

Pony Express Trail National Backcountry Byway



This map is geo-referenced
Salt Lake Field Office
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NATIONAL CONSERVATION LANDS

Roads

- State Highway
- Improved Surface
- Unimproved Surface - 4WD
- Pony Express National Backcountry Byway
- Backcountry Byway
- Railroad
- Intermittent Stream
- Unstable Water Sources

Land Manager

- Bureau of Land Management (BLM)
- BLM Wilderness Study Area
- BLM Wilderness Area
- Indian Reservation
- Forest Service
- Forest Service Wilderness Area
- U.S. Fish & Wildlife National Wildlife Refuge
- Bankhead-Jones Land Use
- Military Reserve
- Private
- State

Visitor Information

- Interpretive Sites
- Station Markers
- Information Center
- Gas Station
- Point of Interest
- Campground
- Restroom
- Drinking Water
- Trailhead
- ATV Area
- Rock Collecting

500 ft. Contours

0 5 10 Kilometers

0 5 10 Miles

NORTH

* DISCLAIMER: This information is provided as a courtesy only, no warranty, expressed or implied, is made as to the current validity of this information. Trail ratings are only intended to serve as general overviews of difficulty levels, and may vary from the trail ratings in other areas you are familiar with. Weather events can quickly alter trail conditions and increase difficulty levels, be prepared for changing conditions at all times. Unsecured, abandoned mines may be present near the trails for your safety, never enter abandoned mines. The BLM is not liable for any incidents arising from the use of the information presented here-each user is solely responsible for their own safety while enjoying their public lands. Produced April 2016.

RESPECT AND PROTECT

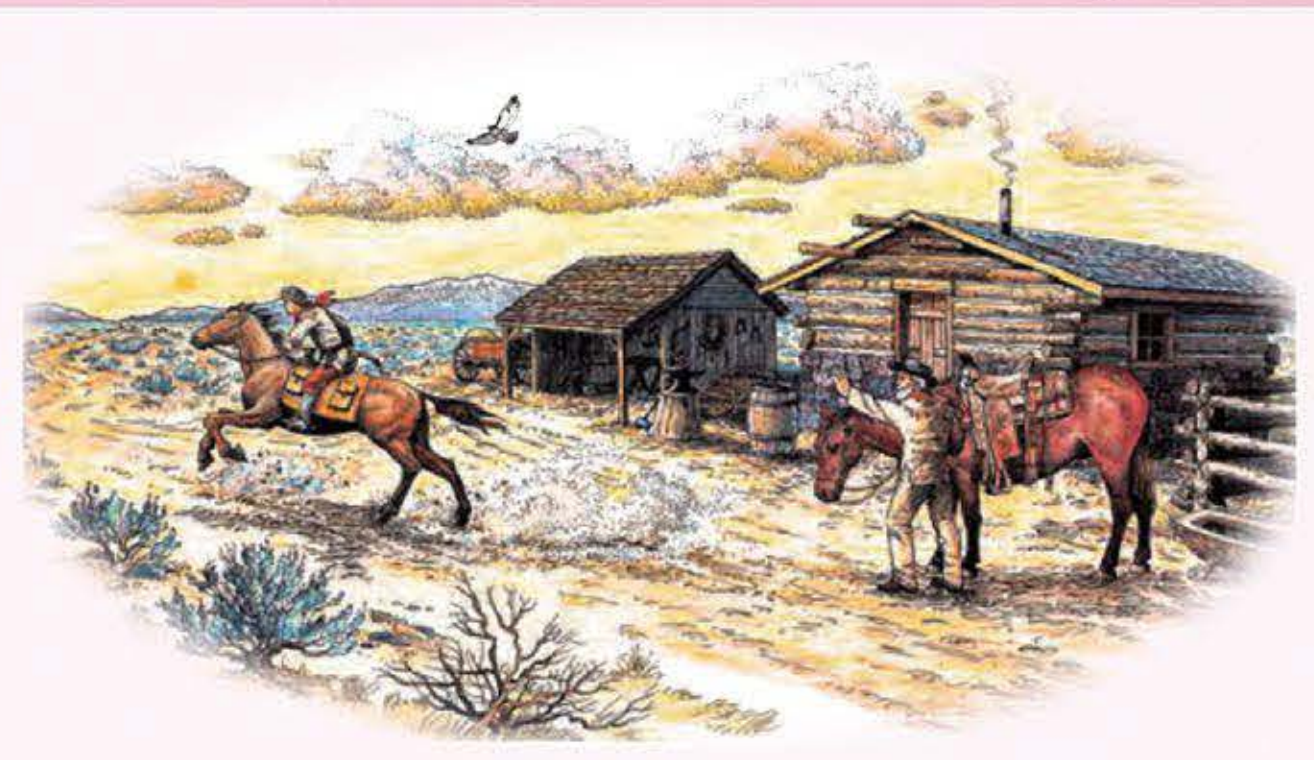
Archaeological sites and artifacts are an important and irreplaceable part America's heritage. Please visit these places respectfully. Moving or taking cultural artifacts, including historic trash, from public lands is a violation of federal law. Violators will be held legally and financially responsible for historical, archaeological, cultural, or ecological values damaged, destroyed, or removed.

Leave No Trace

Designated Routes

DUGWAY PROVING GROUND

DESERT



The origins for a horse-and-rider-mail-delivery system between east and west were due to slow mail. Prior to the Coach and Pony Express mail delivery, time from the east to the west-by ship down the Gulf of Mexico, across Panama by mule, then by ship again up to San Francisco-might take six weeks, and if the winds were off, eight weeks.

During its prime, the Pony Express provided the fastest means of communication between St. Joseph, Missouri, and Sacramento, California. At a cost of \$1.00 per ounce of mail and averaging no more than 20 pounds per trip, Pony Express riders could relay a mail pouch from St. Joseph to Sacramento in ten days. After only 18 months, the Pony Express became obsolete due to the completion of the first transcontinental telegraph system.

The Canyon Station was located northwest of this site in Overland Canyon. Built in 1861, it consisted of a log house, a stable, and a dugout where meals were cooked and served. Due to a fatal and destructive encounter with Native people, the Overland station was rebuilt at the presently marked site, which was a more defensible location. Stone outlines of the 1863 station are still visible. There are remnants of a round fortification built just behind the station which served as a lookout and place of refuge. It probably never had a roof so defenders could quickly climb over the wall and begin firing through the rifle ports. The depression on the south side of the parking lot indicates where the corral and blacksmith shop were probably located.

Named after Big Boyd, a station keeper who continued to live here into the early years of this century. The partially dug out, rock-walled living quarters contained bunks which were built into the walls. Furniture consisted of boxes and benches. Life at the isolated station was lonely. Activities of the station keeper, spare rider and blacksmith centered around caring for the horses and a simple existence.

This station bears the name of explorer Captain J. H. Simpson who stopped here in 1858 while searching for an overland mail route between Salt Lake City and California. This site is one of the most dependable watering points in this desert region. George Chorprenning established a mail station at this site in 1858, which was later used by the Pony Express and Overland Express.

Named after station keeper, "Doc" Faust, the station was a two story stone structure located some distance from the present marker. A change of riders took place and the mail stage stopped for rest breaks at this station.

This Inn was an overnight stop for weary travelers along the Overland and Pony Express Trail. It is normally open from Easter weekend through October 31.

CAUTION: Muddy road when wet.