



THE

Official Publication of The Yellowstone Trail Association

"A Good Road from Plymouth Rock to Puget Sound"



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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! In this issue of the Arrow, the Trail-O-Grams come in two parts:

PART 1: 1912-2012 CENTENARY CELEBRATIONS

Lots of energy expended, fun and info for all.

We listed the expected celebrations we knew about in the last Arrow. Here is an update on the happy happenings. If we missed any celebration, we apologize. Tell us all about it and send us pictures.

1. On June 2 **Chippewa County, Wisconsin**, Historical Society held their "Mid-Day, Mid-Way" old fashioned picnic in Chippewa Falls. They provided lunch for the antique autoists (drivers of antique cars, that is) who participated in the Dawn to Dusk Tin Lizzie Sociability Run **Hudson to Marshfield** on the Yellowstone Trail. There were representatives of 100-year-old businesses, and the weather and brats were great! Jim Schuh is to be complimented. See page 11 for more.

2. June 8-10. **Ipswich, South Dakota**, home of the YT founder, Joe Parmley, for decades has Trail Days early in the summer. Horses, bullriding, country-western singers do not detract from the long-known fact of the Yellowstone Trail. Beer pong, mutton-busting and bed races lend a modern touch. What? No fried Twinkies?

3. June 23. **Hammond to Roberts, Wisconsin**. Scenic 8 mile, 5K race and 11.1 mile Super Challenge on the Historic Yellowstone Trail

4. June 24. **Hettinger, North Dakota**, Gearhead Gathering of Redliners Car Club. So who won the Poker Run which began at Centennial Square and ran the Yellowstone Trail? The Redliners Car Club was there in full swing, displaying in Centennial Square. Hey, Hettinger, did you get the Yellowstone Trail highway signs up in time? Thanks to Earleen Frieze of Hettinger Chamber of Commerce.



5. July 2-4. **Livingston, Montana**. This is a favorite. Paul Shea, of the Gateway Yellowstone Museum and supporter of the YTA wangled a parade dedicated to the 100th anniversary of the YT on July 2. The next days celebrated the 4th of July. The Trail had a YT float. The parade was a success and two long-time friends and benefactors of the YT, Dianne Hunt (in the YT tee-shirt) of California (wayyy off the Trail) and Dorothy Olson (in pink) whose ranch is right on the Trail, attended with Paul and whooped it up.



Livingston pictures from Dianne Hunt

6. July 10-15. **Hector, Minnesota**. Good grief!! Five days of fun! Hector's Corn Chaff Days has been an annual affair and was not solely dedicated to the Yellowstone Trail, but the Historical Society did not let the opportunity slip by. They went all out with banners, books and decor to accompany the approximately 33 events from car show to parade to Firemen's Waterball Fight! Long-time YT supporter, Lance Sorenson, keeps the Yellowstone Trail name alive in Hector by flying YT banners on his antique truck shown in the picture from Lance.



7. The Lakeshore News of **Minnetonka, Minnesota**, published a fine, long feature article about the Trail's 100th anniversary on July 16. The article drew a nice comment from a reader who recalled seeing several Yellowstone Trail signs along hwy.US 212. The recall was correct. The state of Minnesota had caused several YT signs to be erected along hwy 212 several decades ago. But they seem not to be there anymore. We have not heard if Minnetonka is doing anything special to commemorate the 100th event. At the time of publication the article was at www.weeklynews.com/main.asp?SectionID=49&SubSectionID=110&ArticleID=10442 (Cut and paste address.)

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8. On July 18 the **Dodge County (Wisconsin)** Board of Supervisors adopted a Resolution "extending congratulations to the Yellowstone Trail Association on the 100th anniversary of the founding of the Yellowstone Trail." The Board further directed all county departments to take appropriate steps to commemorate this centennial. An item about the YT's 100th is on the home page of www.discoverdodgecounty.com. See Page 9 for full story and the role of member Greg Farnham in this event.

9. Here's something different. **Philipsburg, Montana**, held their Flint Creek Valley Days July 27-29. A theme was the Yellowstone Trail. What is different is this: Philipsburg was never on the Yellowstone Trail. We received a call from the city fathers to settle the debate as to whether or not the Trail went there. Sadly, we had to declare that it didn't. For a brief time in 1916 near-by Anaconda had a Trailman, because it was near the Trail. The Trail went through Deer Lodge, the more major roadway to the northwest of the US.

That news apparently didn't stop Philipsburg from having fun with the Yellowstone Trail.

10. August 9 **Cudahy, Wisconsin**, held for the third year their National Night Out (Against Crime).

National Night Out is a national program sponsored by local police departments. It features family-friendly events such as pie eating, dogs "taking a bite out of crime, baseball games, foot races. Yellowstone Trail items were featured in one of the many booths.

11. August 17 **Hamlet, Indiana**, went all out this year with their 3rd year Yellowstone Trail Fest. In addition to their car "cruise-in," real live circus, clogging demo and (my favorite) "Slow Bicycle Race." There was also a "Mounted Gun Runner Demo." A what? Sounds dangerous!

12. Sept. 9 **Waupaca, Wisconsin**, Yellowstone Trail Sociability Tour. Begins at Town Square at noon and runs on the Yellowstone Trail to Plover, stopping at Portage County Historical Society's Historic Village. Some folks couldn't wait until September to advertise the Trail so here is their 4th of July Parade with Mike Kirk driving.



TRAIL-O-GRAMS PART 2

HONOR ROLL

The YTA wishes to recognize **Xcel Energy Corp.** of Wisconsin by naming it to the Honor Roll for a generous financial contribution. This all-volunteer organization really appreciates such generosity because it helps to enable communication among members, creating a sense of unity. It also aids in spreading the word about this historic treasure. Thank you, Robert Schultz, for bringing the YT to the attention of Xcel Energy.



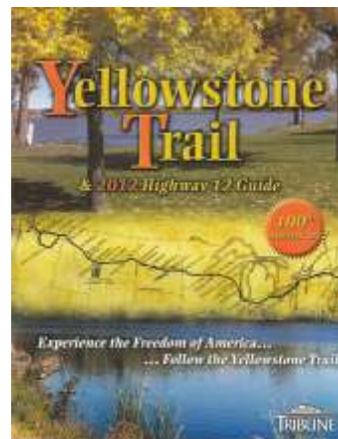
Members **Mary and Chuck Egle** live near the YT at Amherst, Wisconsin, and have been supporters of the Yellowstone Trail Association for years. Chuck, a creative landscape designer, has also had a conservationist's passion to preserve old buildings. They have turned their large acreage into Amherst Riverdance, a place near the Tomorrow River to unwind, and be with nature. You can stay in the "cabin," an exquisite solar-heated unit built of recycled lumber and sporting a barn roof. (That is, it was a barn roof until moved, lifted, and settled on the cabin.) Or you could visit the 1856 Cameron house. It has



been nominated for the National Register of Historic Places. Look at the picture of its crumbling condition in 2002, above. Now see its new self, upper right. See more at www.Amherstriverdance.com We mention this because of the Egle's continued support of the YTA. If you know of an appealing place promoted by a YTA member, let us know.

SD GUIDE

The **Mobridge (South Dakota) Tribune** has a its *Yellowstone Trail and 2012 Highway Guide* available. It is free and can be picked up at businesses along the Trail in North and South Dakota and western Minnesota. The YT Association has previous versions available which have exactly the same information and detailed maps of the YT from Baker, Montana, to Olivia, Minnesota. Send a note to YTA@yellowstonetrail.org to request a copy. There is no charge but we would appreciate a donation of \$2.50 or more to cover our cost.



TOGETHER IN INDIANA— THE YELLOWSTONE TRAIL THE LINCOLN HIGHWAY AND U.S. ROUTE 30

by Michael G. Buettner
Eastern Correspondent

This article was prepared for
www.LincolnHighwayOh.com
in June 2009 and was edited
by the author May 2012 for
use in this *Arrow*

Two of the three earliest automobile trails in the United States had a significant connection with the location of U.S. Route 30 across Indiana, although at slightly different times. During the heyday of the named auto trails, the Yellowstone Trail and the Lincoln Highway each found their own unique paths from the Chicago suburbs to the Ohio border. However, with the designation and construction of a new federal numbered route in the late 1920s, the two historic highways would eventually find themselves "together in Indiana" through a common corridor of cities.

Although the history of the Yellowstone Trail can be traced to 1912, that automobile trail apparently did not reach Indiana until 1916. Even then, the route was more on paper than on the ground, drawn as a fanciful smooth line across the top of the state. By 1920, the middle part of the Yellowstone Trail across Indiana could best be described as a series of stairsteps, with the top of the stairs being at Valparaiso, and the bottom of the stairs being at Fort Wayne. The Automobile Blue Book published in that year charts such a stairstep route between those two cities, and a state highway map published in 1923 indicates a short-lived State Route 44 which closely resembles the Blue Book route, almost turn for turn. Nothing even remotely resembling a smooth line could ever be traced through this corridor until U.S. Route 30 had been constructed in its original form some time after 1926—much of it on an entirely new roadbed which abutted the north right-of-way line of the Pennsylvania Railroad.



Valparaiso, Indiana Photo by J. Ridge

Like the Yellowstone Trail, the history of the Lincoln Highway can also be traced to 1912, although the original name was the plainly functional "Coast-to-Coast Rock Highway." Unlike the Yellowstone Trail, the original location of the Lincoln Highway across Indiana followed a more definite path—although this path was across the northernmost part of the state, and not yet in the same corridor as the Yellowstone Trail. This first Lincoln Highway route was officially proclaimed in September 1913, and is later shown as Main Market Route #2 on a 1917 map that is recognized as the first highway map of Indiana. This route connected Valparaiso and Fort Wayne by way of Laporte, South Bend, Elkhart, Goshen, and Ligonier. It was not until the newly designated U.S. Route 30 was completed in the late 1920s that the Lincoln Highway Association decided to relocate the route through Indiana to follow the new federal highway, passing through Plymouth, Warsaw, and Columbia City, and shortening the alignment by more than twenty miles. Thus, the heartland of the Hoosier State claims two distinct Lincoln Highway alignments, each with its own significant history.

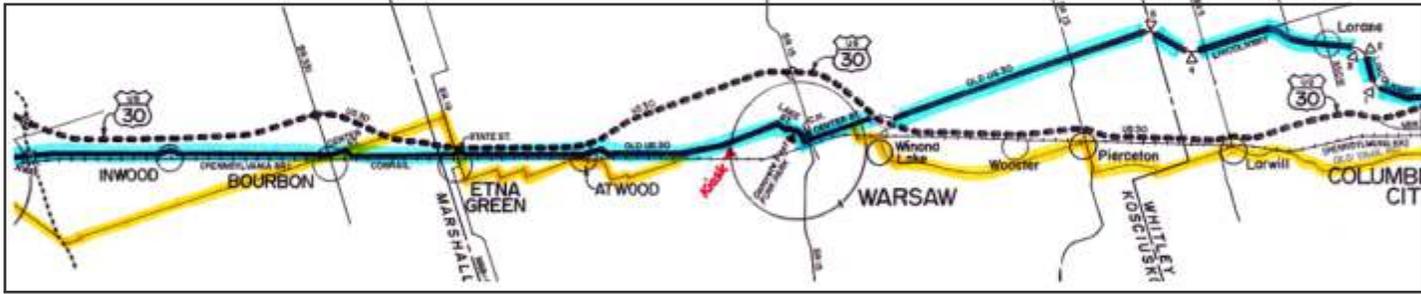
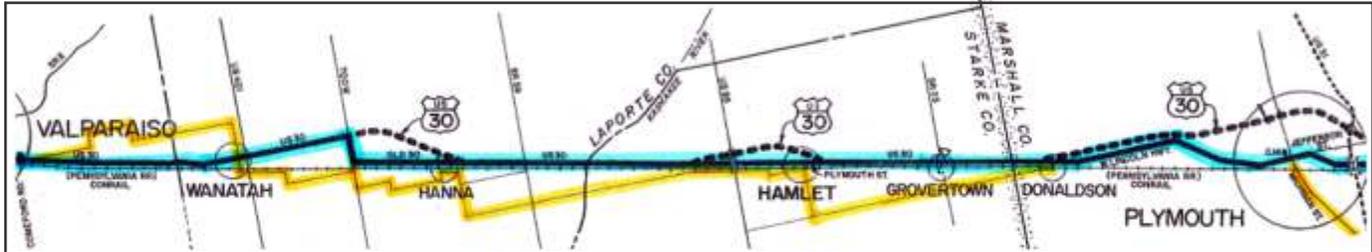
It is probably safe to assume that with the completion of the original U.S. Route 30 alignment between Valparaiso and Fort Wayne, the Yellowstone Trail was immediately relocated to match the federal route. This match is verified by a map which accompanied the 1927 Automobile Blue Book. The Lincoln Highway would make it a triumvirate of routes after its relocation in 1928. As a result, this is the only region in the United States where the two groundbreaking automobile trails shared a common corridor. However, this paired routing would have lasted only for a very brief time in the final two years of the 1920s. Sadly, by the end of that decade, the recognition and romance of the named auto trails would be incrementally lost with the posting of each new federal shield sign.

Today in this corridor, the Lincoln Highway name seems to have lingered more longly in the minds of its residents. For example, the Lincolnway name continues to survive as a major street name in the cities of Valparaiso and Plymouth. West of Plymouth, the pertinent county road is currently marked as West Lincoln Highway. Moreover, the red, white and blue logo signs of the Lincoln Highway have been posted across the state by contemporary roadfans as their way of marking the final version of the historic route. Finally, at about the same time the new signs were being placed, an impressive kiosk—with colorfully comprehensive interpretive signs featuring the Lincoln Highway—was erected in a roadside park west of Warsaw.

Reminders of the former path of the Yellowstone Trail in Indiana are far more challenging to find. Once upon a time, there was an old dirt road near Hamlet (in Starke County) which was marked as Yellowstone Trail by a white-on-green road name sign. I did not find any trace of this sign during a tour in 2010, although I was very happy to discover some splendid black-on-yellow signs for the Yellowstone Trail at several locations in nearby Wanatah. It is also believed that Old Trail Road in Whitley County could be a reminder that this important county highway was the early route of the Yellowstone Trail. Somewhere west of Fort Wayne, on what is now Washington Center Road, there was actually a landmark site known as the Yellowstone Inn. Ironically, in 1928, the Lincoln Highway Association placed a concrete post near that site to mark the final location of that coast-to-coast highway. Another location with ties to both named routes is at Valparaiso, where Yellowstone Road comes in from the Chicago suburbs to meet Lincolnway at the west side of town.

One may pause to wonder why the Lincoln name has tended to dominate the Yellowstone name in this corridor of the Hoosier State. Perhaps it can be most simply attributed to the historic regional relationship between U.S. Route 30 and the Lincoln Highway. Rightly or wrongly, the two highways have generally been considered as one and the same from Wyoming to Pennsylvania—nearly the length of seven states. The boosters of the extended Yellowstone Trail did arrive in Indiana several years after the Lincoln Highway Association had selected their northern route, but they certainly had the right idea by initiating a southern connection between Valparaiso and Fort Wayne—a connection that was almost immediately improved with new construction by the Indiana Department of Highways and the important designation of U.S. Route 30. As a result, it is the old staircase route which today is the ultimate "road less traveled," and thankfully, places like Wanatah have memorialized this original version of the Yellowstone Trail with just enough signs to help modern tourists capture that wonderful feeling of roadway rediscovery.

These maps of the Lincoln Highway and the Yellowstone Trail in Ohio have been edited for space for their use in the *Arrow*.



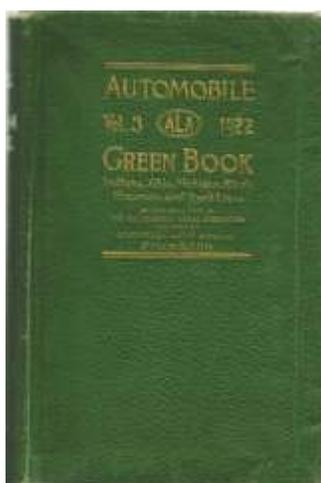
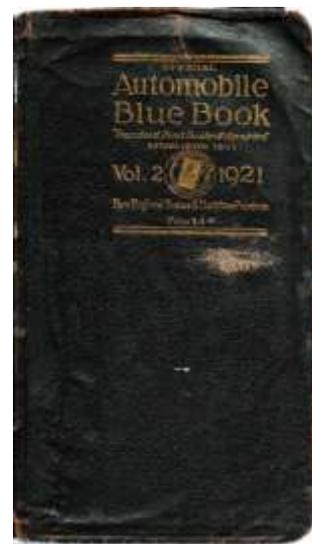
Blue Books and Green Books...early GPS?

This time, we are going to take a look at two road guide-books that were a handy accessory for anyone, but almost a necessity for travel of any distance in their day. There were few maps, atlases, or road signs until the mid-twenties. Both of these publications were issued yearly in individual volumes related to the region of the United States where you wished to travel. Both provided mile-by-mile directions for a specific numbered route that corresponded with a detailed map. They were priced between \$1.50 and \$3.00 when new and some had 700 or more pages...these were big, bible-sized books. They included many wonderful period advertisements, some in color, for hotels and resorts, tires, camping equipment, automobile manufacturers and dealers, repair and gasoline stops, cafes, etc. The routing directions and mileages given for a specific route by either publisher appear to be literally the same, and from my limited research, both companies bought information from a “**Pathfinder**” agency. Pathfinders were professional map-makers who traveled extensively and made detailed notes and maps that were later sold to publishing companies and groups like the AAA (American Automobile Association). Pathfinders did not put up any signs or otherwise mark routes themselves.

The Yellowstone Trail Association, however, had its own employees creating maps and directions and they were called “**Trailblazers**” rather than “Pathfinders”. The Trailblazers not only did mapping, but often also put up or painted signs with the YT logo, or painted rocks or stripes on poles with the YT signature yellow and black colors. These sometimes included the same arrow as the logo to indicate turns. (This is the source of the **Arrow** name for our newsletter.) The YTA issued their own Route Folders with maps and travel information for many years.

All route directions in these “Blue” and “Green” books started with a route number indicated on the master map that corresponded with the detailed route directions in the book. This required the driver to have an accurate (and possibly expensive accessory) odometer that they could zero out at the starting point that is specified for that route. For example: **Route 243 -Fond du Lac to Stevens Point, Wis. Mile 0.0 Main & 4th Sts, Court House on left. Go north with Trolley on Main St. Cross RR 1.1. 1.2 Scott St. Store on left, turn left with trolley. Cross RRs 1.6-1.7.** It continues to guide you to every turn, fork, railroad crossing (RR) to and through each town until you reached your destination. Sounds like a GPS, doesn't it? Except that you had to read with one hand and drive with the other (not easy to do in 1920), or have a navigator. I suspect that some very lively domestic disagreements began with the use of these guides...but maybe some were avoided also.

The Automobile Blue Book was first published in 1901 and was continued until sometime in the 1930s. It is named the “Blue Book” even though all copies I have seen have black covers. Many, especially the earlier volumes, are available on eBay for the east coast states, as that is where more automobiles and roads were located. Later years cover more mid-western and western states. I have five different volumes, from 1915, 1917, 1920, 1921, and 1925 that were purchased in the \$10 to \$40 range. Be aware when buying these that volume numbers do not cover the same geographical area from year to year. Volume 4 includes Wisconsin and Illinois in 1915, Volume 11 covers those states in 1920, and Volume 3 does in 1922. Some years had as few as five volumes. One copy on my bookshelf had 13 in the series for that year. I know, it's confusing, so do your homework. Do not confuse this publication with other so-called “blue books” from more recent years...they are usually used car price guides or legal reference books and such.



Scarborough also published Green Books for other organizations. Shown here is one of many done for “ALA.”

The **Scarborough's Official Tour Book** has a green leather cover and is unofficially called a “green book”. This series appears to have been published in Indianapolis for only a very few years and the few copies available today tend to cover the eastern states with the Midwest version rather rare. It is very similar in design and layout to the Blue Book, but with a smaller, more basic fold-out reference map, though I prefer this book for the over 100 full page individual detailed maps and the included city maps. The advertisements, however, are fewer and not in color. The copy I own, for the “**Hoosier Automobile Association**” is from 1917 and it includes all routes in Indiana, Ohio, Michigan, Illinois, and Wisconsin. I have never seen any of the “green books” for any states further west, although they may have been made. Most of these will cost more today than the Blue Books, due to their rarity. I have only ever seen two of the Midwest ones listed and you can expect competitive bidding for one of these.

Both of these vintage publications are enjoyable and informative reading, and you can even use one to follow directions down your favorite old road. You will probably not find one in any library, as these books were considered “commercial” and beneath the lofty literary mission of librarians. So watch those yard sales or check on eBay occasionally. Beware when buying online – the fold out master map may be missing and a book without it is of much lesser value. If the seller does not show it or specifically reference it, contact the seller before bidding. They are a lot more entertaining than a modern GPS, and may even prevent that domestic disagreement. Happy Trails.

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

ON THE TRAIL WITH MARK

by Mark Mowbray, Executive Director, YT Association

This article is Part 5 of my trip following the YT west in 2011. I continued the journey during the summer of 2012 following both the north and south YT routes through Washington, and re-visiting some of the places I stopped at last year. Visit my 2012 trip blog at this site: www.yellowstonetrail.tumblr.com

I left you in the last *Arrow* at **Big Timber, Montana**. With another 90 degree day forecast on Day 22, I left Big Timber early. The YT follows Old US Highway 10 East from here and is an easy drive on good two-lane blacktop to Reed Point, where the old **Montana Hotel** is still operating. There, the YT heads North on Trees Road to Reed Point Road, and both are gravel. I continued into Columbus, explored a bit, and visited the very nice **Museum of the Beartooths**.

After a fantastic side trip through Beartooth Pass, I drove north towards **Laurel**, which is on the YT and a busy and growing town with a big refinery and lots of railroad activity.

Billings is the largest city in Montana, and it's almost grown out to Laurel, and not at all as I remember it from past visits. Holy Cow...it's a Boom Town! GPS took me to the **Western Heritage Center**, a beautiful museum right downtown where I had a pleasant visit with Kevin Kooistra-Manning, the Director. I then followed the YT out of town eastbound. Sadly, it's "mountains in my rear view mirror" from here.

I stopped at the **Huntley Project Museum** and learned that it was the site of the first US Government sponsored irrigation project and was a success in the Depression years and saved the homesteaders from the ravages of the '30s dust bowl. I made a quick drive-by of **Pompey's Pillar**, (picture, below – the pillar is the butte not the chimney-like structure) a landmark on the Lewis and Clark journey, where Wm. Clark carved his name and the date of his visit on July 25, 1806. His carving is still there.



I continued on "old 10" toward **Forsyth**, and stopped at the very cool "**Spring Rest Stop**" (picture below, right) that has supplied refreshing cold water to travelers since before the YT days. I could close my eyes and see my dad stopping here for a cool refreshing drink, and water for the Model A when he went through here in 1935. Then I visited the recently expanded **Rosebud County Pioneer Museum** with its extensive display of local memorabilia.



Off to **Clark Hardware** in Forsyth where I visited with long-time YT member, Cal MacConnel, who is the owner, only employee and a local history buff. He showed me his original 1914 YT Yearbook and a Jan. 5, 1915 letter that requested \$1.00 (big bucks!) to support the efforts of the "Twin Cities-Aberdeen-Yellowstone Park Trail".



Forsyth is a laid-back, small town, with the old buildings adding character. I reluctantly left Forsyth (I like that town!) and had an easy drive to **Miles City**, and moved on to **Terry** (home to Yellowstone Beans!).

First stop was at the **Prairie County Museum** (picture left), located in a wonderfully maintained former bank. The woodwork, marble, and the vault are all just as they were in the bank's heyday with many impressive displays of local history. There I met Jan, Carol, and Ruth...home town girls who were knowledgeable about the YT and a lot of fun to visit with. Be sure to also visit the Museum's annex next door, the **Cameron Gallery**, where wonderful

photos of pioneer ranch life, taken by Evelyn Cameron in the early 1900s, are well displayed.

On Day 26 and proceeded on the YT from **Fallon** through **Mildred** and **Ismay** and eventually to **Baker**. The original YT route through here ranges from nice, level gravel to rutted dirt, and I saw not one other vehicle moving. I thought about Jim Marx riding these roads on his bicycle (see past *Arrows* for his tales). It must have been a quiet and thoughtful ride. I contemplated the vast nothing that faced new homesteaders. It is apparent that this is not a hospitable place to raise crops and very little sign of those homesteaders remains.



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Mildred was once a busy little town on the Milwaukee Road Railway, but there is no one living there now, just the buildings slowly sinking into the ground. (Picture right.)

Ismay is small, with a dwindling population, but it has a story to tell. As a publicity stunt coordinated by the Kansas City Chiefs in 1993, the town unofficially took the name of Joe, Montana. The Post Office is still officially Ismay, but the Fire Department/Community building is called the "Joe Montana Center". There is a YT sign in front of it.

I eventually wound my way through **Plevna** (pop. 162) and into the back side of **Baker**, a lively town compared to Mildred and Joe. Then on Highway 12, across the North Dakota line, through **Marmarth**, and on to the 23 mile YT route through the National Grasslands on a nice gravel road. It was up there I saw a very neat and very old sign, and nearby, the contrast of old and new windmills is quite thought provoking. (Pictures below.)



Bowman, ND was next, and it was FULL! This is their Annual Reunion Weekend and there was nowhere to camp so I jumped ahead to Hettinger.

Hettinger won me over immediately...this is a clean and friendly farming community in Western North Dakota. I saw a poster that informed me that today was the anniversary of **the Dakota Buttes Museum** (Picture right.) and this afternoon they were having **CUPCAKEDAY!**

I put on my Yellowstone Trail logo shirt, and went to the museum. Man, what a good time! Cupcakes and the Hettinger Cowboy Band, a community tradition for 80 or more years, in a fine and spacious



museum, with a surprisingly big crowd. I met Betty and Bonnie and a few other folks and was made to feel right at home. The YT is well known in these parts. Soon Bonnie was introducing me to the crowd as a Yellowstone Trail "visiting dignitary" and urged me to come up and say a few words. I had to perform to get my cupcake. I did.

Oh, I chose a Devil's Food cupcake and it was "heavenly." (Picture left.)

Just seven miles East of Hettinger is **Haynes**, a small town located off of the current US 12 routing with a YT marker in town. Five miles further, on US 12 there is a wayside noting the **Last Great Buffalo Hunt**.
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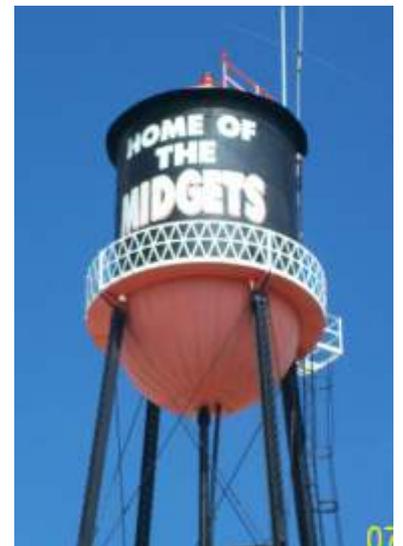
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Then through tiny **Scranton, Gascoyne, Reeder, and Bucyrus**, following the YT route. The Trail mostly follows Highway 12 but it had some interesting "stairsteps" along the way in the early days. As this is quite flat, prairie land, the early roads followed section lines, the grid laid out by early surveyors - exactly mile by mile, acre by acre. So, you may find the YT going west, then a sharp 90 degree right (north) for one or two miles (always exact miles) then a sharp 90 degree left (west again) and so on. Interesting, and a fun drive.



I covered a fair piece of South Dakota on Day 28. **Happy 4th of July!** At **Lemmon** stood The Grand River **Museum**, home to an amazing collection of dinosaur bones found on the Schmidt Ranch. Phyllis Schmidt, along with her family and a few volunteers, has built an impressive display that also includes many local artifacts of cowboys, Indians, and homesteaders. Phyllis is an avid supporter of the Yellowstone Trail. Also in Lemmon is the Petrified Wood Park, (Photo left.) which astounded me with its volume and creative use of the many shapes and forms of petrified wood found locally.

Then it's an easy drive through **Thunder Hawk, Morristown, Watauga, and McIntosh** on the Standing Rock Indian Reservation. There were variations to the YT route through here. From Walker and over through McLaughlin (home of the Midgets) and on to Mobridge, the paths of the YT varied a lot over the years. The maps on our website will show you the more common ones, so I had a pleasant ride near and across the Missouri River's Lake Oahe (O-Wa-Hee) into **Mobridge**. (Picture left.)



I started Day 29 by having coffee and conversation with Helmuth and Lucylle Eisenbeisz of Mobridge, a fun couple in their eighties who have lived here all their lives and who are YT supporters. Helmuth showed me a photo of the Model T Ford he had for 42 years and said he "never missed a parade". I then visited the Klein Museum, a well laid out and friendly place with a wonderful display of local life. There are also a number of Lewis & Clark sites in the area, as they paddled through here both ways on their "Voyage of Discovery". I also visited the sadly neglected Sitting Bull and Sacagawea Monuments across the river. The irony is that those run down monuments are just down the road from the large and fancy Grand River Casino and Resort, operated by the Standing Rock Sioux and thriving today with many senior citizens and tourists pumping in their money. I guess there is no extra money to maintain the monuments, though.

As for the Yellowstone Trail in this area, it's alive and well. The local Chamber of Commerce, Historical Society, and local businesses support YT activities.

I have to say that driving across eastern Montana and the western Dakotas is a relaxed and pleasant drive. Plan a trip for yourself soon, you will enjoy it.

I will conclude this trip in the next *Arrow* as I visit the birthplace of the Yellowstone Trail and explore the YT in eastern South Dakota and Minnesota.

Happy Trails, Mark Mowbray, Executive Director, YTA

mmowbray@yellowstonetrail.org / 608-436-3978

HOW THINGS HAPPEN – THE YT GETS RECOGNITION

People often ask us how they can get a Yellowstone Trail event to happen. They ask: How can an ordinary person get a parade to “happen?” How can a Trail Day event “happen?” How can I get signs put up when the Department of Transportation refuses?

We reprint here most of the letter from a county board member Harold Johnson which relates the tale of how one person caused a county resolution to be adopted and YT signs to appear. We have other stories of single individuals causing things to happen, (ask Paul Shea of Livingston, Montana, or Lance Sorenson of Hector, Minnesota, or Phyllis Herrick of Ipswich, South Dakota, for instance) but this letter says it all.

Hopefully I can give some light as to how the Dodge County Highway Resolution concerning the recognition of the 100th anniversary of the Yellowstone Trail materialized.

Mr. Greg Farnham [a new member of the YTA] asked to be on our agenda to give a presentation to the highway committee in early July. After hearing his presentation and in the discussion that followed it was decided to sponsor a resolution of recognition to the County Board for adaption. Being that Mr.Farnham possessed in depth factual information I suggested that he author a rough draft of a resolution that we could review.

At another meeting and with further discussion concerning the resolution it was decided that Mr. Farnham make a presentation to the entire County Board as a special order of business. Mr. Farnham then recruited the assistance of Evangeline Koll of the Theresa Historical Society. Mrs. Koll made a splendid presentation which included an original Yellowstone Trail highway sign/marker.

Another special order of business at the same meeting was a presentation of the newly restructured Discover Dodge group which is a promotional group within the County. Within a piece of promotional literature they featured a short story which included a Yellowstone Trail highway sign. As a follow up our Highway Department will be placing four additional Yellowstone Markers along S.T.H. 175 at each end of the County.

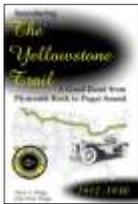
Mr. Farnham's explanation as to how he became aware of and developed an interest in The Yellowstone Trail is fascinating story best told by him.

It takes knowledge of the Trail in your area and a presentation about the historic and present importance of the Trail. It has been our experience that, once you begin the tale, your audience is interested and agreeable.

And here is the informative resolution:

RESOLUTION NO. 12-27 TO THE HONORABLE BOARD OF SUPERVISORS OF DODGE COUNTY, WISCONSIN,
WHEREAS, the Yellowstone Trail, a useful automobile route across America, was established in South Dakota in 1912 and is one of America's oldest organized highways; and,
WHEREAS, the Yellowstone Trail eventually crossed the northern part of the United States as "Good Road from Plymouth Rock to Puget Sound"; and.,
WHEREAS, the distinctive markings of the Yellowstone Trail were a daub of yellow paint on objects along the roadside and a sign with a black arrow on a yellow field; and,
WHEREAS, in 1915 the Yellowstone Trail was extended through 18 counties in Wisconsin. including Dodge County where the Trail passed through the Villages of Lomira and Theresa; and,
WHEREAS, in 1916 the Wisconsin Highway Department worked with county boards to layout county trunk systems and prospective state highways; and,
WHEREAS, in 1917 Wisconsin became the first state to enact a law that established a state trunk highway system including provisions requiring uniform guide and warning signage and identification of highways by number, and the State Highway Commission prepared the first state trunk highway map; and,
WHEREAS. during one week in May 1918 working crews in each Wisconsin county marked and numbered the state trunk highway system, with the exception of the Yellowstone Trail which was allowed to retain the yellow markers due to its preeminence as an important tourist route; and,
WHEREAS, in 1929 the Yellowstone Trail became the first concrete road across Wisconsin; and,
WHEREAS, the year 2012 is the 100th anniversary of the Yellowstone Trail and the Yellowstone Trail Association encourages all communities along the Trail to celebrate the anniversary of the Trail; and,
WHEREAS, the Dodge County Highway Committee encourages the Dodge County Board of Supervisors to commemorate the historical significance of the Yellowstone Trail and to use the occasion of the 100th anniversary of the Trail to showcase the critical importance of public highways for the well-being of our communities;
SO, NOW, THEREFORE, BE IT RESOLVED, that the Dodge County Board of Supervisors hereby extends congratulations to the Yellowstone Trail Association on the 100th anniversary of the founding of the Yellowstone Trail and requests county departments to take appropriate steps to commemorate the centennial of the Trail, thereby helping to promote public recognition and understanding of the critical importance of public highways for the well-being of all communities and citizens of Dodge County;
All of which is respectfully submitted this 17th day of July, 2012.

ORDER YT BOOKS & ITEMS FROM YT PUBLISHERS



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"
Continued



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.



On the Yellowstone Trail

\$ 29.95 each. **Shipping:** \$3.00 per order of any number of these books. Reproduction of 1914 YT Assoc. publication. Minneapolis to Bozeman. 102 pp. Many 1914 ads. 11" x 8.5"

Visit www.yellowstonetrail.org/yellowstone_trail_publishers.htm
Or write to Yellowstone Trail Publishers,
Box 65, Altoona, WI 54720-065



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Use this form and mail with a check OR Apply at www.yellowstonetrail.org and use either the online form with PayPal or the mail-in form with a check.

APPLICATION FOR MEMBERSHIP

Name: _____

Address: _____

City: _____ State: ___ Zip: _____

An e-mail address is required because the *Arrow* newsletter is sent via email. If you need yours printed we'll make special arrangements.

e-mail address : _____

Phone: _____ (Required if you do not use email.)

If this membership is for a business or organization:

Organization: _____

Your Position: _____

Cut off and mail this form with your payment. OR apply online at www.yellowstonetrail.org

Send to: Treasurer
Yellowstone Trail Association
340 Division Street North
Stevens Point, WI 54481

Membership category and annual dues:

- Check one:
- ___ Regular (Individual or small business) ----- \$15
 - ___ Not for profit (museum, car club, historical) ----- \$25
 - ___ Tourism Promotion Agency ----- \$50
(C of C, CVB, Econ Development, similar)
 - ___ Corporate (Contact the Exec. Director for sponsorship details. mmowbray@yellowstonetrail.org) \$100

Enter Amounts:	Dues for 1 year (June -May) -	\$
	Gifts are tax deductible.	\$
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	Same rate. Optional Additional contribution -	\$
	We are a nonprofit 501c3 corporation.	\$
	Total =	\$

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YELLOWSTONE TRAIL CENTENNIAL CELEBRATION AND SOCIABILITY RUN

June 2, Chippewa Falls, WI

This was the first day of my 36 day western road trip on the Yellowstone Trail this summer. I thought it might be a fitting place to begin, and it certainly was! I left my home in southern Wisconsin on Friday afternoon to get a head start and be at the event early Saturday Morning.



I spent the night in my home-made bed, in the back of my SUV, in the Wal-Mart parking lot just outside of Chippewa Falls. Their parking lots have been motorhome and self-contained camper “overnight parking friendly” for many years, but this was my first time. It was kind of noisy and very brightly lit but I did manage to sleep through most of it.

After coffee and gas fill, I explored the interesting Yellowstone Trail route through town in both directions. Then I explored Irvine Park, checked out the zoo, and hung out where the old cars started arriving around 10 am from all over Northwestern Wisconsin...and there were even a few from Minnesota.

And what old cars they were...35 or more from 1909 through 1930, the heyday of the YT, and many more from later years. The oldest cars had a designated parking area on the grass in the park area that had been a campground for early Yellowstone Trail travelers. The cars were magnificent, each and every one!

John and Alice Ridge, of Yellowstone Trail Publishers, had their great books, tee-shirts, maps, and other items available for purchase and were kept quite busy throughout the day.

The Chippewa County Historical Society did a bang up job of organizing and promoting this event, and with the sponsorship of many local businesses, had a very nice luncheon in the historic Park Pavilion. Local Sokup’s brats and Leinenkugel’s beer are at the top of my favorites list.

I really enjoyed the lunch, the entertainment, and the chance to meet so many nice folks and see their cars. My compliments to all involved in this wonderful event. ▣

Mark Mowbray, Executive Director, Yellowstone Trail Association.



Yellowstone Trail Association

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MYSTERY PHOTO CONTEST

Remember the Mystery Photo from the last issue? It is shown to the right.

And the winner is . . . We had a surprising number of guesses, but only one definitive answer with historical proof. The guesses ranged from a phone call suggesting that it was in Stanley, Wisconsin. Another went to Ancestry.com to trace the Charles Haegele name that appears on the building. Another knew that Curlew was the name of a bird which lived near ponds near the Trail in Plymouth, MA. Another was misled by the first letter of the gasoline brand, Richfield, which looks like a “P.” Impressive, all.

But the winner is . . . Dave Habura of Washington State. We know Dave; he has written several well-researched articles with great photos for the *Arrow* in the past. In his response he wrote, “The Richfield service station is probably in the Hangman Valley just south of Spokane and quite certainly in the Spokane area. Charles Haegele and his wife lived there and he is the only Haegele in Washington, Idaho, or Montana census records of the period. Curlew Ice Cream was a product of the Curlew Creamery in Spokane, a fact confirmed by period newspapers. I doubt that there was a lot of shipment of ice cream long distance in 1928.”

Although Dave has politely demurred to accept the “grand prize,” a YT refrigerator magnet is on its way to him. By the by, if you want to buy a tasteful 2½” YT magnet, call or write Paul Shea at Yellowstone Gateway Museum, Livingston, Montana and help support a great museum on the Trail. (406) 222-4184 or museum@imt.net.

Congratulations, Dave, on your sleuthing skills! And your support of the Yellowstone Trail. But wait! There’s more!! Dave went further and later located the exact spot: the northwest corner of W 13th Ave. and Inland Empire Way. The YTA Executive Director, Mark Mowbray, took those directions with him on his recent trip west along the YT and voila! He found the building and provided this picture. You can see that the original garage doors have been sculpted into windows. Mark writes, “The location is spot on. It is now Black’s Painting Company.”

But Wait! There is more! If you are computer minded, open Google Maps and search for “W 13th Ave & S Chestnut Spokane, WA” Swing the little man around and there is the garage!

Ready for Another Photo?

The building that is the Mystery Photo this issue is one we (John and Alice Ridge) know about, but we thought readers might enjoy another go at guessing the obscure. It was the Waldorf Hotel, obviously not the one in New York City. You can see it in its decrepit condition from the YT. **Let us know what you think at YTA@yellowstonetrail.org** or Yellowstone Trail Association, P.O.Box 65, Altoona, WI 54720-0065.

Here it is:



Clue: The hotel, while not quite on the YT can be seen easily when traveling the YT. The left (modern, about 2006) picture shows the restored porch – but the roof needs a new shingle? Undated postcard photo on the right. Can anyone report its current status?



Mystery photo from Issue 22



The building in 2012

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