



ON THE OFFICIAL PUBLICATION OF
THE YELLOWSTONE TRAIL ASSOCIATION

"A Good Road from Plymouth Rock to Puget Sound"



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1912 - 2012: CELEBRATING THE YT'S 100TH ANNIVERSARY

YTA 100th anniversary activities come in many shapes, but all celebrate the Trail and help to get out the word! Here are the celebrations we know about:

May 11-13 Hudson, Wisconsin. Yellowstone Trail Heritage Days (May 11-13) was a rip-snorter! The weather was perfect, not like last year's freeze. The antique auto show and relay drew crowds, as expected. But the "cemetery walk" with costumed representatives of deceased town leaders also drew crowds. Also, bicycle riders "Pedal Pushin' the Trail," geocaching, great pie and ice cream and history of the Trail



1923 Jitney Bus

presentations by Barry Prichard and the Ridges. The Gangster Cruise on the St. Croix River was truly inspired. Can they top it next year?

May 19. Hammond, Wisconsin. Their Yellowstone Trail Social will have come and gone when you read this. Let's hope it was successful. Old fashioned rootbeer floats at the library, Bruce Elliott's Model T Jitney, and an old fashioned fashion show headed the menu.

June 2. Marshfield & Hudson, Wisconsin. Dawn to Dusk Tin Lizzie Sociability Run Hudson to Marshfield, Wisconsin. The two groups of old cars (one traveling east, the other west) will meet in Chippewa Falls, Wisconsin, for a picnic lunch. The idea was hatched by the Chippewa County Historical Society's Jim Schuh and Tim Swiggum of Owen. The autoists will travel the Trail and stop at historic sites, including the newly purchased historic Woodland Hotel in Owen for historic Muel's ice cream. See www.visitmarshfieldwi.com and www.chippewachamber.org for more details.

June 8-10 Ipswich, South Dakota. This home of the Yellowstone Trail founder Joe Parmley has held an annual Trail Day for decades. You won't believe what's on their jam-packed schedule for this 100th anniversary! There are the usual old car events, but get a load of these: bed races, bean bag tourney, beer pong tourney, unique inventions show, mutton busting and calf riding, and their yearly bullriding. You know you're out west here! Way to go, Ipswich!

June 24 Hettinger, North Dakota. The Redliner Car Club will have a car show with burgers and brats. The Dakota Buttes Museum will feature a YT kiosk. But the BIG NEWS is that, after trying for several years, the Hettinger Chamber and the Museum just learned that highway 12 in their area will be declared a "Memorable Trail" by the state legislature. Earleen Friez credits their success, in part, because this is the 100th anniversary of an historic trail. That means that they can put up YT signs along US 12. The YT just clipped the southwest corner of the state, but other small towns along those 54 miles are planning events, also. Good on ye, Earleen!

July 2 Livingston, Montana Livingston Roundup Parade will have the theme: *100 years on the Yellowstone Trail...An All-American Road Trip.* Paul Shea of the Yellowstone Gateway Museum was influential in getting that theme adopted by the Chamber of Commerce which hosts the July 2-4 "Roundup Days." We assume there will be cars!

July 6-8 Fremont, Wisconsin. The Chamber of Commerce is host of the Yellowstone Trail Festival. Mary Bergman-Krause reports that there will be craft vendors, a farm market, old car parade, a water ski show, helicopter rides, kids games, fireworks and food.

Aug. 17-19 Hamlet, Indiana. A YT Fest at the Fairgrounds (right on the YT). The Fairgrounds are on land formerly owned by a doctor who generously allowed YT travelers to camp there. Fest features a town-wide garage sale, food vendors, flea market, cloggers, car cruise-in, parade and a Miss Yellowstone Trail pageant. 574-850-2649

Aug 17 Moravia, New York. Bruce Bruckner reports that his Model A Ford group is sponsoring a meet in Moravia. He will give a presentation on the Yellowstone Trail because most of the participants will arrive via Routes 5 and 20, both the YT.

Sept. 9 Watch for info about a great Sociability Run on the YT from Waupaca to Plover, Wisconsin. Check with Mike Kirk, mikekirk@juno.com □



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TRAIL-O-GRAMS

by Alice A. Ridge

The name Trail-O-Grams comes from the original Arrow newsletter published during the days of the original Yellowstone Trail Association. That was when THE method of sending quick short messages was the telegram!

- The *Arrow* will publish, from time to time, an “Honor Roll” which will recognize those who have made sizeable financial contributions to the YTA. The first to be named are: Dianne Hunt of California, Carol Bernhardt of Montana in memory of her husband David, and an anonymous donor. This non-profit, all volunteer organization really appreciates those gifts.
- Remember Jim Marx? He was the intrepid soul who bicycled the whole 3600 miles of the Trail two years ago and who wrote of his adventures in past *Arrows*. Well he has been traveling again, sans bicycle. Visit his web site, www.jimarx.com or www.flicker.com/photos/jimarx and catch his photos from South America, Indonesia, Borneo, and everywhere. It is worth exploring.
- Membership reminder. The membership year for the YTA runs from May-to-May. It’s that time now to renew. You may do so at www.yellowstonetrail.org, using your credit card through Pay Pal, or send a check for \$15 per year to YTA Treasurer, 340 Division St. North, Stevens Point, WI 54481. Do include your email address.
- YT Online Interviews. The 100th anniversary of the Trail received some publicity in the form of audio interviews on Foster Braun’s blog, entitled “Trip Talk.” Alice Ann and John Ridge and Andrea Jorgenson of Hudson, Wisconsin, were interviewed. You can hear some of it (some yet to be aired) at www.Americanroadmagazine.com You must sign in, then click on “Community” and then on Podcast. Scroll to Yellowstone Trail. Cumbersome, but worthwhile.
- On February 20, 2012, Mark Mowbray, Executive Director of the Yellowstone Trail Association, attended a meeting at the Lincoln Highway Association’s National Headquarters in Franklin Grove, Illinois. The group considered ways to share and cross-promote their interests and activities, with an agreement to share information on websites and in newsletters. Attending were Lynn Asp, LH Headquarters Director; Kristen Arbogast, Tourism Specialist (and Rt 66 promoter), City of Pontiac, Illinois; Tim & Penny Dye of the Pontiac / Oakland Auto Museum in Pontiac; and Bruce Wicks, retired Tourism Professor at the University of Illinois.

The National Headquarters for the LH is in Franklin Grove on the original LH. The building is a nicely restored 1860 store, once owned by Abraham Lincoln’s cousin. They have many of LH items for sale. www.lincolnhighwayassoc.org/

Pontiac, Illinois, is on the original Route 66 and is the home to four museums, including the Route 66 Hall of Fame, the Route 66 Mural Museum and the Pontiac / Oakland Auto museum and Resource Center. www.visitpontiac.org/ ■

WHAT’S ON MY BOOKSHELF?

Sixth in a series by Mark Mowbray

Early 1900s Road Trips You must know by now, I love road trips. I even like reading about other people’s road trips. To understand why development of the Yellowstone Trail and other long distance routes was necessary, we are going to take a look at two books this time. Both of these road trips take place in the early 1900s, before many privately supported or government funded long distance routes existed, and both groups of travelers suffered greatly due to the poor quality...and sometimes total lack of “good roads.”

Race of the Century by Julie M. Fenster, *Three Rivers Press, 2005*

This book covers the 1908 New York to Paris Race, and they took the long way around. They crossed the U. S. from east to west, by boat to far eastern Russia, and then followed primarily the Trans-Siberian Railway to Moscow. They continued on through Germany and France to Paris for a total of 21,000 miles. It began with six cars and seventeen men. Two cars finished the race after four and a half months.

This was a race of pride and guts; France versus Germany versus Italy versus the United States. Tough men and somewhat fragile cars were the order of the day. The first third of the book is very instructive to us as it details the crossing of the U. S. Same story, mud, dust, and breakdowns. But, America was but a prelude to Manchuria and Siberia.

This book can be a bit of a tedious read in parts, but overall is quite interesting. I won’t give away the winning car or drivers, but the “good guys” won.

American Road by Pete Davis, *Henry Holt & Co. 2002*

The U. S. Army put together an exploratory expedition in 1919, just after the end of WW I, to travel by truck and car from New York City to San Francisco. Financial and technical support was provided by a number of truck and auto manufacturers. There were 81 vehicles and 300 men. One of those young men was named Lieutenant Dwight Eisenhower, who accompanied the group as a military observer. This book covers, in great detail, the day-to-day trip that took over two months to go 3,251 miles. The roads, the men, and the vehicles almost come to life in the story.

The goal was to assess the viability of cross-country travel for military and commercial vehicles on existing (and non-existing) roads. It was hell for all involved, and pointed out the drastic need for support of viable public roads to the individual states and the federal government. It was the classic olden day’s road trip; mud, flood, dust, and dirt...and many breakdowns. They often had long, frustrating days and uncomfortable nights. Everyone involved was very inexperienced with long distance travel by road when they started, but they certainly were experienced by the time they finished.

This is a very interesting read and as a bonus, gives us a picture of young Eisenhower as a prankster, a romantic, and adventurer. ■

What’s on your bookshelf? Want to write a book review? Want to loan a book to me or borrow one from me? Please e-mail me at: mmowbray@yellowstonetrail.org

THE YELLOWSTONE TRAIL JOINED THE MULLAN MILITARY ROAD AT CATALDO MISSION, IDAHO

by Dave Habura, Washington Correspondent



So well known was the Yellowstone Trail, that when Father E.R. Cody wrote a book in 1930 about Idaho's Coeur d'Alene Mission he included on the title page:

Old Mission, Cataldo, Idaho

On the Union Pacific between Spokane and Wallace and on the Yellowstone Trail between Coeur d'Alene and Kellogg.

The Union Pacific railroad tracks are long gone, but you can still drive the Yellowstone Trail here.

The church at the Coeur d'Alene Mission Park, known today as the Cataldo Mission (left), is the oldest building in Idaho, and certainly one of its most historic sites. The mission was founded in the 1840's. The construction of the beautiful, and very evocative old building we see today started at its hilltop site around 1850 after the original site proved to flood in the spring. The building was completed in 1852-53, but was in use during its construction.

The mission was on the Mullan Military Road that was carved out of a wilderness between Walla Walla, Washington, and Ft. Benton, Montana, (40 miles NE of present Great Falls) by Lt. (later Capt.) John Mullan in 1859-60 with a crew of over 200 men. Mullan and his party stayed at the Mission. He wrote in his official report; "They have chosen a beautiful site, on a hill in the middle of the mission valley, and it has always proved to the weary traveller and the destitute emigrant a St. Bernard in the Couer d'Alene mountains." The drawing taken from his report would still seem a familiar sight to anyone visiting the mission today.

The road leading into the mission is identified by a small sign as part of the Mullan Road, and it was the original route of the Yellowstone Trail as well. More about that in a minute. First a bit of the history of the mission.

In the 1840's Catholic missionaries, referred to as Black Robes because of the traditional garment they wore, established missions among Native Americans in the new northwest. The missions, the forts, and the trading posts were often associated with the fur trade, and were important outposts of Europeans and Americans in Montana, Idaho, Washington, and Oregon.

If you are at all familiar with this vast and still often sparsely populated area, imagine what it must have been like near the end of the fur trapping era. Even with Interstate 90 nearby, the valley and surrounding mountains appear much as they did in the 1850's. With just a little imagination you can see in your mind's eye how welcome a sight the mission church would be after you had walked or ridden a few hundred miles through wilderness. It stands on a small hill and is even today an uplifting sight.



A display in homage to Fr. Anthony Ravalli



Interior of the Cataldo Mission today.

The interior of the Sacred Heart Church is absolutely amazing. Much of the decoration is original, including Hudson Bay wall coverings and original statuary hand carved by Father Anthony Ravalli, who also drew the plans for the church. Religion aside, as I stood alone in the church on a sunny spring day a few weeks ago, I was truly moved in time and spirit 160 years into the past. It would not have surprised me if a Black Robe had stepped out of the confessional, so powerful was the feeling of history here.

By the time the Yellowstone Trail "went west" in 1914-15, the Native Americans who had lived nearby, and had grown up with the mission, had been forced to relocate to the reservation near Plummer, Idaho. But no doubt some early auto travelers on the Yellowstone Trail were easily old enough to have known the mission when it was in full operation fifty years earlier.

A lot has changed in nearly a hundred years since the Yellowstone "went west." Interstates have obliterated old roads, as has urban development. And even in undeveloped areas, nature reclaims unused dirt roads in just a few years, especially if they were just two-wheel-wide prairie paths to begin with.

The advent of widely available satellite imagery on the internet has been a great tool for those of us who want to stand, walk, or even drive in the old tracks, because even overgrown roads often leave a faint trail visible in a satellite photo. And recently the USGS has made historical maps available on their site for free. A 1911 USGS map is available on line for the Cataldo area.

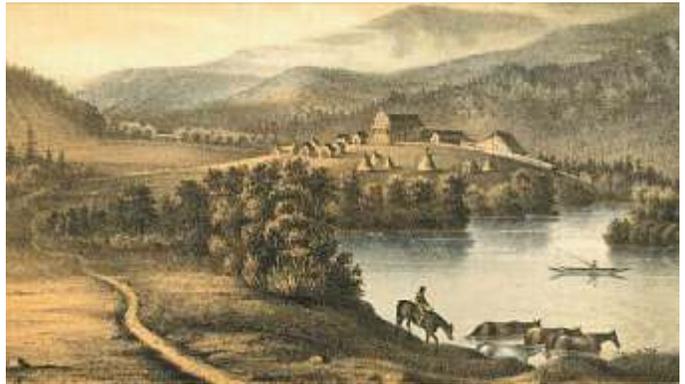
The Yellowstone Trail certainly followed the roads extant at the time. The 1915 Automobile Blue Book - Mississippi to the Pacific Coast

Continued

turn by turn directions match the 1911 USGS map, and at exactly the correct mileage the east bound descriptions note "...pass old mission on right..." so we can be confident that the Yellowstone Trail went right past the mission, at least in 1915.

Both the Yellowstone Trail and the old Mullan Road followed the same track below the mission hill on either side of a modern Mullan Military Road sign and went westbound toward Fourth of July Canyon crossing I-90, on diverging northwest alignments.

I am a bit of a stickler when it comes to old road location and identification. "Nearby" is not fully satisfying to me. I overlaid the 1887 General Land Office Plat map for TN49R1E on Google Earth and confirmed that the MullanWagon Road (as cited on the map) ran where the Mullan Military Road sign (47.550608, -116.356089) stands on the road below the mission just east of the turn into the lowest parking lot, before gradually veering to the northwest and across the interstate.



A drawing of the Mission by Gustavus Sohon, while working with the building of the Mullan Military Road



If you are interested in driving another short section where the two famous roads overlap on the maps, drive across the interstate at the exchange to the north side and follow the Dredge Road east then north. The first part of the northbound Dredge Road follows the Yellowstone Trail.

The Dredge Road ends at a "T" at E Canyon Road (Old US10). Turn left (west) here toward Fourth of July Canyon, go 1.1 miles and turn right onto the Hardy Loop Road. The loop was part of both the Mullan Road and the Yellowstone Trail. The small concrete bridge on the loop looks like it might be old enough to have been around to serve the YT in its mature years, but I can't be certain because it doesn't appear in the bridge inventories I have searched.

If bridges interest you, there is a nice steel truss bridge across the Coeur d'Alene River at the village of Cataldo, east of the mission. It was built in 1936, and replaced a wooden bridge that had carried the Yellowstone Trail. The rail bed is that of the Union Pacific cited by Father Cody.

The Coeur d'Alene Mission Park is 12 miles west of Kellogg, Idaho, and only one of several locations where the Yellowstone Trail can be followed in Idaho. ■

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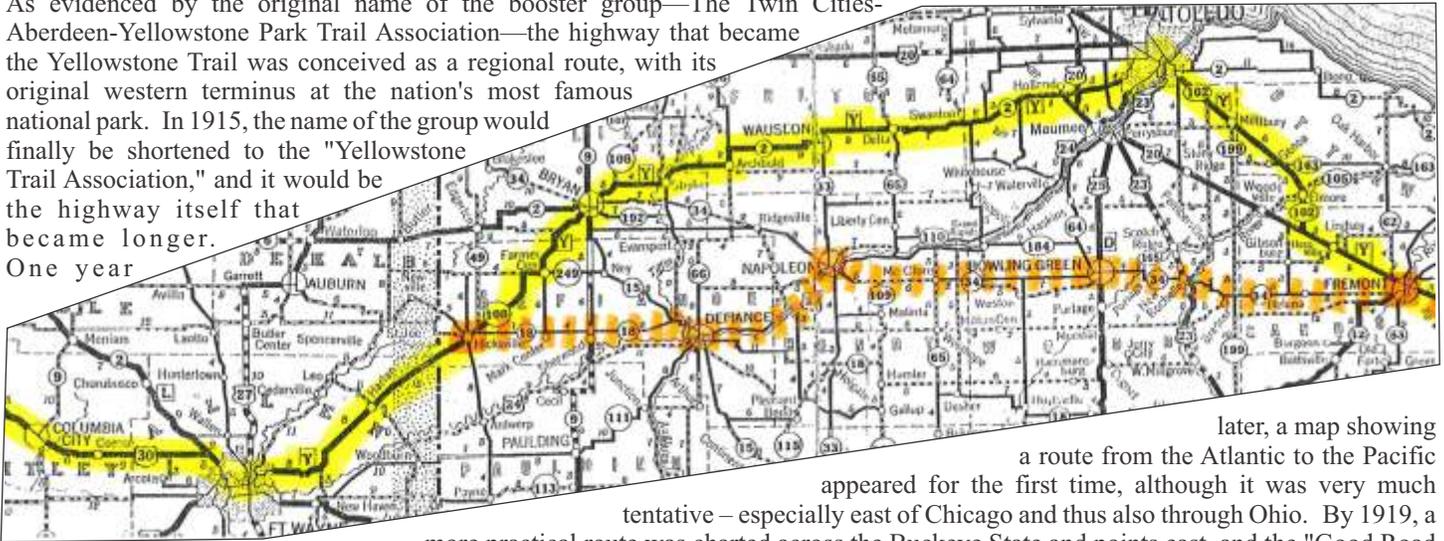
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IN SEARCH OF THE YELLOWSTONE TRAIL IN OHIO

by Michael G. Buettner, Ohio Director, Lincoln Highway Association

In 1912, the same year that other Good Roads boosters were putting substance to their dreams of transcontinental automobile routes, a group of small town businessmen in South Dakota began improvements on twenty-six miles of roadway between Ipswich and Aberdeen. This isolated section of highway in the northeast part of the state was the original leg of a transcontinental route that would soon be known as the Yellowstone Trail. Along with the Lincoln Highway and the National Old Trails Road, the Yellowstone Trail would be one of several coast-to-coast named auto trails that would find its way across Ohio.

As evidenced by the original name of the booster group—The Twin Cities-Aberdeen-Yellowstone Park Trail Association—the highway that became the Yellowstone Trail was conceived as a regional route, with its original western terminus at the nation's most famous national park. In 1915, the name of the group would finally be shortened to the "Yellowstone Trail Association," and it would be the highway itself that became longer. One year

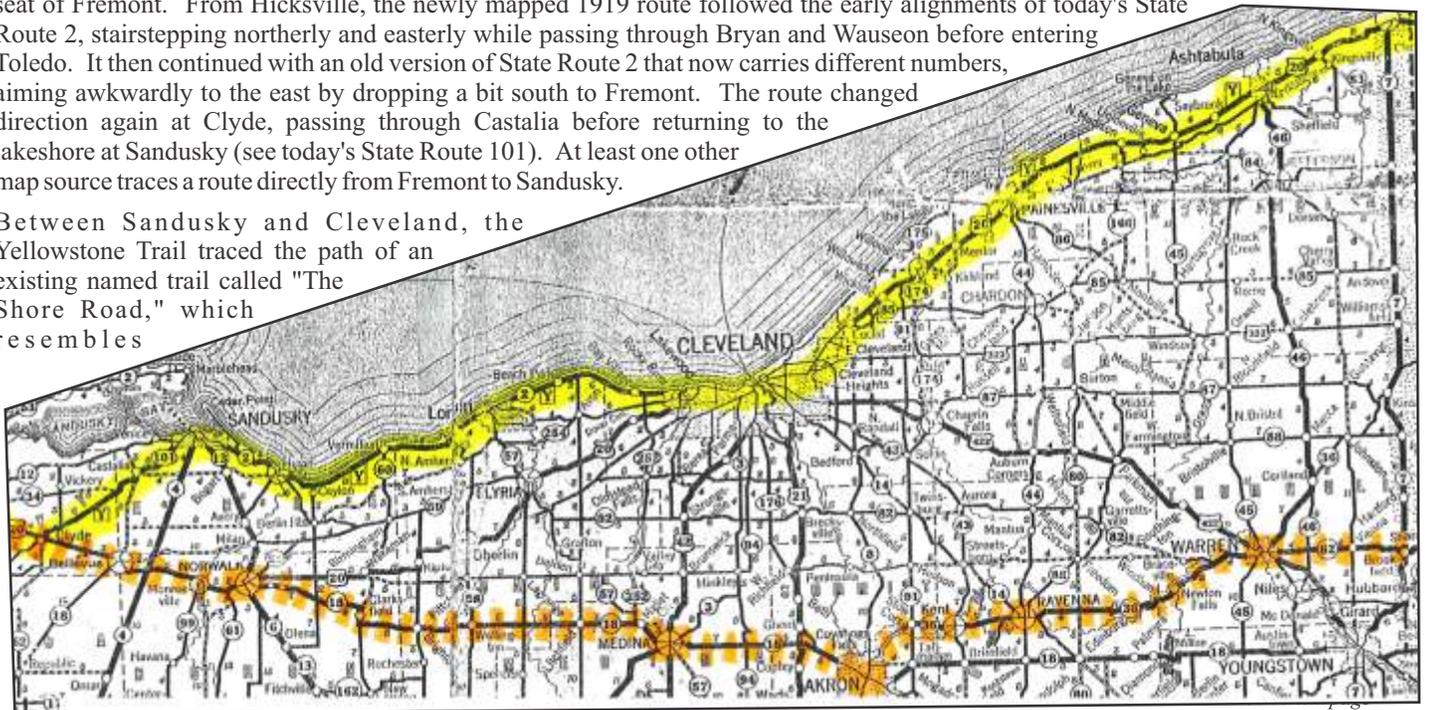


later, a map showing a route from the Atlantic to the Pacific appeared for the first time, although it was very much tentative – especially east of Chicago and thus also through Ohio. By 1919, a more practical route was charted across the Buckeye State and points east, and the "Good Road from Plymouth Rock to Puget Sound" (Plymouth, Massachusetts to Seattle, Washington) began the grandest years of its history.

When the Yellowstone Trail first reached Ohio in 1916, it was more on paper than on the ground—drawn as a fanciful smooth line across the top of the state. After coming south and east from Chicago to Fort Wayne through a corridor that has been followed by two generations of U.S. Route 30 in Indiana, the trail then turned north and east to cross the border and pass through nine county seats in Ohio—Defiance, Napoleon, Bowling Green, Fremont, Norwalk, Medina, Akron, Ravenna, and Warren. On the maps of today, that unique route compares to a combination of numbered highways in Ohio that includes the original parts of State Route 18, U.S. Route 24, U.S. Route 6, U.S. Route 20, and State Route 18 (again) just to reach Akron—the fifth largest city in the state. A similar variety of numbered highways, mainly including what is now State Route 5, took the highway into Pennsylvania.

The trail association map of 1919 traced a much more practical and historically popular route that connected the larger cities on the shoreline of Lake Erie. As a result of that wholesale change, the only Ohio towns to appear as waypoints on both the 1916 and 1919 maps of the Yellowstone Trail were the small town of Hicksville—just northeast of Fort Wayne and within earshot of the state line—and the county seat of Fremont. From Hicksville, the newly mapped 1919 route followed the early alignments of today's State Route 2, stairstepping northerly and easterly while passing through Bryan and Wauseon before entering Toledo. It then continued with an old version of State Route 2 that now carries different numbers, aiming awkwardly to the east by dropping a bit south to Fremont. The route changed direction again at Clyde, passing through Castalia before returning to the lakeshore at Sandusky (see today's State Route 101). At least one other map source traces a route directly from Fremont to Sandusky.

Between Sandusky and Cleveland, the Yellowstone Trail traced the path of an existing named trail called "The Shore Road," which resembles



Continued

U.S. Route 6 on the maps of today. Perhaps the trail association had avoided this marked path in earlier years because they were seeking a unique path of their own. This is what seems to have happened in Indiana, when the route of the Yellowstone Trail avoided the original northern corridor of the Lincoln Highway by blazing a totally new but tediously challenging path on existing roads which connected a southern corridor of cities on the line of the Pennsylvania Railroad. However, what began as a repeating path of stair steps through Plymouth, Warsaw, and Columbia Center was soon made obsolete by the construction of a series of new roads which resulted in a more direct route to Fort Wayne. This new highway would become the original route of US 30, and the second and final versions of both the Yellowstone Trail and the Lincoln Highway in Indiana.

Beyond Cleveland, the route of the Yellowstone Trail passed through Painesville and Ashtabula on its way to Erie, Pennsylvania. At least two variations of the route are shown on the several auto trails maps that I have collected, but put most simply, the Yellowstone Trail generally followed parts of original State Route 2 (designated in 1920) that were later gobbled up by the original US Route 20 (designated in 1926), with some slight variations during the course of that formative decade.

Much like any highway of great length, these slight variations were common along the coast-to-coast route, with the department of highways making improvements and reroutings in their newly established network of state highways. For example, the first route between Hicksville and Bryan zigzagged furiously with the section lines, and the Yellowstone Trail would move as improvements were made to some of the old diagonal roads that had previously been avoided. Likewise, between Toledo and Fremont, the trail route after 1919 first passed through Woodville, but later through Elmore, again assumedly tracing the best roads at a particular time.

The symbol signs of the Yellowstone Trail featured bold black lettering on the perimeter of a chrome yellow circle, with a black directional arrow at the center of the circle. However, very few of these signs may have ever been posted in Ohio. Almost shockingly, the official route folder published by the trail association in 1919 had this ominous disclaimer: "The road is marked east as far as Sandusky with the regular Yellowstone Trail marker." Moreover, "the Yellowstone Trail Association makes no claim to having any intensive organization, or special information in any of that section of the road...east of Sandusky, Ohio." This seems to fly in the face of the bold front-and-center announcement on the cover of that same folder, which reads "you don't need a log book to travel this road...follow the marks." In fact, the tentative character that existed for the route in Ohio before 1919 remained in the state of New York for several more years. To their credit, however, the trail association did at some time set up a travel bureau in Cleveland.

Much like the renewed interest in other named trails and numbered routes, there is no shortage of recent writing and rediscovery on the subject of the Yellowstone Trail. In 2000, *On the Road to Yellowstone*, a well-researched book by the late Harold A. Meeks, was published. Meeks, a retired geography professor who made his home in distant Vermont, frequently toured several cross-country routes. During his travels, Professor Meeks discovered two old county roads in Indiana which recall their history as part of the trail. West of the appropriately named Hamlet is a dirt road that he found signed as Yellowstone Trail (I failed to find this sign during a tour in 2010). East of Columbia City, Hal discovered a county road marked as Old Trail Road.

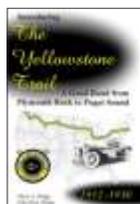
As of this writing, nothing resembling the "Yellowstone" or "Old Trail" road names have yet to be found in Ohio. However, Alice and John W. Ridge, authors of *Introducing the Yellowstone Trail*—another fine book also published in 2000—mention the presence of a Yellowstone Restaurant in the town of Hicksville. Likely, this was the last reminder in Ohio of the historic coast-to-coast route. Had the Yellowstone tag survived here, it is certain that it would raise some eyebrows among later generations who would wonder why a local eatery would choose such a distant name. ■

Note: This article was originally prepared in December 2005 and remains in its original form at www.LincolnHighwayOh.com It has been adapted by the author for publication in The Arrow. The maps are from the 1927 Automobile Blue Book Map and the routes of the Yellowstone Trail were highlighted by the author. The most likely path of the 1916 route is indicated by a broken orange line. The 1927 route of the Yellowstone Trail is highlighted in yellow, and compares favorably to the route charted by the Yellowstone Trail Association on their official map of 1919.

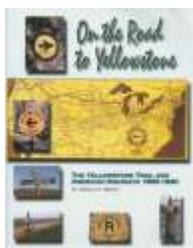


In the summer of 2010, the author observed this Yellowstone Trail sign in Wanatah, Indiana. No signs were found anywhere east of this location.

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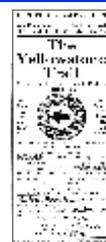
Introducing the Yellowstone Trail
by Alice and John Ridge. \$ 5.95 each. **Shipping:** \$3.00 for any number. 96 pages. 16 maps. 45 illustrations. 5.5" x 8.5"



On the Road to Yellowstone
by Harold A. Meeks \$15.95. Shipping \$3.00 each. The content is very similar to the Ridges' *Introducing the Yellowstone Trail* but in a larger format with extensive pictures and graphics. It is well researched, very readable, and highly recommended.

1919 Yellowstone Trail Association Folder reproduction

Annotated. 32 pages with coast-to-coast map. 4.25" x 10.75". \$ 4.00 **Shipping:** \$1.00 for any number.



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SCHENECTADY COUNTY NEW YORK AND THE HISTORIC YELLOWSTONE TRAIL

By Don Rittner, Historian of Schenectady County and the City of Schenectady, New York

The year 1912 proved to be a turning point for the history of automobile travel. J.W. Parmley of Ipswich, South Dakota, proposed the creation of the first transcontinental automobile highway in the United States through the northern tier of states from Washington to Massachusetts.

Hard to believe, but there were no federal highway commissions, state DOTs, or state or federal roads in 1912. Bicyclists had tried years before to lobby for good roads but it took a group of private citizens to demand and lobby for the creation of a national highway system. Until then, they formed small clubs and worked locally to improve and connect a major road system.

In the old days, a highway overseer would tax the locals to improve the roads in their village. Yet the Yellowstone Trail developed in parallel with the nationwide effort to improve roads, and shift the burden of financing them from the local landowner and township to the federal government, the states, the counties, and the townships. The rising popularity of the automobile demanded this change. The auto changed quickly from a curiosity to a necessity as city doctors needed to get to rural patients, farmers had to bring their products to the railroads, and a growing body of pleasure-trip seekers required transportation.

The Yellowstone Trail had its origins in economic tourism. Parmley and his business partners not only wanted a good road from Ipswich to Aberdeen, South Dakota, 25 miles away, but within a few weeks they expanded their vision to include a road to Mobridge, South Dakota, then to Hettinger North Dakota, then to Yellowstone National Park, at the time the number one tourist destination. However, why stop there, as these visionaries decided that there should also be "a good road from Plymouth Rock to Puget Sound." This was the birth of the Yellowstone Trail, a 3,754-mile-long amalgamation of roads. By calling for new roads to connect existing old roads, a transcontinental highway was realized.

The Yellowstone Trail Association was formed in October 1912 and stayed active for 18 years. The creation of the Yellowstone Trail was a grassroots effort, not the pipe dream of a wealthy elite, as was the development of the Lincoln Highway a year later, formed by a few wealthy business leaders (the Lincoln Highway Association) who were not particularly candid about their intentions. To this day there are claims that Lincoln was the first transcontinental highway.

The Yellowstone Trail Association headquarters was established in Minneapolis, with membership spread among representatives (called "Trailmen") in the various towns that lined the route. Money was raised locally to mark the route with yellow stones or the official yellow circle and arrow of the Association. They did not build roads but served as lobbyists, marked the trail, and promoted tourism by publishing maps of the route, hosting relay races, and even providing guidance to local government on how to construct and maintain roads. To develop community involvement, trail days with picnics were held, making it a collective workday of "dragging" the dirt roads to make them smooth. (Now you know why Main Street is often called the "main drag" as well as the origins of the term "drag racing").

It wasn't too long ago before towns along the route jumped on board, publishing maps and brochures and setting up roadside tents to distribute material. Acting much like the AAA does today, people would call them to plan their route across country. However, by 1918, Wisconsin became the first state to number its highways, and in 1925 the American Association of State Highway Officials (AASHO) established and began numbering interstate routes (U.S. route numbers), by selecting the best roads in each state that could be connected to a network of "federal" highways.

Numbers replaced names and colored trail markers became unnecessary. By 1929 the Yellowstone Trail Association (and a briefly lived Yellowstone Highway Association, which operated marginally until about 1939) lost much of its influence.

Today, with the rise in heritage tourism, early trails and roads are becoming economic destinations and attractions for travelers, and in 2004, the Yellowstone Trail was revived with a new Yellowstone Trail Association formed to promote the history of this first transcontinental trail.



Schenectady's Contributions to the History of Automobiles

Schenectady County was an integral part of the Yellowstone Trail, but also a trailblazer in transportation in its own right - and not just in railroads!

In 1906, Schenectady's American Locomotive (ALCO), known for building 75,000 steam engines, licensed the French company Berliet to make their first automobile in Providence, Rhode Island. It lasted until 1908 when ALCO decided to make the cars itself (both touring and racing varieties). In 1906, a six-foot, 200-pound test driver named Harry Fortune Grant was ALCO's chief test driver. Pleading with the company to let him race, but with no luck, he quit, and began to work for one of their dealers out of Boston, C.F. Whitney. Whitney purchased a 40hp car from ALCO and gave Grant and his riding mechanic Frank H. Lee a chance to race. They entered a series of races in Massachusetts, and won the 5- and 25-mile events and just missed the 50-mile race when a tire blew.

At a Sept. 8th, 1909, Lowell, Massachusetts, race, Grant placed seventh. On October 9, in a Philadelphia race, he didn't finish due to a steering problem. On October 30th, 1909, Grant and his ALCO, the "Bete Noire" (Black Beast), placed first in the 5th annual Vanderbilt Cup race in Long Island driving with an average speed of 62.81 mph. He followed it up with another first-place finish in the 1910 Vanderbilt, with an average speed of 65.18 mph. It was the same year that ALCO shipped their 50,000th steam locomotive.

Continued

Grant used his ALCO at other races, including Indianapolis on July 4th, 1910 (finished 4th); Elgin, Illinois, on Aug. 27, 1910 (finished 12th due to a twisted clutch); the first Indy 500, held on May 30, 1911 (finished 33rd); and came in 2nd at the Elgin race on Aug. 25, 1911, the last time he drove his ALCO. While Grant continued to race until 1915, ALCO decided to stop making their cars in 1913 because it was proving unprofitable.

The ALCO was a well-built car. It took 19 months to build each one and customers could choose from a variety of 54 body styles, as well as chassis. The engines in the ALCO were large: a four-cylinder engine displacing 453 cubic inches, and a six-cylinder displacing 579 cubic inches. They weren't cheap either, ranging in price from \$6,000 to \$7,000 apiece.

Even though the company had gross earnings of \$34 million, they made no money from their cars. One writer says the company lost an average of \$460 on each of the 5,000 cars it built. It wasn't because of manufacturing costs. They used the cars as inducements to buy locomotives. If you were a customer looking to buy steam locomotives, they would simply give you a car to win your purchase.

ALCO also made some of the first trucks for commerce. By 1912, the year the Yellowstone Trail was created, ALCO had sold over 1,000 trucks. ALCO trucks did the work of five horses and could carry three tons per load. One customer claimed he replaced 20 horses with one ALCO truck. One pulled four trailers with 36,000 pounds of coal.

The First Transcontinental Truck Trip

An ALCO truck with five crew members made the first transcontinental truck delivery carrying three tons of Parrot Brand Olive Silk Soap. The cross-country trip (4,145 miles) was made in 91 days, ending at City Hall in San Francisco on September 20, 1912. Average speed on the trip was a fraction over 10 mph with 412 hours actually on the road and 776 hours total. The start of this trip coincided with a big truck parade and display sponsored by the Philadelphia Inquirer. There were 509 commercial cars of 71 separate makes, ranging in size from mammoth trucks with 13,000-pound capacity down to light delivery of 500-pound capacity.

One of ALCO's last efforts was a motor chapel complete with cathedral glass in 1913. ALCO stated: "The equipment of the motor chapel is complete in every respect, including all the Paraphernalia prescribed by the rubric of the Catholic Church."

One of the last orders completed by ALCO was for 80 trucks for the US Postal Transfer Service.

In 1910, a man named Walter P. Chrysler willingly took a cut in pay to go to work for ALCO as foreman for their Allegheny, Pennsylvania, plant, where they made their cars (and trucks). However, realizing that ALCO was abandoning car manufacturing, he left for Detroit to work for the Buick Motor Company in 1912. On June 6, 1924, the former ALCO foreman started the Chrysler Corporation.

The founder and first president of the Chrysler Corporation, Chrysler was Time's Man of the Year in 1928. For Chrysler, the year was one that Time called "twelve months of extraordinary activity. From motorman with one product, he had become one of the chief U.S. industrialists. Undeniably, he had been the outstanding businessman of the year."

The Yellowstone Trail in Schenectady County

It was envisioned that the Yellowstone would go from one end of the country to the other utilizing existing roads where it could, while proponents lobbied to create new ones to bridge them together. In Schenectady County, approximately 14 miles from three historic roads made up our part of the Yellowstone Trail.

From west to east, the Yellowstone Trail became, roughly, US 20, NY 5 from the Schenectady-Montgomery County line to the Western Gateway Bridge. On State Street, from North Church to Lafayette Street, the Trail rides over the King's Highway, the first road between the Hudson and Mohawk Valleys (c. 1663), and from Nott Terrace to the Schenectady-Albany County line the Trail rides over the Albany-Schenectady Turnpike, one of the first toll roads in New York State (c. 1802).



Brandywine and State Street (Yellowstone Trail) around 1920, dirt and ruts. Courtesy Efnr Archives



Harry Grant winning the 1909 Vanderbilt Race.

Efforts are underway to raise money to purchase Yellowstone Trail signs and place them along the 14-mile route through the county.

In 2005, the city of Schenectady officially recognized the portion of the Yellowstone Trail that runs through the city by a resolution.

While many readers will remember Route 66 (established in 1926) as their first love based on the hit television show of the 1960s, the truth is that routes such as the Yellowstone Trail and even the Lincoln Highway were the driving force to develop a national highway system that today is second to none in the world. ■

ON THE TRAIL WITH MARK

by Mark Mowbray, Executive Director, YT Association

2011 Trip Part 3 My report in the last Arrow ended with Day 11, and I was headed into the "big city" of Missoula for a re-stock. I left the Yellowstone Trail route here to take two side trips, something many of the early YT travelers did also. I began with a visit to Lolo Pass, in Lewis and Clark country. From there I headed north to the Glacier National Park area. Because this trip report is about the YT, I will not post anything about my five days of tourist wandering here, but it was great! If you visit Western Montana, plan lots of time because there are many places to visit and things to do. I could easily spend the entire summer there.

I will be continuing this journey this summer following both the north and south YT routes through Washington, and I will also re-visit some of the places I stopped at last year. Visit my trip blog at this site:

www.yellowstonetrail.tumblr.com

On Day 17, I retraced my way back west to Frenchtown and then followed the Yellowstone Trail through Missoula and on eastbound. Using the YT maps, I entered Missoula on Mullan Rd. and proceeded to go through the center of a modern and nice "big" city (for Montana) with lots of nice old buildings, all very well maintained. There are many Montana government offices, along with the University of Montana in town, and a vibrant population consisting of politically active liberal minded folks and conservative local ranchers (and a few nut cases). A



college town with cowboys mixed in...it almost seems as if locals either ride a bike wearing sandals and a backpack, or drive a jacked-up pickup with a full gun rack. Very interesting town. I then followed the YT map through Bonner and Milltown and saw my first, of many, signs for the **20th Annual Testicle Festival** in Clinton (left). I visited the site of the Testy-Fest and it looks like a good place to "have a ball" and "go nuts" in August. Hey, don't blame me for bad puns, it's what the signs say.

Then I drove on to Bonita and Bearmouth on a nice road, but it was getting hot again and black clouds were rolling over the Bitterroots. By the time I got to Drummond, it was raining and windy, so I looked for a motel. I will state here that I did not meet one friendly person in Drummond. The four different folks I talked to were rude, and two even lied to me with a straight face...these people are NOT native Montanans...they obviously are from somewhere else. This is the first time on my entire trip that I encountered anyone who was not at least somewhat friendly and sincere. So, I jumped ahead to Deer Lodge for a friendly and pleasant night in the Budget Inn (\$45) and "fine dining" at the A & W drive in.

Day 18 dawned bright with 50 degrees and the "Big Sky Country" living up to its name. I backtracked towards Drummond on the old YT, but did not go back into town as I had enough of the folks there yesterday. The YT route through this area is part blacktop, part gravel and dirt and a bit muddy in spots. The Clark Fork River through here is running high, but no longer flooding. I did, however, see places where the river banks were badly washed out and there was some previous road damage. I continued back to Deer lodge, a great little town and home to the **Old Prison Museums**

<http://www.powellcountymontana.com/attractions.html>

I was a tourist for the rest of the day and thoroughly enjoyed the museums and friendly folks. The Automotive Museum alone is well worth a long drive to see. Over 125 outstanding cars are displayed in a very nice setting and there is even a large Yellowstone Trail display with a 1912 Flanders Runabout that was used in the 1915 YT "Speed Run" along with old photos of cars on the Trail. There are also doll, toy, and model train museums, wood carvings beyond description, and a great old saloon that has an extensive whiskey bottle collection and many cowboy artifacts, all with very nice displays. I also visited with Dave Williams, the Executive Director of the Chamber of Commerce and a very supportive YTA member. Dave was quite busy with last minute concerns for the next day, their annual Territorial Days event, but he told me that their committee was planning a special event for the 2012 YT 100th birthday!



Flooding on the YT near Missoula

That evening, I went to the Broken Arrow Steak House, a town landmark with a clientele composed of local folks out for a beer and steak dinner. My first steak in Montana in 14 years, and it was well worth waiting that long!

Day 19 I really lucked out by being in Deer Lodge this weekend, as it is the 22nd Annual Territorial Day! The event consists of a parade, old car show, antique tractors, street vendors, mountain man run, gun show, and more. Fluffy white clouds and temps in the upper 60s added to the event. www.powellcountymontana.com/territorial-day.html

The parade started at 11:30, right on time, and it was a fine show of small town pride. From the color guard on to the old cars, tractors, horses, and kids, it seemed as though half the town's population was in the parade and the other half lined Main Street to watch. The motel I stayed at was on the parade route...one block from the start...so I sat in my lawn chair right in front of the motel for a front row view. Great stuff, I even caught a bit of the candy folks in the parade were tossing to the crowd!

After that, I felt the need to move on, so I followed the YT out of town and down along the way to Warm Springs and Opportunity (where there is little from the looks of things) and a side trip to Anaconda, where the largest copper smelter in the world was once located. Anaconda

Continued

is a very nice, clean little town today, but there remains nothing of the smelter where so many men worked except the smokestack and the giant mountains of copper slag left over from the process.

Back to following bits and pieces of the YT where it hasn't been blocked off or covered, and into and through Butte, site of the "richest hill in the world." This is where all of that copper ore was mined. The story of mining in Butte is amazing and much too long to cover here, but please read up on it if you plan a visit. This was the roughest, toughest, and richest boom town in the west. From Butte, I was able to follow the YT Southeast through Pipestone Pass on US 2, a delightful ride today, but it was daunting in the early days. My dad and I drove this piece of the YT in 1997, and he told me of his trip West in 1935, searching for work and driving his 1929 Model A Ford, just a nice used car then. He came



YT Bridge in Deer Lodge



Parade passing Old Prison Museum

up from Salt Lake City to Butte and then headed towards home in Wisconsin on this exact route, and he told me he was plenty scared driving over Pipestone...it was a rough and steep climb...and then a roller coaster, winding, "hold on tight" ride down. If you made a mistake, you were over the edge and certainly injured if not dead.

I followed that YT route up and over the Pass and then followed the early eastern portion on the gravel and rock Cedar Hills road, just like the old days. Then I backtracked on the later route that was obviously blasted through the rocks with more modern equipment. Some towns along the way that are no longer there are Grace, Vendome, and Donald. All of a sudden, the terrain flattened out and I could see the Western side of the mountains in Yellowstone Park. It started to rain and it was getting late, so it was into the little oddball and discount priced room #13 at a motel after two pretty tasty hot dogs and chocolate milk at the C-

store.

Day 20 This beautiful Sunday morning found me in Whitehall, Montana. Coffee and some net surfing prepared me for another great drive. I cruised over to Cardwell on the old YT (now Frontage Road...how original!). From Cardwell, it was Southeasterly on MT 359 to its intersection with US 287. After taking the wrong dirt road for about 5 miles, I saw a white pickup coming towards me, so I waved him down. It was a young guy and his lady friend who had no clue and had never heard of the YT. The next truck coming my way was waved down as well, and he was an old timer who knew the roads, as he has lived here all his life. "Go back to the Highway intersection, go north about a mile and a half on 287, and turn right. That's the Yellowstone Trail and it will take you all the way over to Willow Creek". So I did, and he was correct, it was **exactly 1.5 miles** to the YT from 359. To call



So who's minding the ranch?



Old ad for Butte Taxi – Pipestone Pass

it a road is a stretch, it's a dirt trail that until recently, had been very muddy and had been rutted badly by whoever was driving whatever over that trail, probably some yahoo in a jacked up 4-wheel truck, and he really tore it up in places. It was dried out today, so I kind of weaved around on the less rutted sections as I drove along at about 5-10 miles per hour.

There was not a house, building, or other sign of civilization...not even an old fallen down barn, cow, or sign of anything. Amazing. This was the only main road between Butte and Billings and the *Good Road From Plymouth Rock To Puget Sound* for many years. There must have been nothing then either, or there would be some sign of former life there. After 10.1 miles of nothing but beautiful rolling scrubby rangeland, I came around a curve and saw a house that may have been older than the YT, and it was obviously abandoned 50 or more years ago.

At 10.6 miles along the way, there is a modern sign stating "Initial Point" explaining that just West of this sign on top of a very recognizable rounded hill is the bronze disc marking the baseline for all surveying done in the entire State of Montana. All land in the state had

been measured and laid out from that exact spot. Wow!

Just down the road was civilization, as we know it, I guess. Scattered ranches and cows, a few planted grassy fields, giving way to small homes and then the Village of Willow Creek, just where the old timer said, 13.6 miles from where I turned. What a great ride, just like it must have been in 1915 in your Oakland Phaeton.

From there it was an easy ride into Three Forks, the place where Lewis and Clark decided to follow the Jefferson River southwest to reach the Northwest Passage, rather than the Madison or Gallatin rivers on their Journey of Discovery. Did I mention that this was also where Sacajawea was kidnapped as a young girl? Or that she helped L & C find their way here? Onward into Bozeman and I settled into a fairly expensive hotel, at a little over \$100...that's way over my budget for today.

Con't next page

Continued

Day 21 I woke to sun with a promise of another great day, but I had a setback. I took some stuff out to my Kia, when I found out that things were all not great. Someone tried to steal my hitch rack, but it's locked to the hitch, so they only got my cooler and a small tent and some odds and ends like crackers, peanut butter, and some basic office supplies. I had taken all of my dirty clothes out last night to do laundry, so there was not much in the box. They didn't want my \$10 lawn chair. Nothing I cannot live without. No sense calling the cops, and the loss is too small for insurance.

Off to buy a cooler, food basics, and some bungee cords. Maybe there's a better day ahead. It really ticks me off though, because they took the last of my **Wisconsin Cheese!**

I got out of that "low prices" place with a new cooler, bungee cords, and ample basic food to replace everything that was taken, except the old little tent. But, I had to buy Oregon Cheese!!! A bag of ice and I was on my way with an easy route through Bozeman and onto Bozeman Hill Road East. There are a few miles of the YT that have been covered by the Interstate, but all in all a good drive to Livingston. From there, I went back down to the Yellowstone National Park's North entrance at Gardiner, the same general route I traveled almost three weeks ago through Yankee Jim Canyon, but this time I took the East River Road that was the YT route for a few years in the late 20s. My intention was to take another side trip and enter the Park and head east to Cooke City and up and over the Beartooth Pass to Red Lodge and on to Laurel. But it was not going to happen! When I stopped at the US Forest Service office in Gardiner, I was told that the road over Beartooth was washed out and not even the Forest Service crews can get through. Time for "plan B."



The remains of the great Hunter's Hot Springs Resort

So I went back to Livingston, where I stopped at the Yellowstone Gateway Museum, which is closed for renovations. They have our YT logo on all the signs and even on the 4-wheel drive truck the museum staff uses. It looks like home to any YT fan! There was a door open, so



*After a flood there are sometimes things worse than mud!
The YT near Livingston.*

I yelled in "HELLO?" and met Paul Shea, the Museum Director, a knowledgeable and friendly guy who was able to spend some time with me talking YT and the Livingston area. He also looked at my YT map and gave me a couple of specific pointers and I was on my way to Big Timber via Old Clyde Park and Convict Grade Roads.

The Convict Grade road was built by bad guys before 1900 so folks could get to the opulent and very large Hunters Hot Springs Hotel. Paul showed me some great photos from its heyday in the '20s with fancy cars, golf and tennis courts, and very formal clothing on the guests, and he said that the only thing left after a big fire in the 1920s was a stone wall that formed the front porch. I drove out of town and found the road...it is gravel and dirt still today, pretty much like it was then, and a delight to follow as the snow covered Crazy Mountains are to the north, Yellowstone's mountains to the south, and the Yellowstone River is right along the road. (Just about everything around here is named Yellowstone.) And, there are lots of antelope that just stand there and look at you as you drive by at 20 miles per. As John and Alice Ridge wrote so well on our website: "Some sections of the Trail, especially in the West, have remained little changed and are a delight to visit." Then on N. River Rd. and onto our old friend, "Frontage Road," that was named after an early explorer named Horatio Frontage. (☺). It's maybe a thirty mile drive over to Big Timber, where I spent the night in an older, but good motel. I feasted on my "new" cheese with a few slices of ham with wheat crackers. I'm in a better mood now. Happy trails! Mark. 608-436-3978 ▣

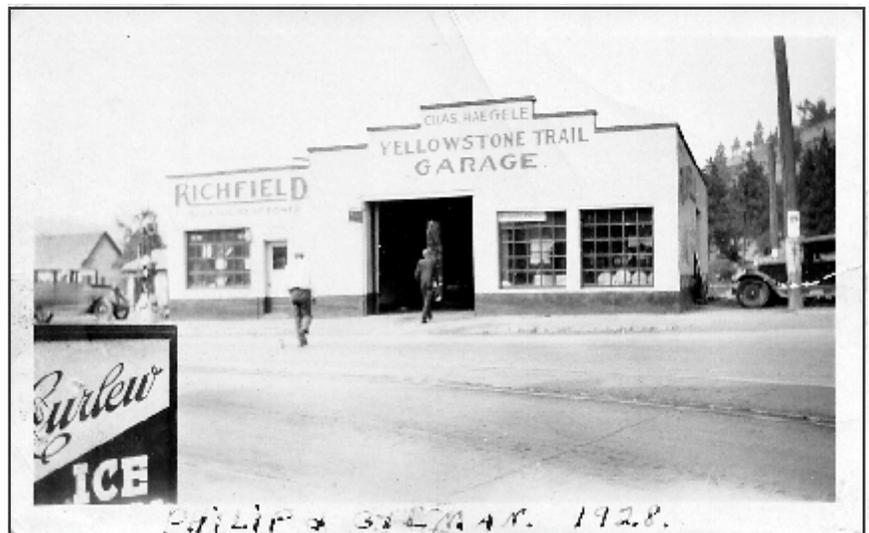
MYSTERY PHOTO CONTEST

We have no idea of the origin of the picture nor its location. Identify it and win a grand prize – if we can find one!

On the back of the picture, in pencil, are two names, a date and a number: Gilman Sorenson, Philip Peterson, Sept. 1928, B68266. That is consistent with the "Philip and Gilman. 1928" written on the front. The name above the garage name is "Chas Haegele."

While not much of a clue, we think the hill to the right looks like Montana, Idaho, or Washington.

Send your ideas to info@yellowstonetrail.org or to YTA, Box 65, Altoona, WI 54720-0065



YELLOWSTONE TRAIL: SEATTLE TO BOSTON -- RED BRICK ROAD

Adapted from
www.aroundpugetsound.net
by Maresa and Scott Gochanour

Not long ago, we were talking with one of our neighbors about the adventures we've gone on for our blog. He hadn't heard of many of the places we had blogged about. He started wracking his brain to think of cool places that he's heard of in our area, but has never checked.

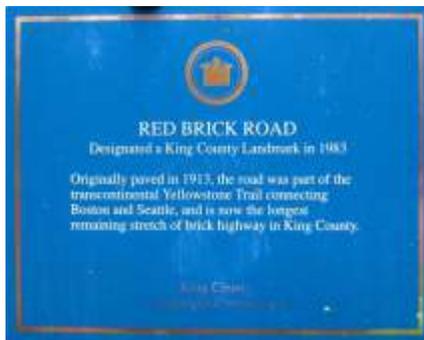
The destination he thought of sounded more like a myth than something that could have actually existed. "The Yellowstone Trail," he said, "I think it's out in Duvall somewhere, but I've never gone. Supposedly back in the early 1900's the road went all the way from here to Yellowstone National Park." Our eyes lit up, but with some skepticism. How could, and why would, there be a trail going from Seattle to Yellowstone Park at that point in history? We were determined to find answers, and thus began our Yellowstone Trail journey.

The History of the Route

Through the wonders of the internet, we learned that the Yellowstone Trail was indeed real, and not only did it go from Seattle to Yellowstone National Park, but all the way to Boston Massachusetts. It was the first automobile road in the northern part of the United States that went from coast to coast. The trail was formed in 1912 and was active until about 1930. The Yellowstone Trail was made possible by a grassroots organization, called the Yellowstone Trail Association, which was made up of a group of mid-westerners who were tired of not having good, all-weather government roads to use. Together, they pressured counties to create better roads as cars became more popular. YT Association decision-makers came to the conclusion that having a national route that took drivers to the scenic Yellowstone National Park made the most sense. (Learn more from www.yellowstonetrail.org)



The one-mile authentic remnant of the Yellowstone Trail in Redmond, Washington



The only identifying sign you'll find at the YT landmark in Redmond

The Yellowstone Trail Today

We set out on a cloudy wet winter morning to the historical trail with our jackets and chocolate lab. Google Maps and Bing informed us that we were looking for Red Brick Road (196th NE Ave.) in Redmond, just off of Redmond/Fall City Rd--does Red Brick Rd. remind you of The Wizard of Oz? Yeah, it did for us too. As we came into the valley after driving through downtown Redmond, we knew we had almost arrived when we spotted an old farm house we'd seen in a photo online taken in 1975 of the trail--the same farm house still remains today.

We chose to drive the authentic Red Brick Road first, as it's only a mile long at this point. While bumping along we imagined what it would have been like to be on this exact route in a Model T nearly 100 years ago. The road still maintains the same speed limit as it did back in 1913--25 mph, and we have to tell you, even in today's cars, on a brick road, 25 mph seems pretty fast! We

enjoyed the countryside: the horses, donkeys, Great Blue Heron, miniature horses, wetlands, and farm houses. It really is scenic. The rest of the Yellowstone Trail technically still exists, but the majority of the other portions have been repaved and turned into highways and residential streets.

The Red Brick Rd. really is quite picturesque – that's golden grass in a nature preserve in the background. When you arrive, breathe in the country-fresh air and wrap your mind around the history. This was the only way to travel from Seattle to the East Coast nearly a century ago.

It Was Worth It

After driving the trail, we jogged it with our dog, who decided that this was an especially good idea. We enjoyed taking the Yellowstone Trail at a slower pace and thoroughly appreciating the scenery around us. When the road turned back into asphalt, we have to admit, we weren't ready for it. You just can't find brick roads around here, and certainly not with this kind of history. The Yellowstone Trail marks an important time in the development of our country's highway system and it's just outside the city. You don't always have to go far to find something new and different.

Things To Know: • To find the Yellowstone Trail: Turn left off of Redmond Way (Highway 202) going toward Fall City onto NE 196 NE Ave. (or Red Brick Rd.) The trail will connect you to NE Union Hill Rd.

- There is one small historical landmark sign that you might miss if you aren't looking for it, right after the road turns into a brick road.
- You can drive, ride your bike, walk, or jog on the trail.
- The brick road portion of the trail is one-mile long. • Bring your dog and go enjoy the historic Yellowstone Trail.

Not many people know the Yellowstone Trail exists--go make it your own! ■



Our chocolate lab after our jog, loving the trail and loving the exercise