" of Kennekuk, an early day organization that directed its efforts to lynching those who were in the habit of making off with a horse that belonged to another. The members that are left today have banded together in an Old Settlers club and Honnell spoke to the group on the seventy-fifth anniversary of the founding of the Pony Express.

Unable to find any authentic data about the early day transportation experiment, Honnell decided to map the route followed by the venturesome riders. This he had done after nearly eight months of study and research, which included correspondence with several score old timers who have vivid recollections of the early express route and its riders.

**Start of Pony Express.**

The idea for the Pony Express was conceived by the members of the transportation firm of Russel, Majors and Waddell. At that time the three men operated the most ex-

tensive transportation company in the west. Huge caravans of covered wagons operated by the company made regular trips over the Oregon trail with their cargoes of freight and supplies for those in the western camps and outposts. No firm had a higher or more deserved reputation for integrity. Employees, on entering the service, were required to subscribe to an oath that they would not drink, use profane language, or fight or quarrel with other employes of the firm. Overland freight trains operated by the company always rested on Sundays.

Something of the vastness of the firm can be comprehended by a statement made by Horace Greeley in 1859 when he reported that some 6,000 teamsters, 50,000 oxen and more than 5,000 wagons were in the employ of the company. In 1863, according to Honnell, the firm dispatched from Atchison, Kan., more than 21 million tons of freight, which had been shipped there by boat, bound for points in the west.

**Need for Mail Route.**

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

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

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

**Riders in Relays.**

At each division point fresh riders sped the mail on its dangerous trip. Each rider would ride 100 to 110 miles but horses were changed at stations spotted along the trail at twelve to fifteen mile intervals. The stations were little more than tiny shacks with a stable for the fleet horses. Often a rider would come over a small rise, expecting to change to a fresh horse, only to find that Indians had descended on the place, massacred those in the station, driven away the horses and set fire to the buildings. The rider and his mount would then have to go on to the next station before

outlaws and horse thieves too to mention severe winter storms and snow filled mountain passes.

**Mail Had to Go Thru.**

The mail must go thru was the motto of the hardy band of horse-men, according to Honnell. Thru sunshine and storm, without even the friendly stars to guide the riders along their lonely journey. They rode on day and night, singing their love songs to the rhythm of their galloping ponies, as they passed thru herds of stampeding buffalo, prowling coyotes and lobo wolves.

Many of the dim trails were scarcely more than a bridge path, zigzagging along the streams and the brinks of dark precipices, and the narrow caverns were infested with blood-thirsty savages lying in wait to lift the scalps of the daring riders who had entered their lonely fastness.

Often their ponies stepped into badger holes and prairie dog dens, throwing horse and rider and frequently injuring both, according to Honnell. Often such a fall would break the horse's leg. Then the rider would remove his precious mail sack and with a sad heart dispatch his pony as an act of mercy rather than leave it to be devoured by the wolves. He would then wend his way on foot to the next station where a new mount would be provided and the mail would be carried even faster in an attempt to make up the lost time.

**Death Rate Low.**

Contrary to popular belief, the death rate among the riders was surprisingly low, according to Honnell. In his investigation he discovered but one rider who had been killed by the Indians while he was carrying the mail. In this instance the horse escaped and made its way to the next station and the precious cargo of mail was saved.

Many were the narrow escapes that the courageous riders had. Numerous tales relate how a dust covered rider on his sweat streaked horse, would gallop to the protection of the station house with blood streaming from one or more arrow wounds.

The riders, with the fleetest mounts the company could buy, had the advantage over the humble redskins with their inferior grade horses. Riders were instructed to out run the Indians and give battle only when there was no other alternative.

Each horseman was armed with two revolvers, a knife and an extra cylinder of cartridges. The entire equipment, including the saddle and bridle, did not exceed thirteen pounds and the weight of the mail sack was never over twenty pounds, according to Honnell. The charge for carrying the letters was \$5 for each one-half ounce. To economize letters were written on the finest grade tissue paper.

**Riders Well Paid.**

The regular riders were extremely well paid for those times, with salaries ranging from \$100 to \$125 a month. Station keepers were paid \$50 to \$100 per month and were given their board. As a

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financial success the great transportation venture didn't fare so well. It was established at a cost of more than \$700,000, and the receipts during the eighteen months of operation totaled but \$500,000, according to Honnell.

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

**Riders Were Famous.**

Many famous figures in frontier history were at one time or another employes for the Pony Express. "Wild Bill" Hickok, "Buffalo Bill" Cody, as well as others whose lives were devoted to opening a new country over which American civilization was ultimately to spread, have their names firmly entrenched in the annals of Pony Express history.

Among the famous riders was Jack Keetely, whose regular run was from the eastern terminus of the route, westward to Seneca Kan. This was later extended to Rock Creek, Neb., and the leathery rider performed one of the most remarkable rides in the history of the service. He rode from Rock Creek to St. Joseph, returned to Rock Creek and then doubled back over the route to Seneca without so much as taking time enough for a good meal. In all he covered a total of 340 miles by spending thirty-one continuous hours in the saddle. When he entered Seneca at the completion of the record breaking run he was taken from his saddle fast asleep, according to Honnell.

**"Wild Bill" Hickok.**

Another of the famous pioneers of the west who was an employe of the company was "Wild Bill" Hickok, who was placed in charge of the station at Rock Creek, Neb., on the ranch of David C. McCaules, a virile character of questionable standing. McCaules was quarrelsome and domineering, according to Honnell. One day he came over to the station to take charge of the place with his henchmen. In the fight that resulted Hickok was alleged to have killed the hand of four men. "Wild Bill" and his associate at the station house were arrested and tried on a murder charge, but were acquitted.

Hickok was reputed to be the most successful peace officer that the frontier ever had and the most deadly and unerring shot. During the Civil war he was a scout under General Blount, according to Hon-

nell, and was in many encounters with the Confederate scouts in which scores of them were killed.

**Famous Marksman.**

He then became a scout and carried dispatches for Generals Sherman, Sheridan and Custer. In this way he came into contact with many roving bands of plains Indians in which he successfully shot his way out. When he was appointed marshal of Abilene, he had already killed forty-three men in the line of duty, not including the men or the Indians while scouting, according to Honnell.

One interesting tale demonstrating his prowess as a marksman is told about Hickok. When marshal of Abilene, two men committed murder and fled, pursued by Hickok. They went into a saloon at Solomon and "Wild Bill" followed them. They escaped by a rear door, each taking a different direction. When Hickok emerged from the saloon with a revolver in each hand, he killed both men, but the bystanders said they heard but one shot. He could place objects fifty feet away and widely apart and shoot both at the same time, Honnell said.

**One of Famous Rides.**

One of the famous distance rides was made by Jim Moore who started from Kearney, Neb., station the morning of August 8, 1860, with important government dispatches intended for California officials. He rode continuously for 140 miles to the end of his division, the old Julesburg station.

The rider from the west arrived about the same time but there was no one there to relieve him. Undaunted, Moore hopped back into saddle and retraced his path to Kearney, covering a total of 280 miles with no rest at all.

William F. Cody, who later gained the title of "Buffalo Bill" was the most widely known of all the Pony Express riders. His route was the most perilous of any along the long trail, lying between Red Butte and Three Crossings in Wyoming. It was in the center of the hunting grounds of the Sioux nation and a rendezvous of outlaws and horse thieves, Honnell relates.

**Escapes from Indians.**

His numerous escapes from skirmishes with the Indians fill many of the pages in his Biography. One day when he arrived at Three Crossings, his home station, he discovered that the rider scheduled to relieve him, had been killed the day before in a drunken brawl. Without the slightest hesitation, he obtained a fresh mount and pushed on to the next station, Rock Ridge, eighty-five miles away over extremely hazardous trails. Arriving there he obtained the eastbound mail, turned around and made the trip back to Red Butte. In all he covered a total of 322 miles over the roughest trails of the Pony Express route. This and

worthless papers over the same. Sure enough, after he was a few miles on his journey, two men jumped from behind a clump of trees and covered him with their rifles. "Buffalo Bill" gave them the worthless sack, but they relaxed their vigil for a moment and he shot and killed one of the men and the other fled. Thus he was able to recover the second "mochila" altho its contents were of no value.

**To Celebrate Anniversary.**

When the Pony Express was first inaugurated, the Indians failed to bother the riders on their fleet ponies. Seeing the horsemen tearing across the plains at such a rapid pace, the Indians were led to believe that they were carrying bad medicine and refused to have anything to do with the riders. In later months their attitude changed and they waged a relentless warfare on the riders, hoping to capture some of the horses that were so much superior to their own shaggy ponies.

**Names of Riders.**

Included in the upper right hand corner of the map that Honnell has published are the names of the ninety-nine men who were the regular riders of the express during its 18-month existence. One other was reputed to be on the roster of the company but Honnell is still investigating to determine if he really was a regular rider.

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

many parts of the United States. Many of the pilgrims will see for the first time the battlefields on which their loved ones fought and the graves in which they now lie.

**Positive Relief For Itchy Skin**

Cooling and soothing Blue Star Ointment melts on the skin, sending tested medicines deeply into pores where it quickly kills itch, tetanus, rash, eczema, foot itch, ringworm, etc. Money back if first jar fails.



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**Fast 9:00 P.M.**  
**AIR-COOLED TRAIN**  
**THE GOLDEN STATE LIMITED**  
**to CHICAGO**  
AR. ENCLEWOOD UNION STATION 8:45 A. M.  
AR. LA SALLE ST. STATION . . . 9:00 A. M.  
Direct connections with fast trains for the East  
Rock Island Travel Bureau  
700 Walnut St., Phone Victor 3900, Kansas City, Mo.  
or Union Station or Union Ticket Office, 914 No. 6th St.,  
Kansas City, Kans., Phone Grand 1782

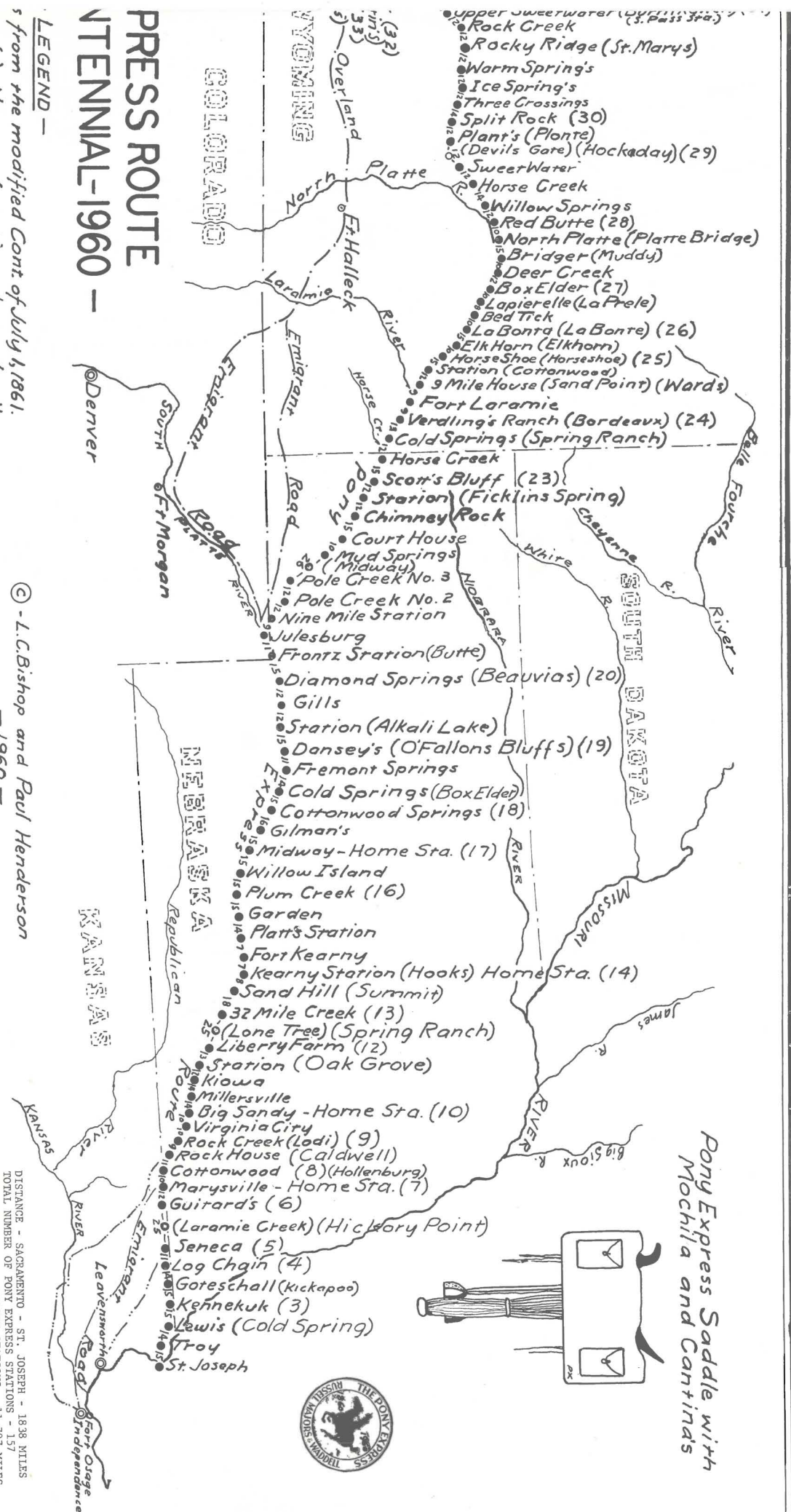
# PRESS ROUTE CENTENNIAL-1960 -

LEGEND -  
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© - L.C. Bishop and Paul Henderson  
 - 1960 -  
 NO. F 27975

DISTANCE - SACRAMENTO - ST. JOSEPH - 1838 MILES  
 TOTAL NUMBER OF PONY EXPRESS STATIONS - 157  
 AVERAGE DISTANCE BETWEEN STATIONS - 11.707 MILES

L.C.B. 4-1-1960



Pony Express Saddle with  
 Mochila and Cantinids





EVOLUTION OF TRAILS — FROM ANIMALS TO AEROPLANE



TRAILS OF THE OLD WEST

By WILLIAM H. JACKSON

Bequest of a great American and pioneer artist to America. As a youth he followed these old trails; in his later years he devoted his talents to portraying the stirring epic of the West. This pictograph, completing the illustrations he created for WESTWARD AMERICA, was given its last loving touches after he had entered his hundredth year.