The Yellowstone Trail Association is reviving interest in the old 1912-1930+ automobile route “from Plymouth Rock to Puget Sound.”

Support visitors driving the Yellowstone Trail.

The National Arrow is designed in the tradition of The Arrow, the newsletter of the original Yellowstone Trail Association early in the 20th century. The Arrow was sent to members of the Yellowstone Trail Association in receiving it in printed form. Others on our mailing list will be able to view the newsletter on www.yellowstonenational.org beginning this fall.

Questions, stories and news items about the historic Trail and current related activities may be directed to:
The Yellowstone Trail Association, Attn: Tom Barrett, 340 Division Street North, Stevens Point, WI 54481, Phone: 715-344-2556 or 800-236-4636 ext. 16, E-mail: tbartrett@spacvb.com

Questions or suggestions about the Yellowstone Trail Association, Inc. or about opportunities for Tourism agencies may be directed to:
The Yellowstone Trail Association, Tom Barrett, 340 Division Street North, Stevens Point, WI 54481, Phone: 715-344-2556 or 800-236-4636 ext. 16. E-mail: tbartrett@spacvb.com

Special Boosters

Ninety years ago the original Yellowstone Trail gained success partly because businesses and civic groups cared. They were proud of their community and they cared about the possibility of driving travelers there. These folks were called "boosters" then.

Let’s give a cheer for our special business and travel-related booster members:

Aberdeen Convention and Visitors Bureau
American Road Magazine
Cabin Ridge Rides
Caddot Area Development Corp.
City of South Milwaukee
Clark Hardware
Colby Chamber of Commerce
Curtiss Lions Club
Egle Landscaping Inc.
Fond du Lac Area Convention & Visitors Bureau
Fremont Area Historical Society
Friends of the Old School
Gramm-Hein Funeral Home
Hempesin County Historical Society Museum
Hill’s Unique Gifts
Ivywich Commercial Club
Jefferson Valley Museum, Inc.
Lenmon Area Chamber of Commerce
Marshfield Convention and Visitors Bureau
Neuschafer Community Library
Old Prison Museum
Olivia Chamber of Commerce
Olshous Convention & Visitors Bureau
Park County Historical Society
Smith Gallery of Radio
Stevens Point Area Convention & Visitors Bureau
The Addison House B & B
The Harold E: LeMay Museum
Thorp Business Association
Vahanat Historical Society
Washington County Convention & Visitors Bureau
Waupaca Historical Society

Yellowstone Gateway Museum of Park County

The Yellowstone Trail Association has communications with several people in Indiana about an excellent opportunity to promote greater awareness of the Yellowstone Trail in Indiana. The Yellowstone Trail Association is working with the museum in downtown Plymouth the next time you’re there to stop by the museum in downtown Plymouth the next time you’re out on the road! Phone: 374-936-2386. Visit the museum and project at www.mchistoricalsociety.org.

Contact Linda Rippy at mchistory@mchistoricalsociety.org

The Yellowstone Trail Association is committed to helping us to make this project a success. It will give us a major presence east of Chicago.

The Marshall County Historical Society and Museum have a vision for the future of transportation interpretation for Indiana’s auto and highway story. Director, Linda Rippy, reports the society is pursuing an adjoining building to the present museum in order to create spaces for research and new exhibitions. The museum plans to highlight the Lincoln Highway, the Dixie Highway and the Yellowstone Trail - all of which passed through Marshall County. The museum is seeking donations of artifacts and archival materials relating to the highways - items relating to Indiana are of special interest.

Yellowstone Trail Association members are encouraged to support this effort by making a donation or becoming a museum member. Make it a point to stop by the museum in downtown Plymouth the next time you’re out on the road! Phone: 374-936-2386. Visit the museum and project at www.mchistoricalsociety.org.

An Exciting Proposal: The Great American Road Trip on the Yellowstone Trail

The LeMay Museum, “America’s Car Museum,” is developing a huge, antique automobile museum in Tacoma, Washington, 30 miles from the west terminus of the Yellowstone Trail. The LeMay Museum is looking to introduce this national resource and has begun its major fund-raising program. Similarly, the Yellowstone Trail Association wants to raise public awareness about its “Good Road from Plymouth Rock to Puget Sound” as well as seek funds for its educational and operating needs. What better way than a Great American Road Trip with antique (and not-so-antique) cars from Plymouth, MA to Tacoma, WA, celebrating both the automobiles and the road they used to fundamentally change our American Lifestyle? Discussions will be ongoing in the coming months about co-sponsoring The Great American Road Trip on the Yellowstone Trail in late 2005 or 2006.

Some ideas are listed below. We need you to comment about them and add your ideas. No decisions or agreements have been reached. Everything you share will be added to the discussion and considered seriously.

First, the LeMay Museum and the Yellowstone Trail Association should have “Pilot” cars, probably antique, if possible, to travel the entire distance to set the pace and keep to the schedule of local events along the way and assure that the cars arrive at Tacoma for a completion ceremony.

Auto clubs, convention and visitors’ bureaus, YTA trailmen, museums, or any interested party should be invited to act as local managers to create and coordinate activities within their section of the Trail. The selected managers will coordinate such things as local housing arrangements, celebrations, public programs, trail marking and standby repair garages. Stops, with programs, at historically interesting places (especially auto museums and relevant history museums) are encouraged. Places fortunate enough to have one of the old Trail should have them identified with interpretive signs.

Participants in the run may register for one section, many sections, or the entire trip. The result might be described as a relay event, not unlike the very successful 1916 YTA relay race against time to deliver a sealed military message from Plymouth to Seattle.

Drivers wishing to follow the route at their own pace will be allowed to do so. Participating local managers will provide some recognition and support at their “check points” for an extended period (or the entire summer) for those wishing to take the Great American Road Trip over the Yellowstone Trail but find it impractical to use the primary schedule. Drivers will buy a “tourist license” (passport) to be stamped at each check point. Managers might provide discount coupons and special offers to attract participants.

Significant local, national and international publicity will be sought to promote the Trip. The LeMay Museum and the Yellowstone Trail. Other groups could be invited to be partners to help administer the Road Trip. Appropriate commercial sponsorship can be sought. Motel chains, auto manufacturers/dealers, restaurant chains might find such a sponsorship to be beneficial.

What do you think? What role would you like? Send reactions and suggestions to jgr ridge@yellowstonetrail.org. See www.lemaymuseum.org/welcome.cfm to learn about the LeMay Museum and www.yellowstonenational.org to learn about the Yellowstone Trail.
Almost anything can happen on the Yellowstone Trail: The Great Montana Sheep Drive

Back in 1997 when Montana was celebrating its Statehood Centennial, there was a great site over a cattle drive that recreated yesteryear. Reed Point, a little unincorporated and poor town of perhaps 80 to 90 souls noted that it totally ignored the part that sheep played in conquering the West.

Cynthia M. Zuber, present director of the Reed Point Community Club, reported that Reed Point had needed a way to raise money for their children. They thought of their community and they had asked “How to avoid a spoof on the Great Cattle Drive which was getting national attention?” Inspiration and motivation came and The Great Montana Sheep Drive was born.

The event is sponsored annually by the Reed Point Community Club, a nonprofit organization of local citizens. The money raised by the Sheep Drive is used to fund the Volunteer Fire Department, the school’s extracurricular activities, town Christmas decorations and a host of other projects and programs.

The Great Montana Sheep Drive is held on the Sunday of each Labor Day weekend. It’s a day-long event beginning about 10:00 am as the 60 plus vendors of various foods, crafts, art items, jewelry, clothing, carvings, and various made objects take over the four blocks of the main street. There is an auction of items donated by businesses near and far.

Sheep herding happens on a stage right on the main street. The Crazy Mountain Boys (named after the neighboring mountains) begin playing under a Big Top. The Montana Gun Fighters do their show twice. “The Biggest Small Town Parade in Montana” contains floats, antique cars, horse teams, fire trucks, covered wagons, team males, farm equipment, and four different Shriners ensembles.

Some 600 sheep are milked right on the main street. After a few blocks “the sheep realized they had no where to go and they stopped to eat.”

Then there’s the “All Entrants Win Log Sawing Contest,” a free Petting Zoo and other kids’ stuff. The Street Dance continues until the wee small hours of the morning.

 Reed Point is right along the Yellowstone River between Big Timber and Columbus, Montana. The original Yellowstone Trail, now a good gravel road, can be followed from the Reed Point exit 392 of I-90 north over the Yellowstone river bridge on Reed Point Road to Springtime Road, which can be followed east and south to I-90 at exit 400. It is a very scenic drive, especially if you take your time to look across to the many surrounding mountains.

Call Cynthia Zuber, 406-326-2525, if you have questions about The Great Montana Sheep Drive.

### TRAILERS – NEWS AND NOTES FROM THE TRAIL

#### Trail Days
- **Trailman Lance Sorenson created quite a little sensation here in the Dory’s Antique Auto Museum.**  Marmarth is near one of the leading Trail Association offices, and they had asked “How to avoid a spoof on the Great Cattle Drive which was getting national attention?” Inspiration and motivation came and The Great Montana Sheep Drive was born.

- **Josip, South Dakota, home of Trail founder Joe Parmley, held its annual Trail Day celebration.** Sponsored by the Portage County Historical Society, the Lvoer Business Association and Stevens Point CVB, folks examined old cars, caught an old-time band, and learned about the Trail and ate well.

- **Savenac Tree Nursery, Haugan, Montana, near the Idaho border, is the home of the Savenac Tree Nursery, an historic tree farm.** It was one of the largest U.S. Forest Service tree nurseries, producing 12 million seedlings annually to restock forests.

- **Savenac Tree Nursery, Haugan, Montana, near the Idaho border, is the home of the Savenac Tree Nursery, an historic tree farm.** It was one of the largest U.S. Forest Service tree nurseries, producing 12 million seedlings annually to restock forests.

- **Trailman Johnnie Hill of Hill’s Unique Gifts, Hector, Minnesota is all “signed up” and is enthusiastically promoting the Yellowstone Trail.**

- **Trailman Hank Heiberger, Big Timber, Montana, sponsored an evening of historic transportation.** Invited guest speakers included John White, railroad historian; Thomas Horn, transportation head on stagecoaches, Jack Rhodes on bus transportation, Mike Kidd on an electric railway. They had a good attendance at the all-day affair.

- **Redevelopment of YT Trail in New York.**
  - Trailman Rich Rheinholds of Schenectady, New York, had a long-time interest in historic US 20. He is now also actively promoting the Trail in the New York. He produced new newsletter, was interviewed on TV, and featured in a newspaper article. Good on ya, Rich!

#### Meeting About Roadside Attractions
- **Society is meeting at the Montana border in North Dakota.** Its bridge across the Little Missouri River (now filled in and financed with help from the Yellowstone Trail Association). It is also the location of the soon to be discovered Montana border in North Dakota. Its bridge across the Little Missouri River (now filled in and financed with help from the Yellowstone Trail Association). It is also the location of the soon to be discovered Montana border in North Dakota.

#### Another YT Roadside Attraction
- **Another site on the Yellowstone Trail, also on the National Register of Historic Places is closing too, but as of this writing no new owner has been found.** The Yellowstone Trail gift shop on the Yankton Valley Road, Zillah, Washington, was built in 1922, “a 2,500 square foot historic building.” It was slated for demolition by the state DOT due to the so-called Teapot Dome scandal (illegal shakedown by a government service). During its 80 years, the station was moved three times, before eventually being transferred to the National Park Service. Vandalism plagued the station and its two antique pump stations near the late 1990s and the high price of gas in recent years forced the closure. Do any of our readers know what happened, or who might have bought it? Please let us know.

#### A Different YT Roadside Attraction
- **If you drive along the Trail on what is now Montana highway 2 (Harding Way) to the south of Butte, you will see two watering troughs.** They once held water brought down from a spring to quench the thirst of drivers and their overheated vehicles. Although they appeared shortly after the Yellowstone Trail Association disbanded, the road was still called Yellowstone Trail, so we claim them as Trail artifacts. The water troughs, however, have been taken out of their original location and were hauled to the city of Butte, Montana, 10 miles west of the town proper. Barbara Baker adopted that stretch of highway to clear litter, the beautification and maintenance of the fountains became her family’s passion. They traveled the roads in her car; she took care of the fountains and she dedicated her efforts to her late father, Dr. Herman John Parker. When next you drive along Montana highway 2, enjoy the new white paint and flowers on the Yellowstone Trail.

#### Sad Bayways News
- As faithful readers will recall, Wisconsin is joining 36 other states in establishing a Scenic Byways Program. All of the states which carried the Yellowstone Trail through their sections have also decided to have such a program. Wisconsin’s Scenic Byways Program is a state program which allows state designated byways to apply for federal designation. At the federal level, six “designated byways” are considered equally when state roads are put forward for potential inclusion in the America’s Byways Program. This inclusion in a federal program means that federal money might be available to assist state and federal agencies in managing and maintaining the new byways.

- Wisconsin’s Transportation Dept. rules will specify only one eligibility quality: scenic.

- Young officers are working hard to get the “historic” quality included in the Wisconsin rules because we wish to put forward the Yellowstone Trail as a scenic byway. Your President, Dr. John Ridge, and Secretary Alice Riddle appeared at a hearing recently to testify for the “historic” quality inclusion. Your Treasurer, Tom Barrett, and Vice-President, Glenn Boll, have made influential contact with the state tourism department. Trailman O.J. Thompto not only spoke at the hearing, but visited the chairwoman about her decision not to include anything but “scenic.”

- As it stands, the Yellowstone Trail and any historic or cultural or recreational etc. road is cut off at the knees from even applying for designation and any hope that what is cut off from the possibility of federal funding for promotion, tourist facilities, interpretation centers or advertising of the Yellowstone Trail.

- We are now preparing to fight it in the state legislature. Stay tuned.