



OFFICIAL PUBLICATION OF
THE YELLOWSTONE TRAIL ASSOCIATION

"A Good Road from Plymouth Rock to Puget Sound"



THE YELLOWSTONE TRAIL FOR THE NEW READER

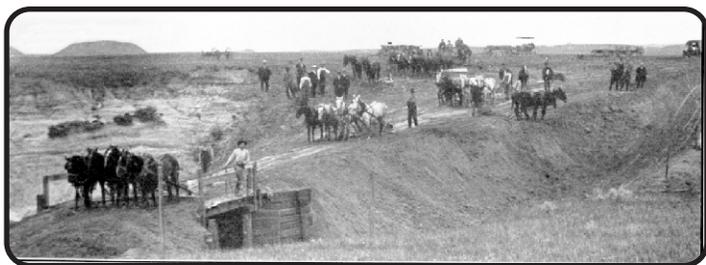
Before there were numbered roads and road maps, there were named roads, usually short in length. Roads, created for horses and wagons, were so bad in most of the nation that private citizen groups formed to "get out of the mud." Automobile sales burgeoned and owners soon discovered that there were few good places to drive the "new beauty" outside of major cities. Autos were transported to most cities on railroad flatcars to avoid the muddy or dusty rutted wagon roads.



The Yellowstone Trail, formed in South Dakota, became the first transcontinental route through the upper tier of states. The Trail joined local roads into a connected chain from "Plymouth Rock to Puget Sound."

The Yellowstone Trail Association, founded in 1912, was one of many groups pushing for long-distance roads. As an outgrowth of the Good Roads Movement, the Yellowstone Trail Association established a coast-to-coast route through the northern tier of 13 states and motivated citizens, townships and counties to build or improve the road for the benefit of both local farmers and tourists.

The Trail Association was supported by communities and individuals all along the 3600 mile route, each paying a fee to be advertised to tourists. It was a win-win situation; the Trail Association got its road and communities got fame and tourist fortune.



"Trail Day" 1914 at Marmarth, North Dakota

Why was it called "Yellowstone?" A goal of the 1912 founders was to direct tourists along the upper tier of states to the Yellowstone National Park through towns along "their" route. Starting in South Dakota and working both directions, they began to mark the Trail from coast to coast. Since there were no numbered highways in 1912, it was the custom to use colorful symbols to mark a route. Naturally, yellow was the Trail's chosen color. Rocks, telegraph poles, fence posts, and anything else along the way were painted with the famous yellow circle with a black arrow pointing toward the Park.

The Yellowstone Trail did much for America. When the Yellowstone Trail Association began, the concept of state aid to county roads had existed for 21 years, but the few states that participated in the concept

HISTORY, continued on page 2, column 1

THE PLOVER ROCK

In 1915, the dustiest, deepest sand, formed the Yellowstone Trail near Plover, Wisconsin, a great potato growing center. Now the Trail is a fine road and it serves a developing 50-acre complex called The Village Park at Plover. Pedestrian-based, it will house a farmers' market, community-friendly shopping area including a planned Amish furniture store, a clock-tower, a bike path, and hotels.

Most important, the complex hosts the 68-room ultra-comfortable Plover Sleep Inn and Suites which sports a Yellowstone Trail Pub! The Plover Businesspersons Association has long been aware of the Trail in their midst and passed along the Yellowstone Trail "bug" to the developer, who wishes the pub to reflect a sense of local history and cultural heritage. The pub will sport old pictures of life along the Trail, a big map of the Trail, large yellow Trail logos, and other memorabilia. The Trail, the great auto route running "From Plymouth Rock to Puget Sound," will soon have the huge, yellow "Plover Rock" with the black arrow at the hotel's front door.

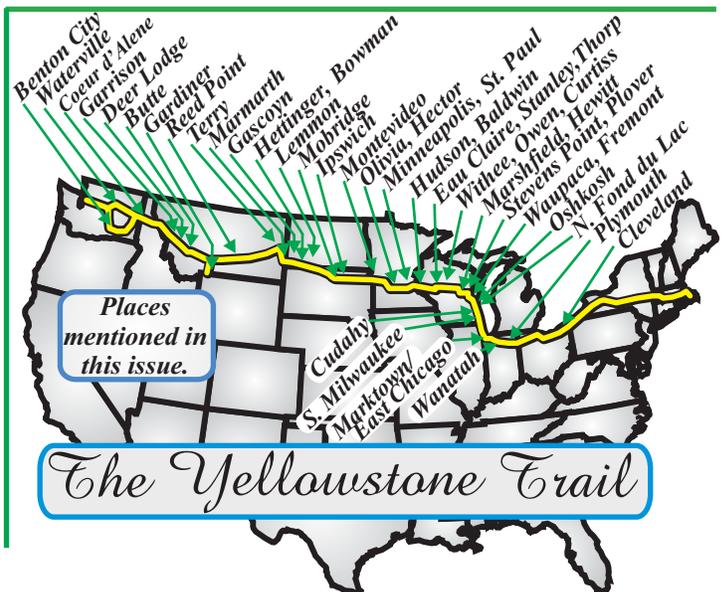


General Manager, Amy Schwendinger, got a crash course in the history of the Trail and now has the YT "bug."

Mark Harris, developer, envisions a place where people can get out of their cars and enjoy time in a "community" space, right near today's Interstate 39 and County B. In 1915, this spot was an important place on the Trail. It, as the only long-distance route available, channeled travelers from the more populated eastern part of the state to the West as well as Chicago/Milwaukee travelers to Wisconsin's vacation land.

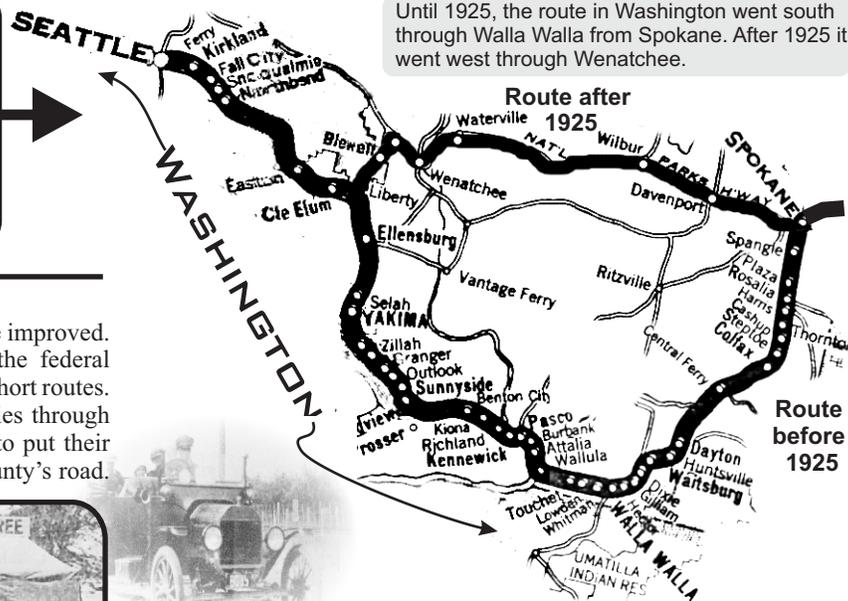
Harris appreciates the historic roots of this old auto trail and the pub will show it! ☺

Ed. Note: In the 1920's dozens of towns had a "Yellowstone Trail Garage" and a "Yellowstone Trail Hotel," promoting local economic development. It is easy to visualize the Trail filling the same role now as the Trail is re-marked and promoted.



The Yellowstone Trail

NOTE: This map of the Yellowstone Trail (continued on following pages) is taken from a large brochure/poster printed c.1924 by the National Highways Association, an organization of regional highway and trail organizations, commercial clubs, chambers of commerce, and good roads associations. It was produced in support of a National highway system proposed to be designated and maintained by the Federal government. ©



Until 1925, the route in Washington went south through Walla Walla from Spokane. After 1925 it went west through Wenatchee.

HISTORY from page 1, column 1

distributed all the aid to counties. Only the local roads were improved. There was little concern for connecting roads. Even the federal government's RFD mail delivery program only supported short routes. The arrival of the Yellowstone Trail meant that the counties through which the Trail went were persuaded by the Association to put their funds into a road that actually connected with the next county's road. Roads joining roads forwarded the concept of a state highway system.



YT Tourist information tent.

The idea of encouraging tourism had been associated with railroads. Their sometimes elaborate ads lured the Easterner to the wonders of the West. But auto tourism and camping were new to Americans.

The Yellowstone Trail Association provided maps and services of all kinds in their 17 travel bureaus, much like the AAA today. The assurance given by the Yellowstone Trail Association of the availability of camping facilities, gasoline, tourist facilities and passable roads did much to broaden the view of the public beyond the immediate horizon. This transcontinental route served to connect us as Americans.

The Yellowstone Trail Association, along with many other groups, motivated the opening of the Yellowstone National Park to a flood of auto tourists in 1915. The Association also helped persuade Congress, in 1916 and later, that the time had finally come to invest in auto roads. Local and state governments could not do it alone.



Early YT Tourists nearing the Park.

Can we see the "original" Trail today? In the 95 years since the Trail was founded much has changed in relation to America's highways. The original Trail has been smoothed, moved slightly as local roads improved, and has received a better profile. It has also been overlaid by two Interstate roads, 14 US routes, 25 state routes, and it now bears hundreds of county roads.

In some places it has reverted back to the farmer or rancher and rests peacefully under grass. On one farm in South Dakota you can see a slight depression of a long-ago Yellowstone Trail in the waving grass and a small rising bank as the depression turns and disappears over a low hill.

But there are many marked places and streets named "Yellowstone" where the modern traveler can experience the Trail of old. And many, many places where one can approximate the Trail and imagine road life in the 1920's. ©

WATERVILLE HISTORIC HOTEL

This 1903 hotel on the post-1925 route of the Yellowstone Trail features original fixtures, furnishings and period decor. There are twelve unique rooms each having its own ambience, some with private baths. All rooms have a vintage sink, original furniture and a new mattress on the old high metal bed frames.

Guests can mingle with other travelers while experiencing the nostalgic items in the lobby, sitting room, and library, enjoy conversation on the spacious front porch overlooking the city park and national park highway, or slip away to the privacy of your own room and a claw foot tub. And, of course, enjoy the Yellowstone Trail display and read the histories of the Trail.

www.watervillehotel.com ©

**MARKTOWN, INDIANA
A UNIQUE TOWN ON THE YT**

World War I created a pressing need for steel. The Mark Manufacturing Company and steel mills in the Gary/East Chicago area grew rapidly. In 1917 Clayton Mark created a neighborhood within East Chicago to house steelworkers and their families. Built in the English Tudor Revival style, there were detached, semi-detached, row, and boarding houses - planned originally for 8,000 Mark Company employees and their families. It was an oasis of a green English village dropped amid steel mills, oil refineries, blast furnaces and rolling mills. It is now the subject of intense restoration.

Sometimes in such areas the concern for history is lost, but not here. "The Marktown area is an important cultural resource which should be restored to accurately present the intentions of the original design" says Paul Myers, Preservationist. To that end, Myers is leading efforts to stop potential urban decay and to encourage the neighborhood to clean up, repair, preserve, and return buildings to their original design.

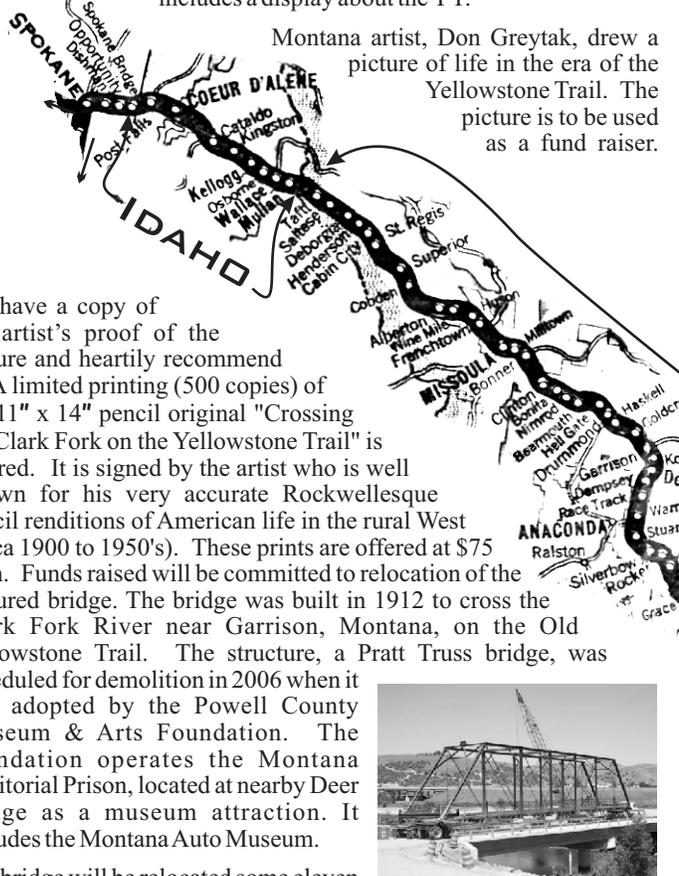
Myers contacted the YTA to find out more about Marktown's relationship with the Trail.

The Yellowstone Trail took a circuitous route between Gary and South Chicago even before the area became so industrialized. Although it weaves like a boxer, it does run down two sides of Marktown, very near Myers' home. One small section of the original street remains. Now there are plans afoot to mark the Trail there, and perhaps through to Whiting as well.

"Here there is the opportunity to preserve the Marktown community as a living and useful landmark of genuine architectural and cultural significance," says Myers. The Yellowstone Trail Association looks forward to working with Marktown to celebrate both this unique town and the Trail. www.marktown.org ©

THE YT IN ART

John O'Donnell, Director of the Old Prison Museums, has developed a great opportunity for the support of the fantastic museums on the Yellowstone Trail in Deer Lodge, Montana. Their auto museum includes a display about the YT.



Montana artist, Don Greytak, drew a picture of life in the era of the Yellowstone Trail. The picture is to be used as a fund raiser.

We have a copy of the artist's proof of the picture and heartily recommend it. A limited printing (500 copies) of the 11" x 14" pencil original "Crossing the Clark Fork on the Yellowstone Trail" is offered. It is signed by the artist who is well known for his very accurate Rockwellesque pencil renditions of American life in the rural West (circa 1900 to 1950's). These prints are offered at \$75 each. Funds raised will be committed to relocation of the pictured bridge. The bridge was built in 1912 to cross the Clark Fork River near Garrison, Montana, on the Old Yellowstone Trail. The structure, a Pratt Truss bridge, was scheduled for demolition in 2006 when it was adopted by the Powell County Museum & Arts Foundation. The foundation operates the Montana Territorial Prison, located at nearby Deer Lodge as a museum attraction. It includes the Montana Auto Museum.



The bridge being moved.

The bridge will be relocated some eleven miles south to Deer Lodge City where it will serve as a pedestrian bridge to carry a walking trail across the Clark Fork River near the Old Montana Prison. Plans for relocation include interpretive signage celebrating the bridge and the area's rich history. Deer Lodge is on a trail, rail and highway transportation corridor which witnessed the Yellowstone Trail passing through town in 1913.

Prints may be ordered by contacting the Old Prison Museums at info@pcmaf.org or director@pcmaf.org or by contacting John O'Donnell or Julia Brewer at (406) 846-3111, or FAX (406) 846-3156. Old Prison Museums website is www.pcmf.org. ©



Greytak's picture. This small reproduction does not do justice to the work. You will be able to see clearly the bridge with the auto passing the horse-drawn conveyance as it also supercedes the railroad in the distance.

INTERSTATES

Is the Interstate the Answer?

Upon the occasion of the 50th anniversary of the interstate highway system last year, Toni Gold, in a copyrighted article in the Hartford Courant, raised some questions we in the "slow lane" might well consider. Granting that the interstate system has changed the shape, lifestyle, and economy of America, Gold adds that some changes are not necessarily for the better.

Eisenhower's vision was to "connect America" to places people wanted to go at a cost they could afford. The latest meeting of the Transportation Research Board (10,000 attendees over five days) appeared to Gold to have no vision, no leadership. All that has been called for was "more of the same, more lanes, higher speeds. All cars all the time."

Problems pointed out by commentators at the meeting are those that readers of this *Arrow* may have already observed: disinvestment in the cities, suburban sprawl, more dependence upon oil, air pollution, loss of character of individual cities, loss of towns completely, long commuting hours, and increasing costs.



The Surface Transportation Policy Project, a nonprofit organization, says that land use must be primary. The Project reported that "in some cities, freeways that separate cities from their rivers or harbors have been torn down for public access and recreation. Some downtown freeways have been converted to boulevards, and the old street grid has been reconnected. Real estate values have risen from the decline suffered by the freeway."

The Project also observed that public transportation, walking paths, bicycling for mixed-use, etc. are clearly what the public is demanding. Leadership now lies with the movement for smart growth and livable communities that is sweeping the country, not with Washington.

"Existing transportation and development practices have diminished the original purposes of the interstate system," said the Project.

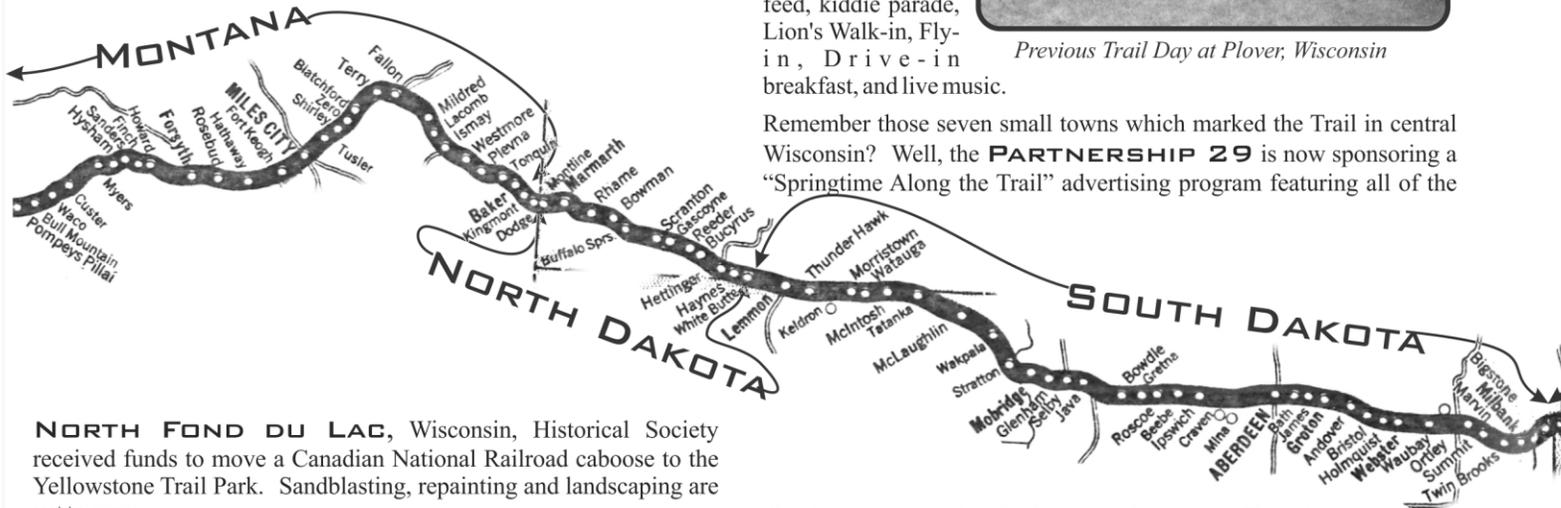
Think about it, those of us who prefer the slow lane. And enjoy the Yellowstone Trail. ©



I-90 at Coeur d'Alene, Idaho. The Yellowstone Trail (still with that name) crosses I-90 and is to the left (north) along the top of the hill. A beautiful drive with places to actually stop and view the scenery!

- TRAILOGRAMS -

THE YELLOWSTONE TRAIL GOES TO AN ELDERHOSTEL. In February, Alice and John Ridge attended a service Elderhostel at the Yellowstone National Park Heritage and Research Center in Gardiner, Montana. Attendees were to catalog, inventory, and shelve some of the Center's 3.5 million artifacts. Other Elderhostels will continue the work. Quite unexpectedly, the Ridges were asked to step in to replace a missing speaker. They showed their videotape about the history of the Trail and fielded questions from the surprised but interested group. Created a number of new devotees!



NORTH FOND DU LAC, Wisconsin, Historical Society received funds to move a Canadian National Railroad caboose to the Yellowstone Trail Park. Sandblasting, repainting and landscaping are yet to come.

Isn't this a nice **YELLOWSTONE TRAIL DISPLAY?** **CUDAHAY** (Wisconsin) Library is using a space creatively.



GEOCACHING is the magic word. We explained the game in our last *Arrow*. We wrote then of Trail friend Ralph Edwards, champion geocacher. Well, it seems not everyone knows that geocaching involves hiding or burying a cheap treasure and issuing obscure clues to searchers who, if they find it, leave an equally small object. Police responded to a call from a "concerned citizen" who observed someone (was it member Ralph?) early in the morning "placing an object on the ground" in North Fond du Lac's Yellowstone Trail Park. (Yes, the same park.) It was a PVC pipe

and a small cylinder. The bomb squad was called, but all was explained before "someone" hit the slammer.

HETTINGER, South Dakota, 4H is geocaching along the Yellowstone Trail.

OLIVIA, Minnesota is planning its annual (since 1973) Corn Capital Days, featuring, again, their Yellowstone Trail Car Club. July 27-29. The car judging takes place July 28. In addition to its unmissable 50-foot corn monument in the shape of an ear of corn, Olivia is the home to

TRAILOGRAMS, CONTINUED

nine seed research facilities. Let's hope the weatherman cooperates. Last year we all cooked in 100° heat. Activities have included a parade, corn cob toss, cornlympics, free corn feed, kiddie parade, Lion's Walk-in, Flynn, Drive-in breakfast, and live music.



Previous Trail Day at Plover, Wisconsin

Remember those seven small towns which marked the Trail in central Wisconsin? Well, the **PARTNERSHIP 29** is now sponsoring a "Springtime Along the Trail" advertising program featuring all of the

floral, nursery, and gift shops in the area. They have designed placemats for local restaurants with a map of their Trail and appropriate shops. Is your group looking for a way of advertising an event? You're on the Trail so why not incorporate the Trail with your event on a placemat?



Period music at a Trail Day

GASCOYN, North Dakota (population 12) is weighing in with a Yellowstone Trail display with a Trail sign and a tall "hoodoo" type marker. I'll bet if you stop in you might wrangle an invitation to a bar-b-que!

TRAILDAYS

Big Doings in Small Trail Towns

The Yellowstone Trail was always a "big deal" in small towns, especially small towns west of Illinois. One hundred years ago there were very few connected roads, so long distance auto travel across a state or even a county was difficult in the West. The YT was treasured as an economic asset and people fought to get the Trail to their town. Once a year, citizens in those towns were called upon by the YTA to go out and fix up their part of the Trail. They called it Trail Day. It was mostly a promotional move because the county did all the heavy building. All the townspeople came out. Politicians, the press, games, and picnics made a celebration out of it. Today, Trail Day is returning, minus the "road work." Annual town celebrations may be called Corn Days or Heritage Days or whatever, but towns are now adding the YT to festivities with banners, displays, and parades of antique cars. There are five Trail Day events we know of in 2007:

FREMONT, Wisconsin, held its 125th anniversary April 16-18. Yellow was the color of town decorations, and three historic buildings

TRAILOGRAMS, CONTINUED

received Trail signs to mark their history along the Trail.

A video about the Trail was shown and the historic Hotel Fremont, located on the old YT celebrated its reopening.

Three towns along the Trail near the South/North Dakota border are planning **100-YEAR CELEBRATIONS**.

There's WAY too much going on in Lemmon, South Dakota, and Hettinger and Bowman, North Dakota, at their centennial celebrations to even begin to mention here. But the YT is sure to make an appearance at the local museums. For those of you living near that 65-mile stretch of US 12 (it's really the YT!) it's worth the drive - 17 straight days of heritage fun.

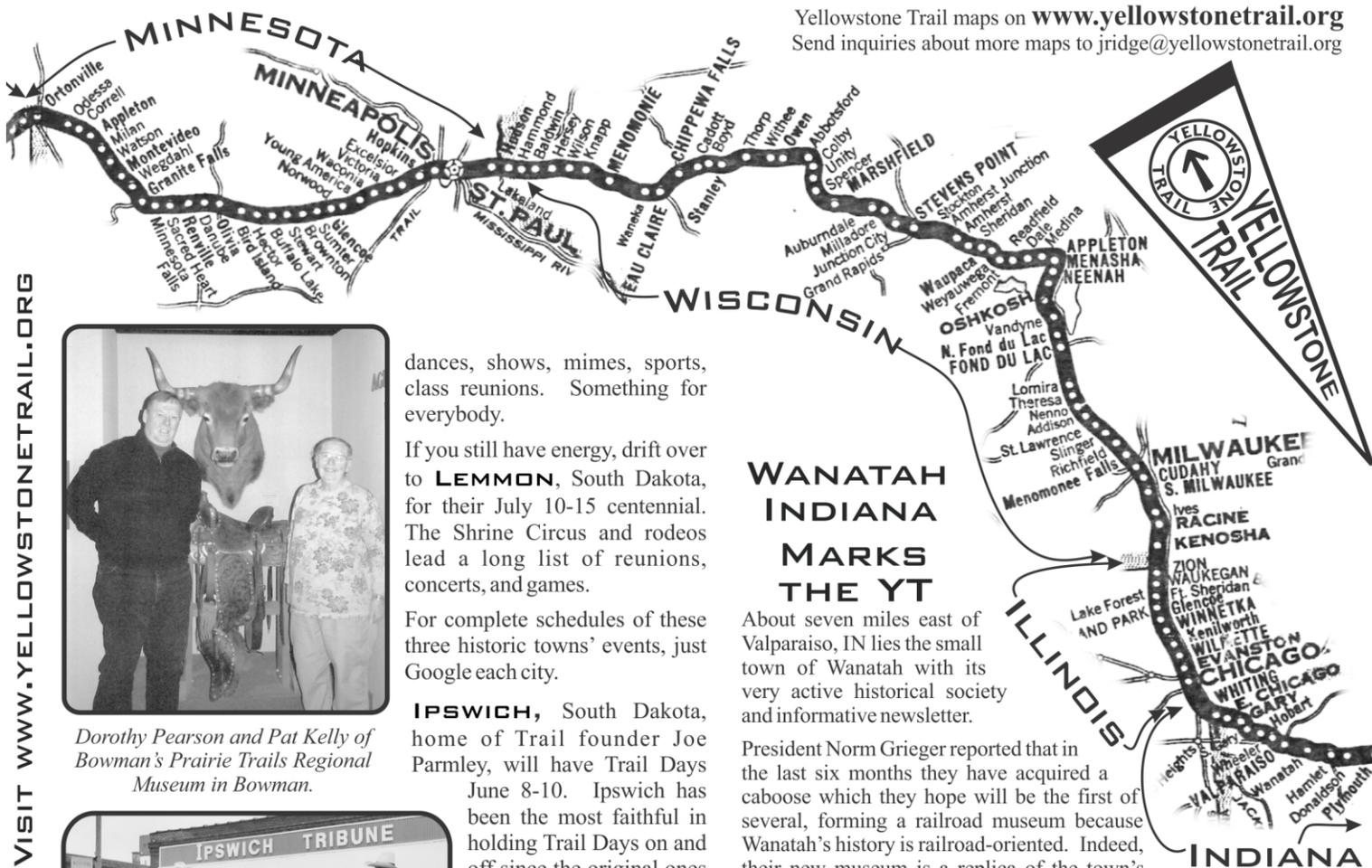
Starting at the west end, **BOWMAN** begins events on June 29 and runs them through July 4. Among the food and frivolity is the most intriguing event. It is the "Wagon Train" with real wagons! It forms at Amidon, 33 miles to the north and wends its way to Bowman, arriving 1 1/2 days later having camped two nights. What fun.

Then head to **HETTINGER** for their doings July 3-8. Their big thing seems to be food. Want to join the chili cook-off? Concerts,



The Montana Auto Museum of the Powell County Museum and Arts Foundation in Deer Lodge celebrates the Yellowstone Trail with this remarkable display. See page 3 for The YT in Art.

See the growing collection of county-by-county detailed Yellowstone Trail maps on www.yellowstonetrail.org
Send inquiries about more maps to jridge@yellowstonetrail.org



WANATAH INDIANA MARKS THE YT

About seven miles east of Valparaiso, IN lies the small town of Wanatah with its very active historical society and informative newsletter.

President Norm Grieger reported that in the last six months they have acquired a caboose which they hope will be the first of several, forming a railroad museum because Wanatah's history is railroad-oriented. Indeed, their new museum is a replica of the town's original railroad station, positioned where two railroads once crossed. They sold engraved sidewalk bricks, received a flag pole for their courtyard AND they are putting up 30 Yellowstone Trail signs (with 30 smaller route-confirming signs).

The Trail ran through LaPorte County and in Wanatah right down (you guessed it!) Main Street. Wanatah is a Potawatomi word for "knee deep in mud," an apropos phrase for the YT era when men begged to "get out of the mud" and have decent roads.

Good work, Norm! ☺

VISIT WWW.YELLOWSTONETRAIL.ORG



Dorothy Pearson and Pat Kelly of Bowman's Prairie Trails Regional Museum in Bowman.



Previous Trail Day in Ipswich

dances, shows, mimes, sports, class reunions. Something for everybody.

If you still have energy, drift over to **LEMMON**, South Dakota, for their July 10-15 centennial. The Shrine Circus and rodeos lead a long list of reunions, concerts, and games.

For complete schedules of these three historic towns' events, just Google each city.

IPSWICH, South Dakota, home of Trail founder Joe Parnley, will have Trail Days

June 8-10. Ipswich has been the most faithful in holding Trail Days on and off since the original ones in the 19-teens. There is even a picture of their Trail Days during the 1930's Depression. Yellow banners mark their streets the whole year through. For a full schedule of events, Google "Ipswich, SD Trail Days." ☺

MY THIRD SUMMER ON THE OLD YT

In the summers of 2004 and 2005 I had wonderful adventures following the old Yellowstone Trail (YT) from Seattle, Washington, to St. Paul, Minnesota. Last summer (2006) I put the pedal to the metal from California on July 5th and arrived on the YT in Butte, Montana on the evening of July 6th, heading east to Cleveland, OH. Here are some of the highlights.

Member Diane Hunt, from California, details her third summer on the Yellowstone Trail.
See Arrows #8 & #10 for the other installments.

Montana: I headed to Reed Point and met with my friend and Yellowstone Trail Association (YTA) member, Dorothy Olson, at the Ewe Drop Inn where she had arranged for me to present my slides on the YT. We had a small, but interested group of locals. One man recalled walking to

school on the old YT. I really enjoyed my stay with Dorothy on her ranch.

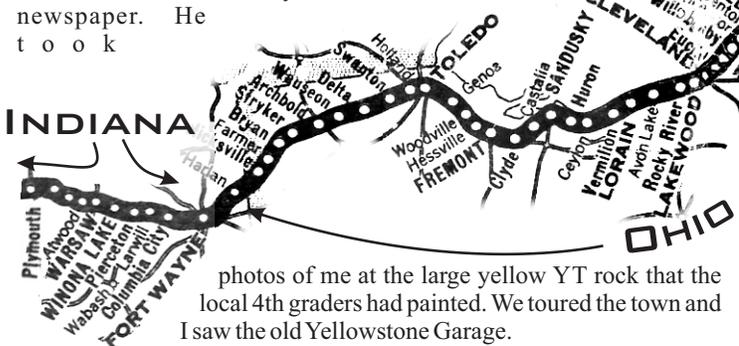
Minnesota: In Hector, I visited with YTA members Johnnie & Teri Hill. I went over to Trailman Lance Sorenson's home and he brought out all of his YT collectibles and gave me a lot of good tips as we went over the Wisconsin YT route I'd be taking.



Wisconsin: Thanks to John Ridge, there's a wonderful "Wisconsin Yellowstone Trail" map and brochure available. Hudson on the St. Croix River is a very cute, historical town. I walked through the archway of the Hudson Toll Bridge (built in 1913) and halfway across the river on the old causeway to see the pilings that used to hold the rest of the bridge which carried the YT. I took a walk along the St. Croix River through Lakefront Park where the old Beach House is still used.

Baldwin's (WI) Windmill Park has a classic windmill which houses the visitor center. The volunteer told me that her granddaughter's college project was to research and write an article for the Baldwin newspaper about the YT. She had interviewed a local 90-year-old Baldwin resident who grew up on the Trail.

Eau Claire was where I met John and Alice Ridge. I showed them my YT slides and John printed me some great street maps of the YT in Wisconsin. Alice arranged an interview with Fred Evans of the Stanley newspaper. He took



photos of me at the large yellow YT rock that the local 4th graders had painted. We toured the town and I saw the old Yellowstone Garage.

Withee and Owen had YT signs and rocks their 4th graders had painted. I found the "R" on the side of the "Do Drop In Tavern" (the only original YT marker known to remain in Wisconsin). In Curtiss I saw the big sign: "Welcome to Curtiss-since 1882-on the Old Yellowstone Trail" that YTA member Les Bowen had built and installed. The Community Center (the old 1912 two-room school house) had a terrific sign out front with a map of the whole YT route.

Hewitt has a "Yellowstone Avenue" which goes to a nice new area called "Yellowstone Recreational Park." At Stevens Point I was warmly greeted by Tom Barrett, Treasurer of the Yellowstone Trail Association and Director of the Convention & Visitors Bureau (CVB). We had a great conversation about the Trail. Oshkosh is where I received another warm welcome at the CVB by Arlene Schmuhl, Vice President of the YTA and CVB Project Manager. We had a nice conversation about the local Trail area.. From there I found the original old concrete Trail bridge south of Oshkosh.

The evening before I went to South Milwaukee, I spoke to YTA Trailman, Nels Monson, on the phone and chatted about how to follow the YT route through Cudahy and South Milwaukee. It was good he told me because it was very confusing for someone not familiar with the area. There was a lot of road construction so that made it even more difficult, but I did find the YT signs in South Cudahy and all of South Milwaukee (thank you, Nels!).

Illinois, Indiana and Ohio: I went through some of the YT towns, but didn't see any YT signs. [Ed. Note: East Chicago (Marktown) and Wanatah, Indiana, are marking the Trail in 2007.] By the time I was in Ohio, there was so much confusion with all of the road construction, I gave up on following the trail and went on the Ohio Turnpike to Cleveland. That was as far as I was planning on going this summer.

I've decided that will be the end of my YT adventure. I'll probably stay closer to home next summer. It's been wonderful following the old YT for 3 summers and I'll always have great memories of the places I've seen and the really nice people I've met along the Old Yellowstone Trail.

Ed Note: The Yellowstone Trail is more difficult to follow in the East today, even without construction detours. Ninety years of realignment, of building, and, more recently, of Interstates have obliterated much of the Trail and the memory of it. ☺

The membership dues of the YTA Association have been used to print and mail the Arrow. Volunteers have kept the records for the memberships and have written and laid-out the Arrows. The efforts of the volunteers are being redeployed to researching the YT and providing assistance to those people, members or not, who want to mark the Trail, use the Trail as a theme for community economic development, or promote cultural tourism on the Trail. Therefore dues will end and Arrows will be published only as time and resources permit.

Keep the Association informed of your efforts to mark the Trail and inform the others about this great historic treasure and its role in developing the nation and its communities.

Questions, stories, and news may be directed to: The YTA, John or Alice Ridge, P. O. Box 65, Altoona, WI, 54720-0065, Phone 715-834-5992. E-mail: jridge@yellowstonetrail.org

Questions or suggestions about YTA related tourism activities may be directed to: Tom Barrett, The Yellowstone Trail Association, 340 Division Street North, Stevens Point, WI 54481. Phone: 800-236-4636. tbarrett@spacvb.com ☺

HISTORY CORNER

THE 1916 YT RELAY RACE

Note: The YTA ran two cross-country relay races to publicize the Trail. The first, run in June 1915, was run from Chicago to Seattle. We told that story in Arrow #12. This second relay race covered the entire Trail. This article is adapted from American Road Magazine Volume 2 Number 1 by Alice Ridge

September 1916 - Plymouth Rock to Puget Sound (for God, Country, and More Tourists)

Anxious to promote to Easterners a newly marked trail to Yellowstone Park and beyond, the Association staged a reprise of the 1915 relay race, but this race was for the full distance of the Trail from "Plymouth Rock to Puget Sound." This race was not solely run to promote tourism. Things had changed since the last year; war was raging in Europe. This time, to prove that the Yellowstone Trail was an asset to national defense and capable of being designated a military road, a letter from the Secretary of War was carried to the Commander at Fort Lawton in Seattle. The YT was so designated when we entered World War I

Preparation for the event was probably the equal of a military maneuver: fourteen "managers" were appointed to subdivide the route into manageable portions; 64 cars and drivers and 126 "trailer" cars



enlisted; law enforcement, civic groups, and auto clubs offered cooperation; the entire route was dragged smooth.

The press was as enthusiastic about this race as the last. As before, the times of arrival and departure, the time gained or lost and names were dutifully reported in many small town papers - in the West. Other Western papers opined that, "Such a demonstration of the feasibility of this great good road is certain to give it more publicity to Eastern parties than any other possible form of advertising."



Eastern papers said naught. No police escorts there. After all, the Yellowstone Trail was only one of many local trails and telegraph and telephone poles were already festooned with colors of shorter trails.

Every leg had a story: the remarkable 229 mile run of A. Aubie from Akron, Ohio, to Fort Wayne, Indiana, in one car without stopping; the gallant struggle of E. Whipple who battled storms for 400 miles across Wisconsin to Minneapolis; the citizens of Montevideo, Minnesota, who begged E. Simpson not to start out in the

FROM PLYMOUTH ROCK TO PUGET SOUND IN 121 HOURS, 12 MINUTES, BY AUTOMOBILE, OVER THE YELLOWSTONE TRAIL

On Monday, September 11, 1916, at 12:00 noon, Captain F. B. Downing, representing the War Department of the United States, handed to Robert C. Harlow, representing the Yellowstone Trail Association, a sealed letter directed to the commanding officer of Fort Lawton, Seattle, Wash., with instructions to deliver it wholly by automobile in as fast time as possible. On Saturday, September 16, 1916, at 10:12 a. m., A. F. Wehe, representing the Yellowstone Trail Association, handed this letter to Captain H. W. Bunn, commanding, Fort Lawton. The elapsed time was 121 hours, 12 minutes, the distance 3,807.9 miles, which is the fastest time ever made across the American continent by car. The message was carried over the Yellowstone Trail, and it was managed by every second of time, and under the control of the Yellowstone Trail Association. The message encountered 1,000 miles of rain, traveled five nights, and there was not an accident more serious than throwing a wheel. The message was carried by a system of fourteen relays, as follows:

No. Relay	From	To	Miles	Elapsed Time	Avg. Miles per Hour	Cars Used	Managers
1	Plymouth, Mass.	Kingston, N. Y.	216	5:28	39.88	4	Robert C. Harlow
2	Kingston, N. Y.	Olean, N. Y.	336.5	8:37	39.05	5	Aberdeen Office
3	Olean, N. Y.	Akron, Ohio	219	9:03	34.20	6	W. H. Gallup
4	Akron, Ohio	Fort Wayne, Ind.	229	6:40	34.4	1	Andrew Aubie, Jr.
5	Fort Wayne, Ind.	Chicago, Ill.	186.5	6:19	29.5	3	Chas. L. Beiderwolf
6	Chicago, Ill.	Millwaukee, Wis.	96	3:01	31.8	1	John B. Keeney
7	Millwaukee, Wis.	Minneapolis, Minn.	407	14:57	29.2	8	Erie Whipple
8	Minneapolis, Minn.	Ortonville, Minn.	207	6:52	30.03	4	Dr. H. F. Marston
9	Ortonville, Minn.	Lemmon, S. D.	349	12:03	28.99	0	J. H. Hubbard
10	Lemmon, S. D.	Miles City, Mont.	258	7:43	33.43	8	F. A. Finch
11A	Miles City, Mont.	Billings, Mont.	103	4:27	30.63	2	Dr. G. E. Brown
11B	Billings, Mont.	Livingston, Mont.	138	4:07	33.52	3	R. G. Brockway
12	Livingston, Mont.	Missoula, Mont.	274.2	7:51	34.93	3	W. C. Busche
13	Missoula, Mont.	Colfax, Wash.	281.6	8:10	34.48	3	F. E. Stone
14	Colfax, Wash.	Fort Lawton, Wash.	447.1	14:57	29.9	7	A. F. Wehe
			13807.9	119:12	31.4	66	
Crossing Hudson, Missouri and Columbia rivers				2:00			
				121:12			

The above is submitted as being the best evidence for travel over the Yellowstone Trail. It is an accomplishment, not a claim.

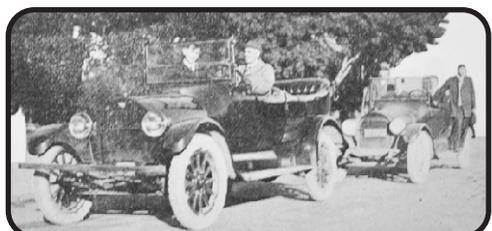
blinding rain and hail; the time gained across Montana at night and over the continental divide at dawn; the everywhere crowds and their guiding bonfires; J. Parsons in a Stutz who dashed into Fort Lawton at 10:12 A.M., five days from the start.

Tales of daring-do emerged. A. Clements was four miles from his transfer point at Marshfield, WI, when he blew a tire clear off the rim. He kept going, limping along on three tires and a rim. One racer skidded downhill into a gravel bank to avoid an elderly Idaho lady slowly driving a team on the Trail. Brakes on autos had to be readjusted, mid-race, for the steep mountainous grades. Tires got changed in under three minutes. Brave men fought through 1000 miles of rain and mud, and 300 miles of deep dust in eastern Montana farm country.

And when Dr. Ewbank hit the crosswalks on Main Street of Marmarth, North Dakota, all four wheels left the ground, bouncing passenger Frank DeKlenhans so high you could see daylight between the car and Frank. He came down, but the car had moved on.

Did they do it in 120 hours? Not quite. They were 72 minutes late. But they still had set a record for cross-country travel, averaging 30.3 mph over 3808 miles!

So, should the Yellowstone Trail Association get a prize for its performance? Probably. It pulled off a speed record remarkable for that era, both in 1915 and 1916. Drivers on the Lincoln Highway had crossed the nation in 138 1/2 hours covering 300 fewer miles. Were the Association's purposes borne out? Mostly. The Yellowstone Trail was declared a military road and tourism increased dramatically over the Trail, even though the East displayed but mild awareness.



A prize should go to the brave but foolhardy men who drove out in bad weather just for the challenge with carburetor problems, high puncture potential, and with poor headlights. It was a wonder that no one was killed. In spite of one observer's comment, "Why go to all this trouble when you can send the d--d letter for two cents?" the Yellowstone Trail Association was proud of the fact that they ushered in a new epoch in transcontinental travel. e

Yellowstone Trail Association

Attn: Tom Barrett
340 Division Street North
Stevens Point, WI 54481

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The Yellowstone Trail Association is reviving interest in the 1912-1930 automobile route "from Plymouth Rock to Puget Sound." The Yellowstone Trail was the first transcontinental auto highway through the northern tier of states. You can still travel its route, over three thousand miles of life in the slow lane – off the Interstates.
Enjoy the Yellowstone Trail!

ACCOMPLISHMENTS

The most important thing that the Yellowstone Trail Association (YTA) has accomplished is that of interesting people from across the country in this old national treasure, the Yellowstone Trail. Members of the YTA have given 48 presentations (that we know of) about the Trail to audiences in 10 states. The national American Road Magazine has carried articles and references to the YT in each of its issues. Dozens of newspapers have carried stories about the Trail.

As people learn about the Trail in their area, many wish to see it marked. Two hundred and sixty-five large, reflective signs now grace the Trail, with 32 "confirming" reflective signs marking straightaways. Seventy-seven smaller non-reflective signs mark buildings, and we don't know how many stones have been painted yellow across the nation.



Many museums and libraries from Wanatah and Plymouth in Indiana to North Idaho Museum in Coeur d'Alene have produced Yellowstone Trail displays where there were none before.



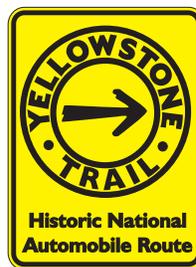
Lieutenant Governor Barbara Lawton of Wisconsin cutting the ribbon on Trail Day.

One of the most ambitious of endeavors involves seven small towns along the Trail in central Wisconsin who banded together for economic promotion. They had a collective Trail Day last May unveiling many YT highway signs with the lieutenant governor as speaker. This year springtime nurseries, florists and gardening along the Trail is the theme.

Interactive and attracting to people are the "Trail Days" held in conjunction with other annual community "Days." In addition to those five mentioned in this *Arrow* on page 5, others come to mind: Plover, Fremont, Thorp, and Waupaca in Wisconsin; Benton City, WA; Hector, MN.



About 750 miles of Trail from Terry, MT to Minneapolis, MN are covered in a "Guide" to the area and its YT history, museums and commercial establishments. It is published by the Mobridge (South Dakota) Tribune. The latest is the 2007 version.



Two community parks have been renamed Yellowstone Trail Park in honor of their location and history.

The number of links from others' web sites to the Yellowstone Trail web site on the Internet have gone from very few to hundreds.

Four brochures about parts of the Trail have been created and distributed by friends of the Trail to thousands of potential visitors and travelers.

Members have mapped the old route on modern maps. This is a difficult and time-consuming, but rewarding, effort.

All of these Trail events, involving hundreds of people, did not happen before the Yellowstone Trail Association existed. The Association will not be asking for dues or membership for awhile, but these activities will not cease. The Association will still assist in keeping the name **Yellowstone Trail** alive. ☺

Two official highway signs are available to mark the Trail. The larger 18" x 24" regular sign (up to the left) and the 12" x 12" confirming sign (to the right.)

