



Official Publication of The Yellowstone Trail Association
"A Good Road from Plymouth Rock to Puget Sound"



IN SEARCH OF ALICE'S DRIVE:

PART ONE—FROM NEW YORK TO OHIO, BEFORE THE YELLOWSTONE TRAIL

By Michael Buettner, Ohio and Indiana YT Correspondent



In the summer of 1909, Alice Ramsey became “the first woman to cross the continent at the wheel of a motor car,” driving her Maxwell automobile a distance of 3800 miles over a period of 41 days. However, it was not until 1961 that Alice authored a modest book that colorfully described the cross-country adventure that she had made along with three female companions. That book, *Veil, Duster, and Tire Iron* was reproduced in 2005 as part of an expanded work by my friend and mentor, the late Gregory M. Franzwa, who diligently annotated Alice’s original text while valiantly attempting to trace her difficult path

across the continent. The expanded work is entitled *Alice’s Drive*, with Gregory’s best reckoning of her route placed under the subtitle of “Chasing Alice.” The end product is a must-see for any fan of automobile travel, and Alice’s remarkable feat cannot be truly appreciated until her daily accounts are read.

From *The Automobile Blue Book* of 1920

Route 516—Cleveland to Toledo—124.9 m.

Reverse Route 458.

Via Rocky River, Lorain, Sandusky, Bellevue, Fremont and Stony Ridge. Macadam, brick and concrete roads the entire distance, with a rough stretch east of Stony Ridge. (See Note [a] on Route 510 for option into Toledo.)

This route runs along the shore of Lake Erie to Sandusky, then thru a rolling farming country.

This is a section of the Yellowstone trail.

Route 510 offers a slightly shorter option with equally good road conditions.

| MILEAGE | Distance | Total Between Mileage Points | |
|---------|----------|------------------------------|---|
| 0.0 | 0.0 | | CLEVELAND, at public square. Go west with trolley on Superior St. Bear left across long bridge over Cuyahoga river 0.3. |
| 0.9 | 0.9 | | 5-corners; turn square right and at irregular 4-corners just beyond turn left onto boulevard. Thru 5-corners 1.5. |
| 1.9 | 1.0 | | 5-corners; bear right. Under RR bridge 2.0, coming along shore of Lake Erie, and entering Edgewater park. |

Gregory’s interest in “Alice’s Drive” was largely due to the fact that the western two-thirds of her historic journey followed the future route of the Lincoln Highway, a subject that he covered very well in guide books for seven western states.

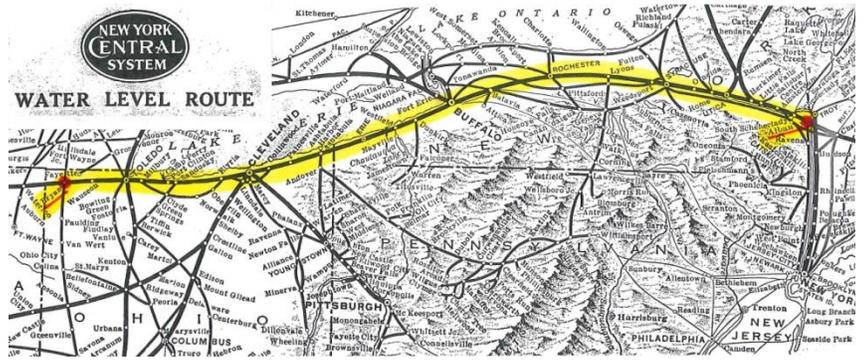
However, that was not the only future cross-country auto trail that this “magnificent adventure” would follow. From Albany, New York to Bryan, Ohio, much of the route which Alice Ramsey would choose to follow would later be traced by the Yellowstone Trail, with Buffalo, Erie, Cleveland, and Toledo all being major waypoints.

It was no coincidence that those four cities were also on the main line of the New York Central Railroad System. This particular line—with four tracks in some places—was known as the “**Water Level Route**” because of its slight grades through the valley of the Mohawk River and along the shores of Lake Erie. In the eastern part of the country, it can be readily observed that the best roads at the time of “Alice’s Drive” would have traced roadways which connected the same strings of cities that were situated on the busiest railroad properties, such as the New York Central and Pennsylvania Railroads. Admittedly, when Alice was following the ribbons of rail through the eastern states, this was not such a big deal, but it would prove to be a very wise option upon reaching the western states, especially when replacement parts for the Maxwell could be shipped to locations that were common to both the iron roads and the auto roads.

Alice Ramsey’s historic cross-country drive began on a rainy day in Manhattan on Wednesday June 9, 1909. She was a twenty-two year old wife and mother when she began her journey into the annals of transportation history.

(Continued)

The three other women would basically be along for the “fun of it,” never having the steering wheel in their hands, but instead offering the invaluable gifts of encouragement and companionship, and together enjoying the great spirit of adventure that was upon them. Nettie and Margaret were the sisters of Alice’s husband John, and both were more than twenty years older than Alice, as was her husband (John married Alice in 1906, eight years after the death of his first wife). The fourth female of the quartet was a sixteen year old friend named Hermine, who was about to experience the trip of a lifetime while still a teenager. The journey would prove that a woman was capable of driving an automobile from coast to coast without the help of a man, and as Gregory Franzwa would write, “despite occasional hindrance from men.”



Now, it should be pointed out that despite her youth, Alice Ramsey had already established herself as both a skilled driver and an able mechanic. She was actually chosen by executives from the Maxwell-Briscoe Company to make the history-making cross-country run after they had watched her take part in driving competitions on Long Island. Alice had the full support of her husband, an attorney who ironically had no mechanical skills and did no driving of his own. John seemed to be very much content with the idea of regularly purchasing automobiles for his young wife, reportedly taking one ride in each newly delivered vehicle.

All along the way, Maxwell dealers were encouraged to guide Alice along the route across America, and that they did. According to Gregory Franzwa, “some pulled her out when she got stuck,” and “she pulled some of them out when they got stuck.” Publicity men for the auto company also accompanied the tour on a regular basis.

In his efforts to determine the most likely route of “Alice’s Drive,” Gregory generally relied on the mileage logs and maps published in the *Automobile Blue Book* of 1908, building upon the list of cities and towns that Alice would record in her 1961 book. Thus, it is known that the first overnight stop for the foursome would be at the Nelson House in Poughkeepsie, New York. The second night was spent at the Hotel Warner in Amsterdam, New York, and their third night was at the Osborne House in Auburn, New York. Finally, after four full days on the road—which included the hardship of too much rain, and thus the requisite use of tire chains—the ladies would happily arrive at the Iroquois Hotel in Buffalo. Thus, like so many long-distance travelers before her, Alice had driven *north* from New York City before turning west, navigating the gently sloping valley of the Mohawk River and avoiding the perilous peaks of Pennsylvania’s Allegheny Mountains.

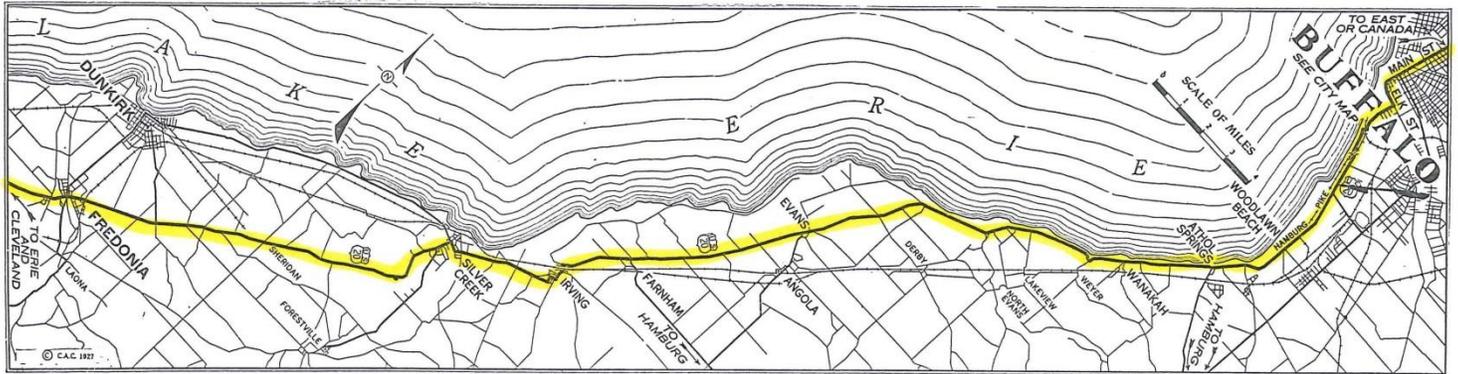
So it was that at some time in the middle of the day on Thursday June 10, 1909, Alice Ramsey and her three passengers would have mounted the future route of the Yellowstone Trail at Albany, New York. On contemporary maps, the *rural* parts of “Alice’s Drive” across New York can be retraced by simply following the signs for State Route 5 for the 300-plus miles from Albany to Buffalo, passing through Schenectady, Utica and Syracuse, but not Rochester.

Alice specifically mentions in her book that Rochester “was not on the direct route,” so she chose to not pass that way, despite the fact that friends had awaited her there. It should be mentioned that early maps of the Yellowstone Trail Association do show their route passing through Rochester, but because it is slightly off line to the north, it was bypassed when the Trail route was moved to the more direct corridor of State Route 5, apparently in the early 1920s. There are also several places where today’s state route is now overlapped by the federal route of U.S. 20, which sometimes tends to stray to the south of State Route 5, probably to avoid the congestion of urban traffic in such cities as Schenectady, Utica, and Syracuse, where even the state highway has now found new alignments.

Upon reaching Buffalo on a Saturday evening, Alice and her three passengers took a two-day break from their travels. Her writings recall their short journey north to see the “magnificent” Niagara Falls on Sunday, plus “one extra play day” on Monday. On Tuesday June 15, 1909, the “expedition” would resume, with Cleveland as the next overnight destination.

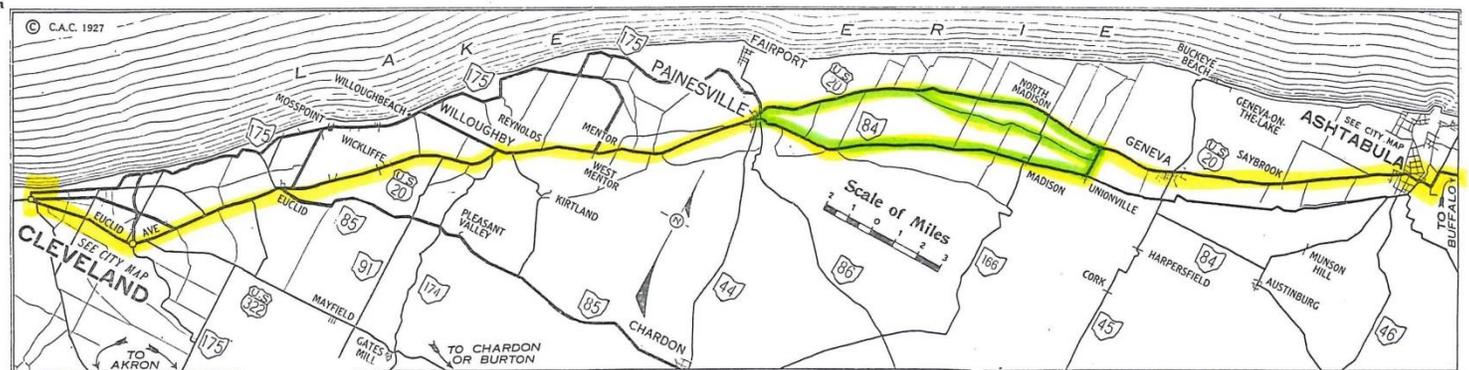
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From Buffalo to the Pennsylvania State Line, most of Alice's route can be traced by following the *original* alignments of U.S. Route 20. John Ridge has already done an excellent job researching the locations of the Yellowstone Trail, and those results can best be studied at www.yellowstonetrail.org. However, for those who are immediately curious, it will be sufficient here to say that Alice's route would have followed much of today's State Route 5 from Buffalo to Angola, and much of today's U.S. Route 20 from Silver Creek to the state line. Several local roads, such as Old Main Road near Silver Creek, and Old Lake Shore Road near Irving, are remnants of both the original federal route, and the future route of the Yellowstone Trail.



Through Pennsylvania, the route of "Alice's Drive" again became the original alignment of U.S. 20. And again, Alice's route would have been the future path of the Yellowstone Trail. In Erie, there is a new federal alignment several blocks of East Street that provides for a modern highway interchange, so that is one place where the route has been altered by a change. Otherwise, at least four old remnants survive west of Erie, including Swanville Road, Old Ridge Road (one segment near Fairview; another segment near Girard), and Main Street at the town of East Springfield.

The pattern of following the original alignment of U.S. 20 continues after crossing the state line into Ohio's Ashtabula County. At Conneaut, streets marked as Old Main Street and Main Street were both parts of "Alice's Drive" and the future route of the Yellowstone Trail. At Ashtabula, Alice would have crossed the Ashtabula River at the Spring Street Bridge (now 46th Street) at a location which predated the federal route. Just west of Geneva, there is an interesting snippet of old brick road where the federal route was realigned to pass under the tracks of the old Nickel Plate Railroad.



In Ohio's Lake County, there are three ridge roads, all of which at one time or another have been described in various guide books as the preferred route from Erie to Cleveland. Similarly, the Yellowstone Trail was likely moved from one ridge road to another, probably as various phases of improvements were made for the eventual route of U.S. 20. Unfortunately, the *Blue Book* of 1908 has maps showing the preferred route in one place, and mileage logs that show it in another, so it is difficult to determine which of the ridge roads Alice and her companions may have followed here.

Today, the North Ridge Road is marked as U.S. Route 20 and the South Ridge Road is designated as State Route 84. There is also a county road between them that is appropriately named Middle Ridge Road. Whichever parts of these three roads were traveled, Alice would have eventually entered Painesville, reaching a central park square which is fronted by the county court house. (Continued)

Beyond Painesville, “Alice’s Drive” would have followed Mentor Avenue toward its namesake city. From Mentor, she would continue westerly without a zig or a zag until reaching her next waypoint at Willoughby, where her arrival had been awaited by a number of greeters and reporters. At Willoughby, the entourage would turn onto Euclid Avenue, and they would follow that historic gateway all the way to downtown Cleveland, where the ladies would enjoy overnight accommodations at the Hollenden Hotel. As it so happens, the Hollenden was the home of the Cleveland Automobile Club, and is the most likely location for the travel bureau that the Yellowstone Trail Association would set up at some time after 1919. Indeed, the trail would have followed both Mentor Avenue and Euclid Avenue, just as Alice had done in 1909. **Watch for Part Two of this article in the next Arrow. Ψ**



FIRST YT NEWSLETTER

By Alice Ridge, Arrow Editor Emerita



This just discovered - the first Yellowstone Trail newsletter of the original organization was issued March 9, 1914. That makes your newsletter 100 years old! The original newsletter was intended as a weekly communique designed to keep members apprised of the progress of their national project of trail-building.

That first newsletter said that the organization “had no capital stock in cash . . . but it had capital stock in interest and organization along the entire length, and this makes it possible.” Other articles featured a report from Rev. George Keniston, YTA Traveling Representative; an announcement that Trail Day was to be May 22; a report from Corson County, South Dakota, on raising funds for a road on

non-taxable Indian land; YTA President Parmley was out marking the Trail with yellow paint.

The newspaper that printed the newsletter did not include the newsletter’s masthead, so we do not know if it was called the Arrow from the beginning. A later newsletter was so named. This first-ever newsletter was discovered in the Aberdeen (SD) Daily News of that date by Association friend and researcher, Kathy Cooper. Happy anniversary to us all!

VINTAGE CAMPING ON THE TRAIL, 2014

By Dal Smilie, Montana YT Correspondent

The Yellowstone Trail was created to help mark and improve roads, especially those going by the boosters businesses or towns. That was all part of the Good Roads movement of the time.

Not far off the Southern Washington leg of the Trail a fellow was born who would make travelling those roads much easier for families. Wally Byam was born in Baker City, Oregon not too far South of Walla Walla through which the Trail passed at that time. Wally worked as a shepherd for a while as a kid and he lived in the shepherders’ early version of a travel trailer. He learned to love the outdoors, hiking and camping. By 1929 he built a tent camper, probably utilizing a Ford Model T. As he evolved these rudimentary campers he found there was a market.



By 1931 he was publishing plans in magazines like Popular Mechanics. Not the Aluminum Airstreams we all remember but simpler Masonite sided rigs that you could build yourself and tow with the cars of the day on the roads of the day. Hawley Bowlus was an aircraft engineer who worked with Lindberg on his cross Atlantic flyer, The Spirit of St Louis. Bowlus built a futuristic looking aluminum trailer that was built like an aircraft fuselage.

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Wally may have worked with him, but when Hawley went bankrupt Wally bought much of his material and tools at the bankruptcy sale. And the next year Wally was building his Buck Rogers looking 1936 Clipper, with an aluminum fuselage and modern design.

But the Depression took a heavy second dive in 1938 and soon aluminum was being used to supply the Brits with planes, so the pre-war Airstream Company ceased production. And of course, during the war civilian production of most anything was halted. During the war Wally worked for Lockheed building planes. Somewhere along the line Byam worked with Curtis Wright. Not the Curtiss Wright aircraft company, but a fellow named Curtis Wright.

After the war they got together and Wally designed the post war Model 2 and Model 5 Curtis Wright Clipper. Then they fell out over money and Wally restarted Airstream in late 1947 and evolved the design a bit more. Late in 1949 Curtis Wright sold the remainder of his business to SilverStreak who continued to make the (now Silverstreak) Clipper through 1953 and with some changes through 1954. Wally had built the Curtis Wright in the Los Angeles area and built his post war Airstreams in Culver City, California at first. Business was so good that he opened a second factory not that many miles south of the Trail in Jackson Center, Ohio. That is where modern Airstreams are still made.



While touring the Trail is fun in your new Airstream, it is more fun with a vintage Airstream (or Curtis, or any vintage travel trailer). There are lots of rallies out there for vintage travel trailers and we are members of the Vintage Airstream Club and the Tin Can Tourists (founded in 1919). In the Photos, we all are camping in the Wenatchee River Park at Cashmere, Washington, on the Yellowstone Trail.



Pictured right are Barry and Donna Obermeyer with their wonderful 1957 Pontiac Safari and 1960 24' Airstream Tradewind; Roger and Bonnie Miller with their 1933 Plymouth Coupe are shown above left, and the 1960 17' Caravel and Lee and Mel Power (and new camper Declan) by their wonderful 17' 1965 Airstream Caravelis are shown on the previous page. My rig is shown below.



Our 1949 Curtis Wright Clipper is pulled with our 1948 Studebaker M5 pickup. Studebakers were made just north of the Trail in South Bend, Indiana and ours was first sold in February of 1948 right on the Trail in Miles City, MT.

We have travelled the Trail a good deal this summer: attending a car show at Wenatchee, Washington; Studebaker events at Post Falls;

Idaho and St Regis, Montana; and vintage trailer rallies in Livingston, Montana and Roslyn, Washington (where Northern Exposure was filmed).



Also pictured is an interior shot of our 22' Curtis. The interior is restored, but uses all the old hardware and type of stain on wood that it came with when new, with real linoleum floors. It's ready to camp; a very comfortable way to scope out the trail. Ψ

VISITING WATERVILLE, WASHINGTON...ON THE RED TRAIL?

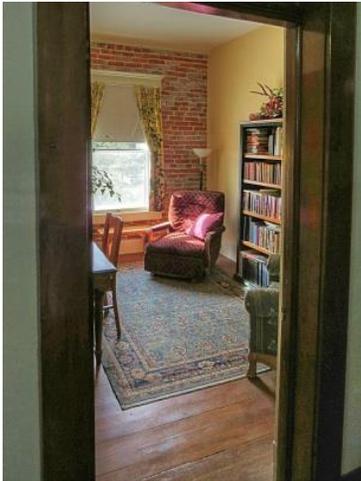
By Dave Habura, Northwest YT Correspondent



One of the landmarks along the Yellowstone Trail is the historic Waterville Hotel, in Waterville, Washington. Sheila, my wife, and I stayed there the weekend before Labor Day and enjoyed the ambiance of a beautifully restored



hotel from the days of the Trail. The photo on left of the hotel from my 1915 Automobile Blue Book and my photo on right show an exterior appearance little changed in the past 100 years! And the owners have redone the interior to be evocative of the early 1900's, but with the modern touches like WIFI.



The hotel has all the charms of the period, including a library complete with a comfortable chair in the sunlight by the window, and a long hallway that looks like it came out of a 1920's romance novel. My original intent was to do a photo essay on the interior details of the old hotel, but I was distracted by a unique exterior discovery of interest to auto trail fans. On the south side of the hotel building, sheltered by the roof line and facing the road as you come into town, is a painted square of red surrounded by white. You can see it in the photos, from a distance and closer up. I have stayed at the Waterville Hotel several times over the years and paid little attention to the symbol, thinking perhaps that it identified a fire hydrant location.

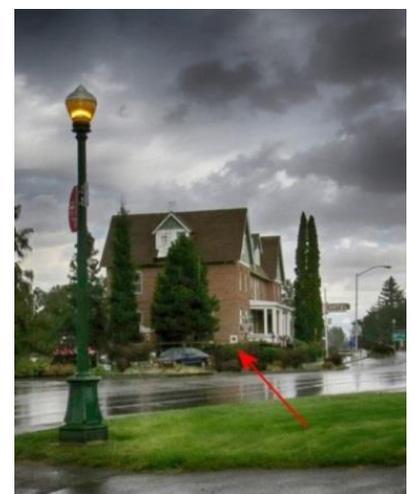


On our most recent visit I asked our host, Dave, what it was and he wasn't sure, but was interested in finding out. Then a light bulb lit in my brain. Perhaps it was the Red Trail approved hotel blaze!! I wasn't sure because I didn't have my road guide collection at hand, but I told Dave I thought it may be a historic auto trail blaze.

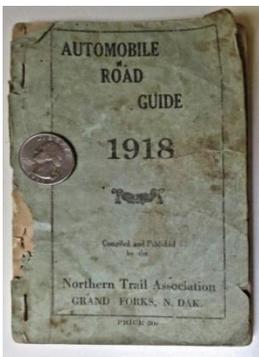


The history of the Yellowstone Trail and the Red Trail are interwoven, in many ways. There were two popular ways to the northwest from Chicago to Seattle....the Yellowstone Trail and the Red Trail (better known as the National Parks Highway, at least in the northwest). The routes overlapped in several places, determined by terrain and existing roads. When they got to Spokane, Washington in the mid-teens of the last century, the National Parks Highway / Red Trail went due west via Waterville, while the Yellowstone Trail went in a loop south to Walla Walla and then back north via Yakima.

Later, in 1925, the Yellowstone Trail changed to the alignment through Waterville. Both passed the Waterville Hotel, and the Hotel certainly hosted travelers from both.



The symbol is located so as to be highly visible as you come into town (eastbound), and there is nothing else evidently associated with the symbol (ex: a fire hydrant or water outlet). Later additions to the hotel obscure the opposite facing wall, so we don't know if there was a matching symbol on that side. Incidentally, there is a 1920's style service station building and a 1920's style garage across the street from the Hotel, but unlike the Hotel's exterior brick walls with the symbol, both have been painted or resurfaced over the years. (Continued)



The 1918 Automobile Road Guide published by the Northern Trail Association of Grand Forks, ND identifies the route of the Red Trail (and Green, Blue, Black, and Yellow ones as well!). The route is the same as that of the Red Trail identified on maps and in popular road guides from the teens and 20's. I have done a good deal of research over many years regarding the National Parks Highway, and the Red Trail, and traveled and photographed its full length. But other than the 1918 Automobile Road Guide, there is no publication I have ever found, in any library or elsewhere, that identifies the Red Trail specifically from end to end, listing all the approved garages and hotels, including the symbols used on posts, garages, and hotels. Visit our Forum for more details on the *1918 AUTOMOBILE ROAD GUIDE*. As with any historical or scientific identification there are counter arguments, which

I have addressed in detail on the Forum. Suffice it to say that I am confident the blaze or symbol on the side of the Waterville Hotel is the one used on the Red Trail to designate the approved hotels in towns along the route. And supporting that, the Waterville Hotel is listed in the Guide as the approved hotel in Waterville!

The blaze for hotels was a red square in a white square, the blaze used for approved garages was a circle, red in white, and the blaze used on posts along the road was white, red, white horizontal bands, all shown in the Guide. Incidentally, I have also photographed a couple of the Red Trail garage blazes in North Dakota. For those who may not be as fascinated as I am by such esoteric artifacts, the historic route over the Blewett Pass and via Wenatchee and Waterville on the Yellowstone Trail is a wonderful drive. You can take the old Blewett Pass road, stop for a walk across the 1908 steel truss bridge in Wenatchee, the first wagon / auto-road bridge across the Columbia River, and spend some time in Waterville enjoying the historical ambiance.

Waterville might be called an “undiscovered” treasure if you enjoy small towns and the feeling of years gone by, in an authentic and still viable, genuine, main street American community

To top it all off, when we were in Waterville the Rustic Divas, were camping with their vintage trailers in the city park across from the hotel, the county fair was in full swing, and the newly placed Yellowstone Trail kiosk graced the small park outside the Douglas County Museum. It would be hard to top that combination for an old roadie!

*For more about BLEWETT PASS, COLUMBIA RIVER BRIDGE, and WATERVILLE, visit the YT Forum at <http://yellowstonetrail.ipbhost.com/> or [CLICK HERE](#). See “Recent Topics” on the right side of the homepage. Ψ

ON THE TRAIL with Mark

US - Leg Three of World Tour

John Quam, a Yellowstone Trail Association member from California, completed his “Around the World Auto Tour” recently driving his 1928 Plymouth Roadster and he logged 16,392 miles over about four months. For the third leg of that trip, he followed the Yellowstone Trail from Plymouth, Massachusetts to Seattle, Washington. The first two legs were across Japan, China, Mongolia, Siberia, the rest of Europe to Paris, and Iceland; crossing the oceans by ship and ferry. I had the pleasure of joining him and his buddy Luke Rizzuto for lunch in Hartford, Wisconsin, and after lunch we toured the **Wisconsin Automobile Museum** located there. I thoroughly enjoyed meeting them both, and the museum is a treasure chest full of great cars and other cool things. John even asked me to “autograph” his Roadster, as many other folks around the world had done.



John Quam, on right, with Mark Mowbray

John visited many YT sites and met a number of our friends along the way, and he shared them on his blog. John had some very kind words about us in his final post: “*Thanks to Mark Mowbray and John and Alice Ridge for all the help in mapping the original YT Highway running from Plymouth Rock, MA to Seattle, WA. I really appreciate all the support and info you gave us as we made the US journey....this is a “must do” route for everyone doing a cross country drive, especially in an old car!*” More at <http://worldautotour.com/>

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YT Presentation in Fond du Lac, Wisconsin

On September 18th, I had the pleasure of presenting our Yellowstone Trail video to a standing room only crowd of over 100 friendly folks at the **Fond du Lac Public Library**. After the video, I discussed the YT's route locally and mentioned my youth spent working for my dad in the Yellowstone Garage, on the YT in the neighboring village of North Fond du Lac. Many questions and recollections from the audience wrapped up the program. If you wish to have a program in your community, please contact me.



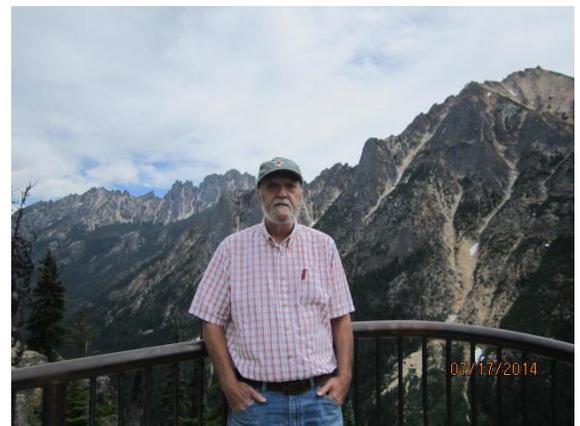
What did I do on my Summer Vacation?

Short answer: I went to the Northwest. Two years ago, when I explored the Southern half of the “Evergreen State” of Washington, I was particularly impressed with the Cascade mountain Range.



So, this year, I set out across the far Northern route of US Highway 2, leaving from Duluth, Minnesota and crossing North Dakota and Montana, to the tip of Idaho, and I then followed Washington SR-20, the fabulous **North Cascades Highway** to Burlington, Washington.

The North Cascades is justly called America's Switzerland and it is almost beyond description; smooth mountain roads, switchbacks, light



traffic, and scenery worthy of hundreds of calendars.

After a week or so exploring the Cascades and touring the Pacific Coast with the San Juan Islands, and Seattle, I wandered my way back to Wisconsin, on or near the Yellowstone Trail that included crossing the Cascades again over Snoqualmie Pass.

I posted brief trip reports along the way and you can read them here: (allow time for them to open) [2014 TRIP REPORT](#), for a slide show click here: [2014 SLIDE SHOW](#).

Satellite Mapping of the Trail for GPS Use

Much work has been completed on our digital mapping of the Trail, but I must report that we still are not able to provide you with a GPS method of following the route. I attempted to do it this summer when I loaded a specially prepped file that was provided by River Pilot Tours into my Garmin, but that unit and all of the other Garmin NUVI models will not allow the program to function correctly. A high-end Garmin model made for hikers and motorcycle riders is supposed to work, but we feel that the high cost (about \$750) is prohibitive for our members' casual use. There is a possibility of rentals, and we will explore that.

We will continue efforts, along with exploring a possible way to offer a mapping / route guidance application for smart phones, much like a Google Maps set-up so stay tuned. In the meantime, just get into your car and go for a ride...anywhere on a backroad, for an hour, a day or a month; maps are optional, fun is required.

Happy Trails, Mark



Mark Mowbray, Executive Director, Yellowstone Trail Association
707 Rockshire Drive, Janesville, WI 53546
mmowbray@yellowstonetrail.org Ψ

TRAIL-O-GRAMS

By Alice Ridge, Arrow Editor Emerita

SMALL TOWN CELEBRATIONS - Have you noticed that it's the small towns who celebrate the most with the biggest? Here are four small towns who celebrated the YT in their own creative ways:

Hudson, Wisconsin, held its now-annual YT Heritage Days June 7-8. What is there about "The Cemetery Walk" that continues its success? Activities included tours of the Octagon House Museum, operated by the Hudson Historical Society, garden and walking tours, a pie and ice cream social. Of course, the annual cruise along the Yellowstone Trail to Trail-town, Roberts, is always a draw. A special feature was the "The S-L-O-W Race" in which vintage cars competed to see who can drive the slowest! hm-m-m.



Waupaca, Wisconsin's Old Time Auto Club had beautiful weather July 4 when it held a sharp-looking auto show and tour. The club has been around for 51 years and every July 4th they sponsor an event, reported Mike Kirk, long-time activist for both the Auto Club and the Yellowstone Trail. This year they had about 10 antique cars on the tour (a bit of it on the YT). These history buffs lunched at the old train depot which renovation the Historical Society has almost completed.

Hamlet, Indiana. This small town with big energy threw its annual Yellowstone Trail Fest August 15-17 and it was quite a wowser. Along with the parade which went down the YT, there was a quilt show, food, a prize-winning 10 pound zucchini. A wrestling match brought out the crowd, as did the two bicycle races. Since a theme this year was a salute to the armed forces, there were 30 Marines on the premises. The Yellowstone Trail was not forgotten. There was a planned auto cruise on the Trail to nearby Donaldson, but it got weathered out, much to the disappointment of the crowd. Shown to the right is Miss Yellowstone Trail with her Marine Escort in Hamlet.



The **West Richland, Washington**, City Council recently named a small plot of available land Yellowstone Trail Park. The city acquired the land on Austin Drive (the YT) through a storm water elimination project. "It's a storm-drainage facility, but because it ended up with grass and trees, it looks like a park," said Public Works Director Roscoe Slade. An Eagle Scout and others will participate in beautifying the property. The Yellowstone Trail Association thanks the community for their remembrance of this historic road. Ψ

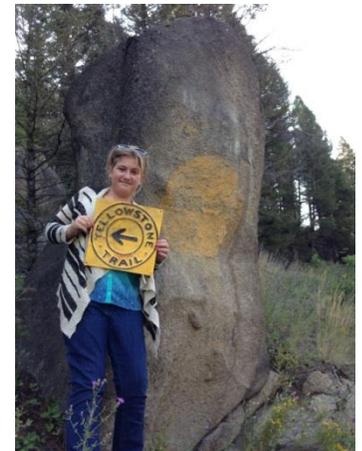
FATHER AND DAUGHTER EXPLORE THE TRAIL

By Dustin Schillinger, Montana YT Correspondent

This was an exciting summer for me and my 12 year old daughter! I have been an enthusiast of driving the "old routes" for many years and through my collecting of antique signs, I found out about the Yellowstone Trail. My initial research of the route took me to the yellowstonetrail.org website and the Ridges. Through their encouragement, I decided to travel as much of the trail in Montana as I could, and I would like to tell you about one of the adventures today.

After using the resources on the YT website, I purchased Harold A. Meeks' book "On the Road to Yellowstone" and was fascinated with the painted "ghost signs" that were photographed in Montana. Being that I typically travel I-90, I had driven right past these treasures many times, but had no idea that they were there.

My daughter and I had made several short runs of the old YT at this point, so the next adventure we planned was to travel the section from Whitehall to Butte Montana. We started by traveling west of Whitehall along MT State Highway 2 (MT-2), then to MT-41 going south. From there we took the dirt section of road currently called Cedar Hills Road, which was originally part of the YT and later US-10S. The most amazing part of this section has to be the granite rock formations in the Pipestone area, and the advertising that is still visible on the rock outcroppings near the roadway.

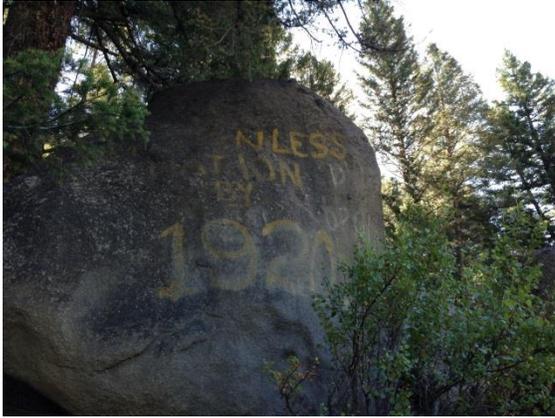


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We took a good deal of time to search out and photograph these signs, many of which likely date back to the 1910's and 1920's. After winding through farm land and canyons, we returned to MT-2 and along the Pipestone

Pass section of the YT. This is a short drive which I now make almost weekly, but the initial trip took us over 4 hours, due to the amazing signs on the rocks that I mentioned before.

This section of road was used a great deal in the early part of the 1900's to access Butte, "**The Richest Hill on Earth**". Butte had a population of close to 100,000 people in the late 1910's, due to the mining of one of the world's largest copper deposits. Butte was on the forefront of technology, and was known as the "City that Electrified a Nation" due to its providing billions of pounds of copper for the production of electrical wiring and components. With all of the energy in Butte, people and money followed, and thus there was more automobile traffic on this section of the road than any other in Montana.



Entering the Pipestone Pass section is a beautiful sight. There are tall granite canyon walls, and the road is squeezed in with the old Milwaukee Road railroad grade that can be seen on the south side of the road along the way. According to Meeks' book, part of this section was built in 1920, and as also mentioned it is much the same 90 plus years later. My daughter and I found over 30 painted signs along the way, many of which were on rock formations that required small hikes off the roadway to see. There are several roads that off-shoot from the main paved highway that may also contain interesting signage, and may also be part of the original route prior to the road being updated in 1920. Most of the signs are advertising for Butte businesses that sold products such as furniture, hats, corsets, taxi

services, and even an undertaker! Two of the highlights of this trip were found near the end of this section of road, as it flattens out and heads into the eastern section of Butte. The first exciting sign we found was a large granite boulder with "**A Saloonless Nation by 1920**" painted on it. This was no doubt a booster for the prohibition movement, which although became a national law, was not necessarily enforced nor successful in Butte Montana. We walked up to photograph the signage, and to my surprise we found a few pre-prohibition era beer bottles that had obviously been thrown at the rock in protest!

We got back into my Ford and just a couple miles down the road, the highlight of our day, the summer, and a truly proud father moment happened when my 12 year old exclaimed "Dad, there is a yellow circle with an arrow!". I pulled off the road as fast as I could and we walked back to find an amazing piece of history. There standing right off the roadway, perched up on the hill was a large rock formation with a yellow circle, and a faded black arrow pointing east, towards Yellowstone Park! It was in plain sight, but with its position above the roadway, it is not easily seen through the roof of a Ford! I could not have been more excited and proud to see this, and of course in the fact that a 12 year old little girl discovered it and was as excited about it as I was.

We continued our trip into Butte, and along the way we spotted a modern YT sign that was likely purchased through the YT.org site posted along the roadway in a residential neighborhood. We made it to Butte where the annual *Evel Knievel Days* celebration and stunt show was taking place. What a great day on the Yellowstone Trail, and an excellent opportunity to educate my daughter on the history of the Trail, of Montana, and how much fun you can have by taking the back roads! Ψ

MYSTERY SOLVED!

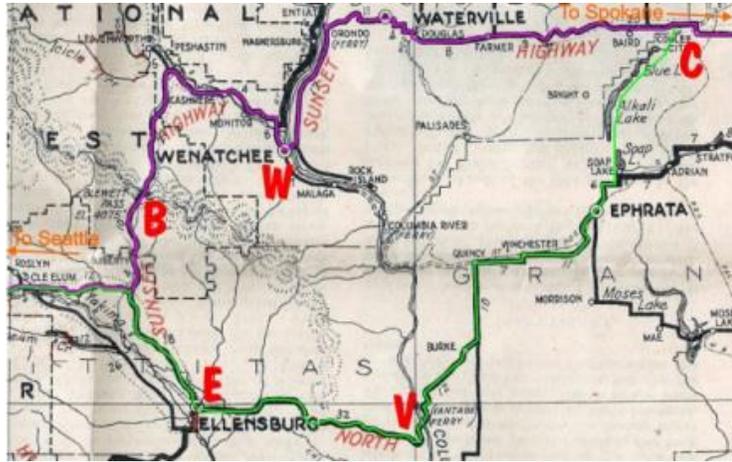
By Alice Ridge, Arrow Editor Emerita

Faithful Arrows readers may remember it. The mystery concerned whether or not a driver was killed during the June 15-19, 1915, relay race from Chicago to Seattle sponsored by the Yellowstone Trail Association. I wrote about the controversy in the July, 2013, Arrow. Several newspapers had carried the story of the accident. It happened near Seattle, so the *Seattle Star* printed several stories, featuring headlines such as "Cross-Country Relay Race ends in Tragedy".

(Continued)

Later posts were: “Message Bearer in Chicago-Seattle Race Meets Death” and “Here is the Letter for Which a Man Died.” This latter headline referred to the letter which the mayor of Chicago wrote to the mayor of Seattle which was passed from relay car to relay car, assuring the authenticity of cars in the race.

Other newspapers spread the story which linked the death to the YTA-sponsored race, much to the chagrin of the YTA General Manager Hal Cooley. He protested that it wasn't an official car. His records showed the driver to be E.F. Schultz driving a Studebaker, not the deceased George E. Dickson riding in a Ford. Current YTA friend, J.J. Johnson of Waupaca, Wisconsin, had found that the *Waupaca Record Leader* reported a retraction of the death in July, using Hal Cooley's data. The 2013 Arrow article ended with my opinion that the press jumped to the



conclusion that Dickson was an official driver because he was racing along on the Yellowstone Trail in a car. Reporters seemed more interested in being “first” rather than being accurate. Six decades after the event, a writer of some stature wrote about the event and repeated the *Seattle Star's* erroneous story as fact. But the question remained: was Cooley correct, or had there been a change in drivers or passengers that Cooley did not know about and the *Seattle Star* was correct?

The mystery was solved in the *Cle Elum Echo* newspaper of June 25, 1915, which I recently found. Here is the story. Clyde Gilbert, mayor of Coulee City, (marked C on map) selected the official YTA race route from that city to near Ellensburg (marked E on map). The route (outlined in purple) went west through Waterville, Wenatchee, (marked W on map) and Blewett Pass (marked B on map). People living in the Vantage Ferry area (marked V on map) criticized Gilbert's judgment in leaving out Vantage from the official race route.

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When he refused to make a change in the route, they created an unofficial second race on their chosen route leaving Coulee City at the same time as the official car. The point of the unofficial race was to prove that a Vantage route (green line on map) to Ellensburg and Seattle was faster. George Dickson was in a car traveling the unofficial route when he was thrown out and killed at a sharp turn near the Red Brick Road at Redmond, close to Seattle.

It seems that Dickson's car was not the only one racing on the unofficial route. Newspapers described several other incidents of unofficial cars racing for fun, breaking down or passing each other along their route, unrelated to the YTA race. After the Dickson accident, another car completed the run on the unofficial route and arrived in Seattle 1 1/4 hours before the official car. Still, the YTA racers broke all records by completing the Chicago-Seattle race in 97 hours, three hours shorter than their prediction of 100 hours.



So, the Vantage Ferry people proved their point that their route was quicker, but at the cost of the life of state Senator Dickson. Because of his position and notoriety in Washington State, many column inches in newspapers were devoted to his accident and his later funeral. Column headings identified the incident as “**Racing auto has accident,**” and “**Road race ends in fatal smash,**” leading the reader to believe he was an official YTA racer. Because of the massive advertising of the coming YTA race, it was natural for the reader to link the word “race” with the YTA. Four days later, on page 5, the Aberdeen (South Dakota) Daily News did print an accurate headline. Later, buried paragraphs did indicate that he was an unofficial racer, but it is front page headlines that people remember.

The controversy may now rest in peace. The mystery is solved. Hal Cooley was right. No YTA racer was killed. The true story was somewhat complicated for hurried reporters to unravel and still be “first.” Assumptions beat accuracy, just as we often see happen today. Ψ

STUDENTS AND PROFESSOR TO RESEARCH YT

By Dr. Steve Hill, University of Wisconsin, Stevens Point

A group of University of Wisconsin-Stevens Point students will travel through Wisconsin, Minnesota, North Dakota, and Montana in May 2015 as part of the class “**Words are Roads: Communicating about Development and Nature Along The Yellowstone Trail.**” Students (we hope for 25-30 participants) will be researching and perhaps promoting the Yellowstone Trail and the Yellowstone Trail Association during their 12-day trip (May 18-29). The class is seeking the support of convention and visitor bureaus, chambers of commerce, community groups, historians and other interested parties who would like to work with the group in any of several ways.

We’d be open to any and all suggestions, advice, and help in the following matters – or others you might propose:

- visiting with historians, business people, local officials, organizations and others who would be willing to share their perspectives on such issues as:
 - the history of the trail and its relationship with local communities
 - the importance of highways for promoting tourism & nature tourism
 - economic development and resource preservation in communities along the trail
 - leadership and its expression in words and deeds as related to any of the above concepts
- opportunities for students to do interviews or research, as well as work that might help bring attention to the trail, communities, local CVBs, or other organizations. Any work related to the spirit of the trail and its history as a promoter of nature tourism and an economic development engine is appropriate.
- where to camp, shower and eat
- help in arranging campsites/overnight accommodations or inexpensive meals
- where to access WIFI or meet for short class sessions

Because the Wisconsin portion of the trail will be 100 years old in 2015, there could be substantial interest in the trail’s history from media. Students will blog about the trip as they go, and this could be a great way to draw attention to the trail and the communities they visit along the way.

Current overnight stops are planned in:

Chippewa Falls (day 1, May 18), Olivia, MN (May 19), Aberdeen, SD (May 20), Reeder, ND (May 21), Billings, MT (May 22), Gardiner, MT (3 nights – May 23-25), Theodore Roosevelt National Park (return trip, May 26), May 27 – no itinerary yet, Hudson or Eau Claire, WI, May 28.

For more information or to share ideas, please contact Dr. Steve Hill, associate professor of media studies at UWSP and trip leader, or Sara Brish, executive director of the Stevens Point Area Convention and Visitors Bureau: shill@uwsp.edu 715-346-3887 or sara@stevenspointarea.com 715-344-2556

| JOIN THE YELLOWSTONE TRAIL ASSOCIATION! | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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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. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>APPLICATION FOR MEMBERSHIP</p> <p>Name: _____</p> <p>Address: _____</p> <p>City: _____ State: _____ Zip: _____</p> <p>An e-mail address is required because the <i>Arrow</i> newsletter is sent via email. If you need yours printed we’ll make special arrangements.</p> <p>e-mail address : _____</p> <p>Phone: _____ (Required if you do not use email.)</p> <p>If this membership is for a business or organization:</p> <p>Organization: _____</p> <p>Your Position: _____</p> <p style="text-align: center; color: red; font-weight: bold;">VISIT WWW.YELLOWSTONETRAIL.ORG</p> | <p>Cut off and mail this form with your payment. OR apply online at www.yellowstonetrail.org</p> <p>Send to: Treasurer Yellowstone Trail Association 340 Division Street North Stevens Point, WI 54481</p> <p>Membership category and annual dues:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">_ Regular (Individual or small business) -----</td> <td style="text-align: right;">\$15</td> </tr> <tr> <td>_ Not for profit (museum, car club, historical) -----</td> <td style="text-align: right;">\$25</td> </tr> <tr> <td>_ Tourism Promotion Agency ----- (C of C, CVB, Econ Development, similar)</td> <td style="text-align: right;">\$50</td> </tr> <tr> <td>_ Corporate (Contact the Exec. Director for sponsorship details. mmowbray@yellowstonetrail.org)</td> <td style="text-align: right;">\$100</td> </tr> </table> <p>Check one:</p> <p>Enter Amounts:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Dues for 1 year (June -May) –</td> <td style="width: 5%;"></td> <td style="width: 10%; text-align: center;">\$</td> <td style="width: 25%;"></td> </tr> <tr> <td>Gifts are tax deductible.</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Dues for 2nd year – Same rate. Optional.</td> <td></td> <td style="text-align: center;">\$</td> <td></td> </tr> <tr> <td>Additional contribution – We are a nonprofit 501c3 corporation.</td> <td></td> <td style="text-align: center;">\$</td> <td></td> </tr> <tr> <td style="text-align: right;">Total =</td> <td></td> <td style="text-align: center;">\$</td> <td></td> </tr> </table> | _ Regular (Individual or small business) ----- | \$15 | _ Not for profit (museum, car club, historical) ----- | \$25 | _ Tourism Promotion Agency ----- (C of C, CVB, Econ Development, similar) | \$50 | _ Corporate (Contact the Exec. Director for sponsorship details. mmowbray@yellowstonetrail.org) | \$100 | Dues for 1 year (June -May) – | | \$ | | Gifts are tax deductible. | | | | Dues for 2nd year – Same rate. Optional. | | \$ | | Additional contribution – We are a nonprofit 501c3 corporation. | | \$ | | Total = | | \$ | |
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