

Historic Trails

Wyoming



DISCOVER CONNECT EXPLORE

THE GREAT WESTWARD MIGRATION

During the 1800s, Wyoming became the focus for American expansion into the trans-Mississippi west. Robert Stuart's discovery of South Pass in October 1812 gave hope that a practical overland route to the Pacific (the route Lewis and Clark searched for but failed to find) did exist.

By 1824, South Pass was in annual use by mountain men and trappers engaged in the Rocky Mountain Fur Trade. Soon trappers discovered connections that linked South Pass with the Snake and Columbia Rivers and with the Hudson's Bay Company holdings of the Pacific Northwest.

Some 150,000 pioneers went west between the years of 1840 and 1852. By the mid-1850s, stage coaches and freight wagons were regular users of the California, Mormon Pioneer and Oregon trails, rolling both east and west through South Pass. For 19 months in 1860-61, the riders of the Pony Express transcontinental mail service thundered through the pass on an incredible schedule covering 2,000 miles from St. Joseph, Missouri, to San Francisco, California.

Historians estimate that some 500,000 pioneers "went westward" along the South Pass trail system before the great overland wagon train migrations slowed down with the completion of the transcontinental railroad in 1869. About 80,000 were headed for the Willamette Valley in Oregon. Some 70,000 Mormons had the Great Salt Lake region as their destination. Most of the remaining 350,000 were bound for California with just a few headed for intermediate destinations. Of those that started the journey, one in 10 would not complete it. Thousands would die along the way, mostly from accidents, cholera and other diseases. Some would simply get to their destination and turn back.

On October 2, 1968 The National Trails System Act was passed by the U.S. Congress and signed into law by President Lyndon B. Johnson. Today, the National Trails System is larger than the Interstate Highway System in length, and includes 11 National Scenic Trails, 19 National Historic Trails, and more than 1,300 National Recreation Trails (including 21 National Water Trails) in all 50 States.

PUBLIC ACCESS
Because of the intermingled land ownership patterns across Wyoming, access to public lands can, in some cases, be difficult. Public lands should be accessed by way of public roads or on routes having public easements. Some public lands have no public access and can only be reached with the permission of the private landowner. The BLM has developed a series of 1:100,000 land status maps that cover the entire state of Wyoming. These maps include land status, road and topographic features. The maps are available at any BLM office for a fee.

ADDITIONAL INFORMATION
For more information about historic trails on public lands in Wyoming, please contact:

Bureau of Land Management-Wyoming State Office
5353 Yellowstone Road, Cheyenne, WY 82009, (307) 775-6256
Internet address: blm.gov/wyoming

NATIONAL HISTORIC TRAIL WEBSITES

BLM - Wyoming National Conservation Lands
www.blm.gov/wyoming-ncls

NPS - California Trail www.nps.gov/california
NPS - Pony Express Trail www.nps.gov/pony

NPS - Mormon Pioneer Trail www.nps.gov/mopi
USFS Nez Perce (Nee-Me-Poo) Trail www.fs.usda.gov/npnht/

NPS - Oregon Trail www.nps.gov/oreg

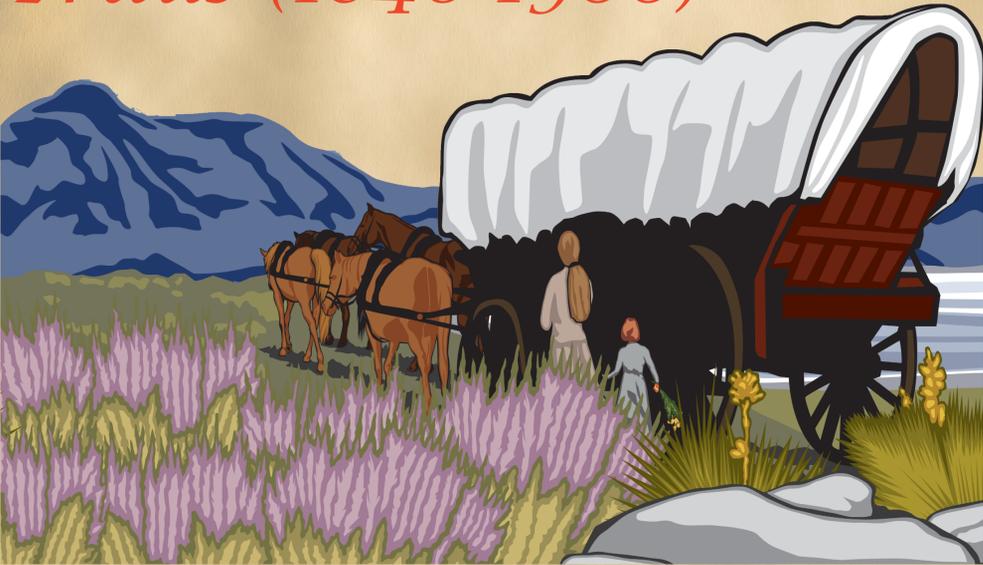
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BLM original photography.



Legend

- Trails with solid lines are National Historic Trails
- Trails with a dotted line are approximations of historically known trails
- Historic Building/Ruins
- Point of Interest
- Monument
- Scenic Overlook
- Interpretive Site
- Historic Mining Site
- Interstate
- U.S. Highway
- WY Highway
- Rivers/Streams
- Lakes/Reservoirs

Wyoming Historic Trails (1840-1900)



Congressionally-Designated National Historic Trails

The California Trail - 1841-1869:

This trail is best known for the incredible amount of traffic it carried during the California Gold Rush years of 1849 through the mid-1850s. It shares its route with the Oregon, Mormon Pioneer and Pony Express Trails. During the Gold Rush years, most of the California-bound emigrants elected to take any one of a series of shortcuts west of South Pass. Trail marking and land ownership patterns are the same as the Oregon and Mormon Trails.

The Mormon Pioneer Trail - 1846-1868:

This 1,297 mile trail links Nauvoo, Illinois, with Salt Lake City, Utah. In 1847, LDS Church leader Brigham Young and his pioneer party of 148 Mormons and 72 wagons became some of the first emigrants to cross the western stretch of the trail, when they traveled from the Missouri River to their new, permanent home in the Salt Lake Valley. The Mormon Pioneer Trail through Wyoming is identical to the Oregon Trail from Fort Laramie to Fort Bridger. The same patterns of land ownership and trail markings apply.

The Oregon Trail - 1841-1868:

Although its name has come to symbolize the entire western covered wagon emigration, the Oregon Trail is a distinct wagon road that stretched 1,932 miles from Courthouse Square in Independence, Missouri, to Oregon City on the Willamette River in Oregon country. The actual route is well marked by BLM concrete marker posts placed by the Oregon-California Trails Association. Much of the trail west of Casper is located on public lands and is visible and accessible. Auto tour route signs are posted on public roads and highways paralleling the trail.

The Pony Express Trail - 1860-1861:

For 19 months starting in April 1860, the Pony Express ran mail across the nation. Each rider of the Pony Express rode about 75 miles a day to carry the mail to a station where the mail would be handed off to another rider. This allowed mail to be delivered 2,000 miles across the nation. The completion of the transcontinental telegraph in October 1861 ended the necessity of the Pony Express. The trail follows the path of the Oregon and California trail through eastern Wyoming and South Pass to Fort Bridger. From there it makes use of the Mormon Trail into the Salt Lake Valley. The route is well-marked, both along the actual trail and on parallel highways and byways. Much of the trail is on BLM public lands west of Casper. Ruins of Pony Express stations can still be seen today.

Sites Along the Way

Avenue of Rocks -Landmark crossed by the California-Mormon Pioneer-Oregon Trail and Pony Express Trails between the North Platte River and Willow Spring. County road, state lands, not marked.

Bessemer Bend -The original and uppermost crossing of the North Platte River. Pony Express Station Site. Public roads, interpretive site.



Bessemer Bend

Big Sandy Crossing -Site of a Pony Express station where Jim Bridger first met Brigham Young in 1847. Interpretive signs.

Church Butte -A landmark along the Mormon Pioneer-Oregon Trails. County roads, not marked.

Devil's Gate -A spectacular canyon cut through the Granite Mountains by the Sweetwater River. Interpretive site.

Emigrant Gap -A low pass west of the North Platte River crossing at Fort Caspar. Public roads, interpretive signs.

False Parting of the Ways -Roadside interpretive sign explains how and why the trails start to split west of South Pass.

Fort Bridger State Historic Site -Built by Jim Bridger and Louis Vasquez in 1842-43. The first fort in the west designed to supply the overland emigration rather than the fur trade. Closed in winter, state fees.

Fort Caspar -Site of early bridge and ferry crossings of the North Platte River. A military post in the 1860s. Natrona County historic site and museum.

Fort Laramie National Historic Site -Established in 1834 as a fur trading post. Purchased by the U.S. Army in 1849 to protect emigration on the trails. National Park Service site, open year-round, fees charged.



Devil's Gate

Fort Supply -Site of a Mormon settlement established to resupply Mormon immigrant companies and enhance communication on overland routes. Private land, roadside marker and information sign.

Ice Slough -A place where emigrants could dig into marshy ground and find clear ice in mid-summer. Roadside information sign.

Independence Rock State Historic Site -A major landmark on the emigrant trails, covered with pioneer names. It is also known as "The Great Record of the Desert." State outdoor interpretive site and highway rest area, open year-round.

Lombard (Green River) Ferry -The site where many emigrant wagon trains crossed the Green River. Interpretive site.

Martin's Cove -The story of the Mormon Handcart disasters of 1856, the trail history at Devil's Gate, and the historic Sun Ranch. The visitor center is operated by the LDS Church. There is a BLM trail with interpretive signs. Open year-round.

Oregon Buttes -Emigrant trail landmark that marked the entry into "Oregon Country" of the 1840s. Interpretive sign, BLM land, remote site.

Oregon Trail Ruts State Historic Site -Wagon wheel ruts carved deep into sandstone bluff. Site has become the "signature" of the California-Mormon Pioneer-Oregon trail system.

Pacific Springs -The first water flowing westward beyond South Pass. Site of a stagecoach and Pony Express Station. Interpretive sign, BLM land, remote site.

Red Buttes Battleground -An Army supply wagon train was attacked by Indians on July 26, 1865. Sergeant Amos Custard and 20 of his troops were killed. Highway interpretive sign, private land.

Register Cliff State Historic Site -Riverside bluff covered with emigrant names from the 1850s and 1860s.

Reshaw Bridge -The first bridge built across the North Platte River by John Reshaw in 1852. Operated as a toll bridge for emigrant wagon trains until 1865. Marker in Reshaw Park in Evansville.



Oregon Trail Monument Near South Pass

Rocky Ridge -One of the roughest places on the California-Mormon Pioneer-Oregon trail system. By climbing and crossing this place, emigrants reached the South Pass Plateau. Markers and information signs, BLM land, remote location.

Sixth Crossing -The sixth time the California-Mormon Pioneer-Oregon trail system crossed the Sweetwater River. Also the rescue site of the James G. Willie Handcart Company.

Split Rock -Trail landmark in the Sweetwater Valley. Pony Express Station site. BLM interpretive site.

South Pass Overlook -The history of South Pass is detailed at this roadside interpretive site.



Monument at Split Rock



Historic Trail Marker

Willow Spring -The site of a stage and Pony Express station located near a spring at the approach to Prospect Hill. Public road, BLM land.

The Nez Perce (Nee-Me-Poo) Trail - 1877:

The Nez Perce (Nee-Me-Poo) Trail follows the route taken by a large band of the Nez Perce (Nee-Me-Poo) Indian Tribe in 1877 during their attempt to flee the U.S. Cavalry to Canada in an effort to avoid being forced onto a reservation. The trail traverses through portions of the U.S. states of Oregon, Idaho, Wyoming and Montana. It connects 38 separate sites across these four states commemorating significant events that took place along the trail.

Sites Along the Way

Dead Indian Summit - U.S. Forest Service site along the Chief Joseph Scenic Byway.

The Cutoff Trails - 1841-1868:

By 1850, the California-Mormon Pioneer-Oregon trail system had developed almost as many shortcuts as there were wagon masters. The emigrants called them "cutoffs." The following is a partial list.

Cutoff Trails and Associated Sites

Buckskin Crossing -A crossing of the Big Sandy River used by fur trappers and traders, and later by the Lander Trail branch of the Oregon Trail. County road, BLM land.

Child's Cutoff -A branch of the California-Mormon Pioneer-Oregon trail system that followed the north bank of the North Platte River from Fort Laramie to the Red Buttes area. It eliminated the need to cross the Platte for emigrants starting from the Council Bluffs and Winter Quarters trailheads in Iowa/Nebraska. Private land, not marked.

The Dempsey-Hockaday, Kinney and Slate Creek Cutoffs -Three variations on the Sublette Cutoff, the Dempsey-Hockaday Road, lay east of the Sublette, while the Kinney and Slate Creek tracked south, following the Big Sandy to the Green River. All four routes went generally due west from different crossing sites along the Green River and joined before reaching the Bear River. Mostly public land, but marking is spotty on all routes.

The Hams Fork Cutoff -A little-used route that followed the main trail southwest to the junction of Hams Fork and Blacks Fork Rivers before following the Hams Fork northwest to join the Sublette Cutoff. Mostly private, river bottom land. Not marked.

The Hastings Cutoff -This route was pioneered and promoted by Lansford W. Hastings as the best and most direct route to the Salt Lake Valley and California. He first convinced the Donner Party to try it in 1846. Instead of the good wagon road he described, they found a terrible, nearly impassable route and lost precious time building a path for their wagons. In 1847, the Mormons followed the route the Donners had improved and experienced little trouble. Well marked, public and private land mix. (Cutoff is not indicated on map; it follows the route of the Mormon Pioneer Trail in southwest Wyoming.)

Johnson Scout Rock -A fallen sandstone block that bears the inscription "T.C. Johnson L.A. Cary 1850 Scouts." BLM land, remote location.

Connor Battlefield State Historic Site -General Patrick Connor led the Powder River Expedition in an 1865 battle against an Arapaho village. Interpretive site.

Crazy Woman Battlefield -On July 20, 1866, a small detachment of soldiers was attacked by a band of Sioux. Jim Bridger led a troop of 200 soldiers from Fort Kearney to the rescue. County road monument.



Wagon Ruts at the Seminole Cutoff

The Lander Trail -This shortcut between South Pass and the Snake River country was surveyed and built in 1857-58 by pioneer engineer Frederick W. Lander for the Department of the Interior. It is the only stretch of the Oregon Trail system to be subsidized and constructed by the federal government. More than 13,000 emigrants traveled it in 1859 during its first year of use. The route is well marked in most places. BLM and Forest Service lands predominate with public roads following much of the route.

Lucinda B. Wright Grave -The trailside grave of a pioneer woman traveling the Sublette Cutoff. BLM land, remote location.

Names Hill -A bluff beside the Green River used by emigrants to record the occasion of their travel. Many names are still visible. Roadside markers and information signs.

Nancy Hill Grave -The grave of a young woman who died on the Sublette Cutoff in 1852. Nearby is the grave of Alfred Corum who died July 4, 1849. Interpretive signs, BLM land, remote location.

New Fork Crossing -The New Fork Historic Park consists of an historic emigrant campground and river crossing. Self-guided tours following National Park Service designed kiosks.

Parting of the Ways -Point where the Sublette shortcut leaves the original emigrant road to Fort Bridger. Interpretive sign, BLM land, remote site.

The Seminole Cutoff -An alternate route through the South Pass region. The Seminoe tracked south of the main trails and rejoined the main trail just west of the final crossing of the Sweetwater east of South Pass. Well marked, mostly public land.

The Sublette Cutoff -One of the earliest shortcuts, this trail made an almost due east-west connection between South Pass and the Bear River, avoiding a southern loop to Fort Bridger. Using the cutoff saved 70 miles, or about three days travel time. Well marked, mostly public land.

The Bridger Trail - 1864-1900s:

This road was intended to be a safe and acceptable alternative to the Bozeman Trail, connecting the Oregon Trail at Fort Caspar with the gold fields in western Montana via a route west of the Big Horn Mountains. Mountain man Jim Bridger established the route under contract with the Army Corps of Engineers. The trail did see some emigrant and freight wagon use but became more important later as Wyoming settlers started to move into the Bighorn Basin. The Bridger Trail is not marked and is still not well known. Much of the trail west of Casper crosses BLM public lands. Once in the Bighorn Basin, most of the trail is on private land.

Sites Along the Way

Dry Creek Crossing -A river crossing on the Bridger Trail. Interpretive sign.

Jim Bridger Historic Trail Marker -On Bridger's route to the western Montana gold fields. This trail was an alternative to the "Bloody Bozeman" on the east side of the Big Horn Mountains. BLM Land, public road.

Waltman Crossing -A site on the Bridger Trail from Fort Caspar to the gold fields in western Montana. Highway rest area and interpretive sign.

The Bozeman Trail - 1864-1868:

John Bozeman pioneered this route to gold camps in western Montana. The Bozeman Trail became the most hated of all the western emigration trails because the route violated the chesened hunting grounds of the Sioux. Red Cloud and his allies vowed that no white man should invade this territory. The battles fought along this trail were the most violent, frequent and devastating of any during the Plains Indian Wars. The brief history of the "Bloody Bozeman" ended in 1868 when the Army abandoned Fort Phil Kearny, the trail's chief outpost of protection. The actual route of the Bozeman Trail is not well marked, although numerous monuments and informative signs are located at places where the trail intersects modern public roadways. Much of the trail is located on private land.

Sites Along the Way

Cantonment Reno -The second fort on the Powder River, used from 1876-1878 during the Great Sioux War. Moved north in 1878 and renamed Fort McKinney.

Connor Battlefield State Historic Site -General Patrick Connor led the Powder River Expedition in an 1865 battle against an Arapaho village. Interpretive site.

Crazy Woman Battlefield -On July 20, 1866, a small detachment of soldiers was attacked by a band of Sioux. Jim Bridger led a troop of 200 soldiers from Fort Kearney to the rescue. County road monument.

Dull Knife Battlefield -The final battle in General Crook's 1876 campaign to revenge Custer and the Battle of Little Bighorn. Monument on private land, interpretive sign on highway.

Fetterman Fight Site -A monument marks the place where a troop of 81 officers, enlisted men and civilians engaged in conflict with warriors under the command of Red Cloud on December 21, 1866. Interpretive signs and trail, fee applies.

Fort Fetterman State Historic Site -Last outpost on the Bozeman Trail and, used as a staging post for the Plains Indian Wars. Summer only, free site.

Fort McKinney -Established on the Powder River crossing of the Bozeman Trail in 1878. Now the Wyoming Soldiers and Sailors home in Buffalo. Highway interpretive sign.



Monument at the Crazy Woman Battlefield



Other Significant Historic Trails

Fort Phil Kearny State Historic Site -Fort Phil Kearny, built in 1866, is the largest of the three forts built along the Bozeman Trail, and was established to protect traffic on its way to the gold fields in Montana. It became the focus of many battles and was abandoned and burned in 1868. State Outdoor and Indoor Interpretive Center, state fees apply.

Portugee Phillips Monument -John "Portugee" Phillips road 236 miles in four days through blizzards and sub-zero temperatures to seek reinforcements from Fort Laramie following the Fetterman Massacre near Fort Phil Kearney. Roadside monument.

Wagonbox Fight Site -Marks the battle location between a small group of woodcutters and soldiers camped outside of Fort Phil Kearny, and a larger group of Sioux Indians. Due to the use of the new technology of the Army's new rapid fire Springfield rifles, the woodcutters and soldiers, though outnumbered, managed to hold their own until reinforcements arrived from the nearby fort. Interpretive signs and markers.

The Cherokee Trail - 1849-1850:

Emigrant parties that included members of the Cherokee Nation journeyed to California in the first two years of the Gold Rush. Starting in eastern Oklahoma, they blazed the first wagon trails through the Rocky Mountains that didn't use South Pass. They pioneered routes across the Laramie Plains and the Red Desert closely paralleling Interstate 80, connecting with the California-Oregon Trail in western Wyoming. Some combination of the Cherokee routes would be used to create Ben Holladay's Overland Trail in 1862.

Sites Along the Way

Buckboard Crossing -The location where the Cherokee Trail crossed the Green River. Located within the Flaming Gorge National Recreation Area.



Gravesite on the Cherokee Trail

The Cheyenne-Deadwood Stage Road - 1876-1887:

This trail tells the story of gold-laden Concord stagecoaches rocking wildly on leather through-braces, pulled at top speed by perfectly matched six-horse teams; outlaws hidden along the road, willing to do anything to get the gold; Sioux warriors gathering on the ridges, angered at white man's intrusion into their sacred Black Hills; Wyatt Earp as shotgun messenger, George Lathrop as driver with Wild Bill Hickok, Calamity Jane and Buffalo Bill as passengers; and the U.S. Cavalry charging across the prairie to protect the coaches and cargo. It was a clash of cultures and values. The Cheyenne-Deadwood Road is marked by monuments and information signs at intersections with public roads. Most of the actual trail is on private land, but much of the route is paralleled by improved county and state roads.

Sites Along the Way

Canyon Springs Stage Station -Site of the only successful robbery of a stagecoach on the Cheyenne-Deadwood Trail. Three men died and two were wounded. \$140,000 was stolen.

Cheyenne-Fort Laramie-Deadwood Trail -Monument marks the start of the famous stage route that connected the railroad in Cheyenne with the gold mines in the Black Hills.

Fort Hat Creek Monument -Marker and information sign near the site of Fort Hat Creek.

Fort Laramie Bridge -The 1875 iron bridge over the North Platte River became a vital link in the Cheyenne-Deadwood Stage Road. It was the first bridge of its kind constructed west of the Missouri River.

George Lathrop Monument -A Monument in memory of a veteran stagecoach driver George Lathrop. Lathrop was famous for his memoirs documenting his life as a pioneer in the Wild West. Information sign on the Cheyenne-Deadwood Stage Road.

Mother Featherlegs Monument -A famous roadhouse madam was robbed and murdered here by Dangerous Dick Davis, also known as, "The Terrapin."

Stagecoach and Freight Roads - 1869-1900s:

With the completion of the Union Pacific Railroad across southern Wyoming in 1869, a series of stage and freight wagon roads were developed to serve fledgling communities to the north. Two of these roads, the Bryan-South Pass Road and the Point of Rocks-South Pass City Road, were established to serve the boom town of South Pass City that sprang to life following gold discoveries along the upper Sweetwater region in 1867. Soon a new stage road, the Rawlins-Fort Washakie Stage Road, was developed to serve the headquarters of the Wind River Indian Reservation. The stage roads are located mostly on BLM public lands but are not marked or well mapped.

Sites Along the Way

Atlantic City -A town that grew from the South Pass Gold Rush. Still an active town with some services available year round.

Fort Thompson/Camp McGraw -Established in 1857 as the winter quarters for the crew building the Lander Road. A cutoff of the Oregon-California trails. Highway marker and interpretive sign.

Fort Washakie -Renamed in honor of Chief Washakie of the Shoshone in 1878, Fort Washakie was previously known as Fort Brown. The fort, established in 1869, became the headquarters of the Wind River Indian Reservation and a hub of early central Wyoming stage and wagon roads operating until 1909. Original buildings, markers and information signs.

Miner's Delight -The ruins of a mining camp in the South Pass/Sweetwater Gold Mining District. BLM land and interpretive sign.

South Pass City State Historic Site -A ghost town from the gold boom of 1867. The site is open year round, but most buildings are closed in winter. State fees apply.

The Outlaw Trail

The Wyoming section (not located on the map) of the Outlaw Trail was used from the late 1800s through 1900. The trail was used by the "Wild Bunch," a group of notorious outlaws including Butch Cassidy and his gang, as well as many others. The Outlaw Trail entered southwestern Wyoming near Rock Springs, extended through the Hole-in-the-Wall near Kaycee, north past Sheridan and into Montana. The Outlaw Trail was more a series of linear destinations than an actual trail route.

The Overland Trail - 1862-1869:

Ben Holladay established this trail through Bridger Pass as a shorter, safer route for his Overland Stages operating along the Oregon Trail system through South Pass. This trail required some road construction and the building of a series of stations and water supply systems along the way. Some emigrant parties also made use of the Overland Trail. The trail is not well marked, and is mostly on private land east of the North Platte River. Public lands start to dominate the route in western Wyoming.

Sites Along the Way

Bridger Pass Station -Site of a station located on the Overland Trail near Bridger's Pass, the crossing of the Continental Divide.

Green River Stage Station -Location of an Overland Trail stage station and ferry boat service across the Green River. Monument in the town of Green River.

Point of Rocks Stage Station -Restored ruins for a station on the Overland Trail that was later used as a freight and stagecoach departure point for the South Pass gold mines. Interpretive sign.

Rock Creek Station -A main stage station on the Overland Trail. Some buildings still exist. Private land, marker on the county road.



Hole-in-the-Wall

Washakie Stage Station -A station on the Overland trail, built in 1862. Ruins.

The Texas Trail

Used from 1876 to 1897, the Texas Trail entered Wyoming where the town of Pine Bluffs now sits. It extended north through eastern Wyoming on a line parallel to today's U.S. 85, connecting to the current I-90 corridor at Moorcroft, then up the Little Powder River and into Montana. Much of the trail paralleled the Cheyenne-Deadwood Stage Route. Most of the early herds passed through Wyoming and were used to establish Montana's ranching industry, but cattlemen soon recognized the value of Wyoming's grasslands and started ranches here.

Other Significant Sites

Astorian's Campsite -A site used by the westbound Astorian's in 1811 on their journey to the Pacific and used again by Robert Stuart and returning Astorian's in October 1812. Roadside information sign.

Expedition Island -John Wesley Powell launched his expedition to explore and map the Green and Colorado Rivers and the Grand Canyon from this place in May 1869. Interpretive site and sign at Green River Island Park.

Father DeSmet's Prairie Mass Site -The first Roman Catholic Mass in the Rocky Mountains was conducted by Father DeSmet during the fur trade's Green River Rendezvous in 1840. County road, roadside monument.

Fort Bonneville -Site of a fur trading post built by Captain Benjamin Bonneville in 1852. Roadside information sign.

Fort Fred Steel State Historic Site -Built in 1868 to protect the crews building the Union Pacific Railroad at the point where the tracks cross the North Platte River. Closed in winter; fee site.

Granger (Hams Fork) Stage Station State Historic Site -Restored ruins of a stage station located at the point where the Overland Trail joined the older California-Mormon Pioneer-Oregon trail system. Interpretive signs, buildings not open to the public.

Upper Green River Rendezvous/Trapper's Point -Six fur trade rendezvous were held in the region between 1835 and 1840. Interpretive site at Trapper's Point.

Learn More

National Historic Trails Interpretive Center -Located in Casper, Wyoming, the NHTIC commemorates Native American history, early explorers and the National Historic Trails corridors. It offers visitors hands-on, interactive exhibits in seven permanent galleries; rotating visiting-galleries; and community, living history and other interpretive events. For NHTIC hours and information, visit: www.blm.gov/nhtic.

