

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC Hollenburg (Cottonwood) Pony Express Station

AND/OR COMMON

Hollenburg Ranch State Park

**2 LOCATION**

STREET & NUMBER

Kansas State Highway 243,5 mi. north of US 36 via ~~K-15E~~

CITY, TOWN

Hanover

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

001 (First)

STATE

Kansas

CODE

20

COUNTY

Washington

CODE

201

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input checked="" type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

**4 OWNER OF PROPERTY**

NAME Kansas State Historical Society (Administered by: Floyd Severin, curator)

STREET & NUMBER

Washington County Hollenburg Pony Express Station Museum

CITY, TOWN

Hanover

VICINITY OF

Kansas

STATE

66945

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,

REGISTRY OF DEEDS, ETC. Washington County Courthouse

STREET & NUMBER

CITY, TOWN

Washington

STATE

Kansas

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

National Register of Historic Places

DATE

1966

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Federal Register, 1100 L. Street, NW

CITY, TOWN

Washington

STATE

D.C. 20240

## 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

---

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Hollenburg Pony Express Station is a long, frame structure built in 1857 or 1858. It was originally built entirely of walnut on a stone foundation. Four rooms on the ground floor were used by the Hollenburg family. A fifth contained a small stock of groceries, and an unofficial post office. A sixth room served as a bar and tavern. Upstairs a loft ran the length of the building; here stagecoach and Pony Express employees had a common sleeping room. Nearby were a blacksmith shop and a large stable capable of housing 100 head of horses and oxen. Fresh mounts for the Pony Express riders were kept in this building.

Hollenburg died in 1874, and his station became a farm home exclusively until 1941. In that year the state legislature bought the building and about seven acres of surrounding land. Thereafter small sums have been voted for its upkeep and operation as a museum. The plaster walls were redone with an ordinary modern mixture. Flashing-board was put on the kitchen ceiling, which is sagging badly. A restroom, merry-go-round, (1958), trees and historic-seeming well were built near the ranch. Also at this time, a gravel driveway was built right up to the ranch house front door.

In 1963 the State Historical Society was given responsibility for the site. Further changes were then made. In 1965, a farmhouse was moved onto the property, about 700 feet north of the ranchouse, to house the curator and his family. A stand-up propane stove was put in the historic building, along with a soda machine. A monument was erected outside. The original walnut siding and shingles was replaced with cedar and redwood (walnut-stained) as it deteriorated. In 1975 the framing around the front door, and about 1/3 of the south wall, were all that remained of the exterior walnut. Most of the interior walnut remains, but is covered by pine in the old tavern room, kitchen, and sitting room. It was replaced with cedar around the front door.

In 1971 the doors and windows were painted with Pony Express Brown marine paint. In 1974 the original walnut shingles were replaced with cedar. The windows date from the 1950's and are modern barn windows with screens. A reconstructed bar stands in the old tavern room, and some 1500 antiques of various periods decorate the building. The curator provides guided tours, and repairs damage as well as he can with limited funds and no restoration knowledge. The blacksmith shop and stable no longer exist.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES      1860-1861      BUILDER/ARCHITECT      G.H. Hollenburg

## STATEMENT OF SIGNIFICANCE

The Hollenburg Pony Express Station is the only Pony Express Station still standing on its original site with its original dimensions intact. It served as the most westerly Pony Express station in Kansas throughout the duration of that service, 1860-1861.

In 1859 the western terminus of railroad and telegraph communication in the United States was St. Joseph, Mo. William H. Russell, at the urging of a California senator, agreed to test the feasibility of rapid overland mail service to the Pacific Coast. The Pony Express was established the following year.

Beginning at St. Joseph, the route of the Pony Express followed the Oregon-California trail across northeast Kansas, then ran north to the Platte River in Nebraska and west by way of Fort Kearny, Scotts Bluff, Fort Laramie, South Pass, Fort Bridger and Salt Lake City. Rounding the southern end of the Great Salt Lake, the trail crossed Nevada and the Sierras, ending at Sacramento, California.

Careful planning went into every phase of the Pony Express operation. Relay stations were established along the route where riders could change horses. These stations were 10 to 15 miles apart; at every third station a new rider would take over. The Hollenburg Ranch was one of these "home stations."

The first run from St. Joseph started at 7:15 p.m., April 3, 1860, with 49 letters, nine telegrams and several newspapers. On the same day a rider left Sacramento headed east with 85 letters. These arrived in St. Joseph on April 13 while the west-bound express reached San Francisco by boat the next day. Thus transcontinental communication had been achieved in less than half the time taken by stage coach or freight wagon.

The Pony Express accomplished one objective--rapid, reliable communication with the Pacific coast. But it failed with another--making a profit. According to a partner in the company, "the amount of business transacted over this line was not sufficient to pay one-tenth of the expenses, to say nothing about the amount of capital invested." As the telegraph moved west the route of the Express was shortened, until by October, 1861, it was entirely replaced. The 18-month operation of the Pony Express was halted and with its end one of the most colorful episodes in the history of the American West came to a close.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Chapman, Arthur, The Pony Express, 1932.  
 Settle, Raymond W. and Mary L., Saddles and Spurs, 1955.  
 Kansas State Historical Society, "Hollenburg Pony Express Station,"  
 (informational pamphlet).

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 6

UTM REFERENCES

A	1 4	6 8 4 3 5 0	4 4 1 8 7 7 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION The Hollenburg Ranch State Park is approximately six acres in area. It includes the sites of the historic stable and blacksmith shop, although no archaeological work has been done here so far. It is all part of the original Hollenburg property, and does provide an unobtrusive background for the Ranch. The boundary line is therefore described by the dotted black line on the accompanying USGS map A, labelled "Hanover East, Kansas," and dated 1966. The caretaker's house, driveway, well, monument, and merry-go-round do not contribute to the integrity of the landmark site. The boundary described above is the legal boundary of the State Park.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME/TITLE Stephen Lissandrello, Historian, Landmarks Boundary Review Project

ORGANIZATION	DATE
<u>Historic Sites Survey, National Park Service</u>	<u>6/26/75</u>
STREET & NUMBER	TELEPHONE
<u>1100 L. Street, NW.</u>	<u>202-523-5464</u>
CITY OR TOWN	STATE
<u>Washington</u>	<u>D.C. 20240</u>

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN  
 NATIONAL \_\_\_\_\_ STATE \_\_\_\_\_

Designated: Nov 5 1961  
 date  
 Designated: Jan 10 1977  
 date

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE	(NATIONAL HISTORIC LANDMARKS)	DATE
TITLE		

FOR NPS USE ONLY	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	
DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION	DATE <u>7/15/77</u>
ATTEST:	DATE
KEEPER OF THE NATIONAL REGISTER	(NATIONAL HISTORIC LANDMARKS)