



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



Longfellow's Wayside Inn

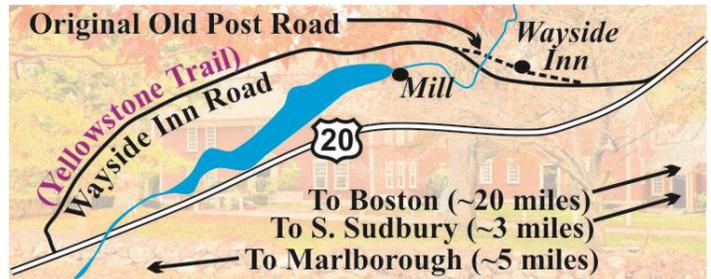
Abstracted from article in *American Road Magazine*, Summer 2010, by Alice Ridge
 photos courtesy Wayside Inn Archives; Ted Fitzgerald.

Much of what appears in the *Arrow* newsletter is news and history from the Yellowstone Trail west of Chicago because western states were far more aware of the Trail than eastern states. This article, however, describes a famous eastern Inn today which stands about 50 feet from the Yellowstone Trail.



Stand anywhere on the lovely 125 acres surrounding the Wayside Inn, near Sudbury, Massachusetts, and you might hear its 300 year history passing by. Jangling horse-drawn carriages still appear occasionally on the grounds, redolent of the Inn's beginnings. Antique cars rattle in for rendezvous, mirroring 100 years ago. Now it's hybrids that quietly glide into the future. The Wayside Inn has seen it all. The road running in front of the Inn has also evolved. The (Upper) Boston Post Road, one of the first mail routes in the nation, operating since 1673, almost skimmed the front door of the

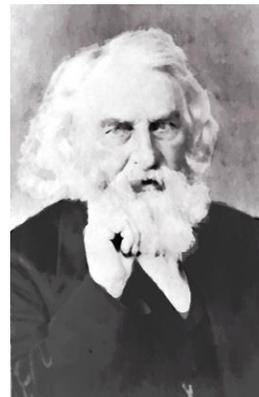
Inn. A 100-yard section is preserved. It was this road and its promise for progress and profit that caused Samuel Howe to build "a haus of entertainment," as an extension of his home, in 1716. And business thrived. About 50 feet south of that original Boston Post Road is the present Wayside Inn Road, called the Yellowstone Trail from 1919 to 1930 and, around 1927, when US road numbers were assigned, called US 20. A new, straighter road was built about 320 feet south and now carries both the US 20 designation and the name Boston Post Road.



Map by John Ridge

The Wayside Inn is listed as both a Massachusetts Historic Landmark, and a National Register of Historic Places District. The path to that stature has not been smooth. Read Henry Wadsworth Longfellow's second verse of *Tales of a Wayside Inn*; he describes the then-147 year old Inn as in disrepair:

**As ancient is this hostelry
 As any in the land may be,
 Built in the old Colonial day,
 When men lived in a grander way,
 With ampler hospitality;
 A kind of old Hobgoblin Hall,
 Now somewhat fallen to decay,
 With weather-stains upon the wall,
 And stairways worn, and crazy doors,
 And creaking and uneven floors,
 And chimneys huge, and tiled and tall.**



Continued on next page

The Inn, about 20 miles west of Boston, was called the Red Horse Inn or Howe Tavern when Longfellow visited it in October of 1862. Four generations of Howes operated the Inn, including Ezekiel who marched off to Concord on April 19, 1775 at the beginning of the Revolutionary War. Lyman Howe, the last of the Howes to manage the Inn, had died in 1861 and his relatives managed the place only as a boarding house. The hostelry had begun to fall into disrepair. It stood that way for 30 years.

Some say that Longfellow's popular poem saved the place from extinction. Longfellow had produced a variety of long, narrative poems previous to his visit to the Red Horse, and he thought to place them in a setting as tales told by travelers, similar to Chaucer's *Canterbury Tales* or Boccaccio's *The Decameron*. The Colonial and quaint Red Horse Inn served as that venue. Six fictitious guests and a landlord tell tales around the fireside. The most memorable, perhaps, was the landlord's tale, "Paul Revere's Ride." Who will ever forget the stirring cadence of: **Listen my children and you shall hear,
of the midnight ride of Paul Revere . . .**

The rousingly patriotic "Paul Revere's Ride" had been published in the *Atlantic* magazine three years before. Now it again catapulted Paul Revere to fame, even though there were many "Paul Reveres" who rode off that night, warning of the coming of the British.

The first part of *Tales of a Wayside Inn*, published in 1863 (with two more parts added by 1873), was an immediate hit, selling out the 15,000 copies within two days. *Evangeline*, the *Courtship of Miles Standish*, and *The Song of Hiawatha*, among many other poems and stories, had already made Longfellow immensely popular and even called "America's beloved poet."

The poem also catapulted the Red Horse Inn to fame. People flocked to the Inn. Tours were given to the few rooms which were presentable.

Capitalizing upon the Longfellow connection in 1897, owner Edward Lemon renamed the Inn "Longfellow's Wayside Inn," a name already commonly used and emblazoned on souvenirs. Lemon had an appreciation of the cultural history of the place and operated it as a retreat and a place for presentations for literary pilgrims and artists.



Henry Ford bought the Inn in 1923. His original plan was to add it to his living history museum at Greenfield Village, Dearborn, Michigan. Fortunately, he saw the value of the Inn's historic setting, and left it there. He purchased 3,000 additional acres, built a chapel and a grist mill and acquired a schoolroom for the property.

Ford was the Inn's last private owner. After 1947 the Inn was governed by a primarily Ford-family-run Board of Trustees. The Inn was then transferred to the National Trust for Historic Preservation, and finally, to Boston-based trustees in 1960. Since that time, the Inn has become successfully self-sustaining due to the careful attentions of its Innkeepers and staff.

This oldest continuously operating Inn in the nation suffered a devastating fire in 1955 which heavily damaged two wings as well as the main building. It reopened in 1958 after extensive professional restoration with 10 bedrooms with Colonial charm.

In its almost 300 years of life, the Inn has undergone many changes and expansions, but always it has retained its Colonial style. When you walk in the front door, you are inclined to look for General Washington. Today one can sip a drink in the Old Bar Room, the oldest room in the Inn, with pewter mugs hanging from the beamed ceiling. Then move to the Tap Room, added c.1775, or any of the other seven dining areas for a wonderful dinner.

Continued on next page

One dining room is called Hobgoblin Hall after Longfellow's poem. If you are hosting a small dinner party, ask for the Old Kitchen. It is dark, cozy, and was Henry Ford's favorite place to entertain his cronies, Harvey Firestone and Thomas Edison. Celebrities such as Charles Lindbergh, John D. Rockefeller, Jr., and Calvin Coolidge also dined at the Inn. Then there is the ballroom, should you be having a wedding reception there, as many couples do.



In 1914, Yellowstone Trail Association officer Michael Dowling traveled east to blaze the eastern part of the Yellowstone Trail along a northern route from Plymouth Rock through Springfield and Pittsfield, Massachusetts, to Albany, New York, and Lake Erie. His efforts were thwarted by objections to adding another trail color to those already marking telephone poles –in one case 11 colors on one pole. A more southerly route was chosen from Boston through Connecticut. By 1919, however, the fame of the Yellowstone Trail was such that it gained a place in the preferred northern route, right past the Wayside Inn. A mission of the YTA was to promote the Trail in the East. And promote it they did! Records from YTA travel bureaus show Easterners were eager to see the wonders of the West and that thousands from the East traveled the Trail past the Inn.

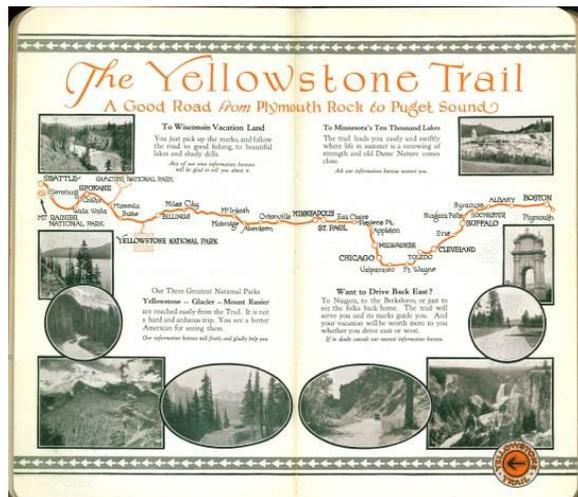
The Howes, Longfellow, the Ford family, and the nation can be proud of the preservation and promotion efforts still taking place at this beautiful, historic site on the old Yellowstone Trail. Ψ

Early Road Trip Guides

By Dave Habura, YT Northwest Correspondent



Sure, the Yellowstone Trail was “blazed” with the black arrow on yellow, but that wasn't always enough!! Today we don't ask if the road is going to be dirt or gravel, or whether our motorcar can climb the grade ahead. Or are there blind curves and dangerous grades to maneuver. But those were very reasonable and even necessary questions 100 years ago. Knowing the name of the street to follow, or how far you have to travel before the next turn would have been an advantage.....just as my GPS provides today. There was a wide range of guide books and maps



available by the late teens and many earlier. Some trail associations published their own (e.g. Pikes Peak Ocean to Ocean Highway, Midland Trail, Lincoln Highway). However there were several not published by a trail-organization that was broadly used. To facilitate a comparison I have chosen a section of the Yellowstone Trail in Wisconsin. And I have chosen examples from 1912 to 1926. The section is from Eau Claire north-eastward to Chippewa Falls.

The guides fall into broad categories.

Turn by Turn with mileages between turns. The Automobile Blue Books, Scarborough's, and King's contained detailed directions, identifying every turn in the route, landmarks (schools, railroad stations, cemeteries etc.) , and described general road conditions. Maps of routes through cities were often included.

Continued on next page

Strip Map Guides with directions. The TIB's, Goodrich's, and Mixer's provided detailed strip maps in books along with directions, but the directions usually were often not as detailed as in the category above, relying more on the maps.

Surface and Grade. The Hobbs (or Mohawk Hobbs, or later, Gousha) grade and surface guides described the grades and road surface, and services along the route. They only contained a general map for each section of the route. They didn't provide detailed directions, probably because they didn't come on the scene until later when routes were well established.

68-89.3: **EAU CLAIRE, WIS.**, at Barstow and Madison Sts.; pop. 21,000, is an important manufacturing and jobbing center of northwestern Wisconsin. Its industrial activities, however, have in no wise affected the love of its inhabitants for the beautiful, which is evident in the possession of a beautiful residence district as well as the care bestowed on the appearance of Eau Claire's six magnificent parks. No finer amusement park than Lake Halle Park will be found between Minneapolis and Milwaukee. The Eau Claire Hotel coffee shop satisfies the most exacting and at reasonable prices. The **Tourist Camp**, on Birch St., about one and a half miles from center of town, 25c, is a fair site, but not very level. (W-C-L-T-P-S.)

HOTEL EAU CLAIRE (**+), is new and thoroughly modern. It has a very fine lobby and is splendidly furnished throughout. Rgl. \$2-\$3.50; dbl. \$3.50; with bath, \$4.00-48.

UNION AUTO SERVICE CO. (□), exceptionally well equipped and has skillful, conscientious mechanics. Never closed. Ph. 2108-2951 for tow car. Storage 50c; at Barstow & Gray Sts.

105-753: **CHIPPEWA FALLS**, at south edge of town; pop. 12,000. A beautiful and picturesque little city on the banks of the Chippewa River. While it is important as an industrial center, being the second largest shoe manufacturing city in the state, it in no way presents the appearance of a factory town in the accepted sense of that word. The Free **Tourist Camp** is located in beautiful Irviac Park. (W-C-L-T-P-S.) Fine kitchen with gas stoves; small charge for gas. Tennis courts and ample space for children to play. Rating 80.

Strip Map Cards. Another category was strip map "cards" most common for the far west, particularly California, but also used to describe transcontinental routes. These provided detailed maps for relatively short sections of a route. (I have some of the Yellowstone Trail in Washington State, but I have not seen YT strip map cards for other states.)

Road Maps. Finally there was the "road map." Two of the more common are the Clason's and Rand McNally. They were issued as single sheets, and as atlases. The format is familiar for those who recall free service station maps. I am omitting

many less common or harder to find guides and maps, which often are fascinating. My purpose is to provide examples of what was readily available to YT followers, not a catalog.

I especially invite comments and posts on the Forum sharing other examples.

I will start with the pre Trail 1913 description in the Automobile Blue Book Mid-Western volume for that year. As is common with the turn by turn category, the earlier editions are quite detailed as to directions, and as with all guides in this category the distance between points or turns is shown.

Compare the 1913 ABB description (right - large green box) with the very short description in the 1926 ABB (right - small green box) superimposed on the 1913 page. Obviously the route was well established by 1926, blazed by the Yellowstone Trail Association, and route markers (Highway 12) defined by the state of Wisconsin before the federal highway numbering system. In fact, not much later the ABB people gave up on directions and just published something describing sites of interest, with general maps.

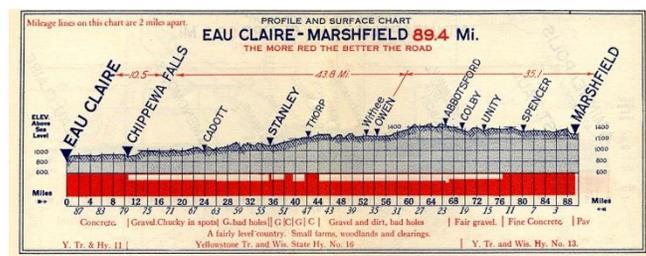
Eau Claire Section Route 325
Route 325—Eau Claire to Stevens Point, Wis.—130.2 m.
 Route map, page 452 Reverse route, No. 303
Via Chippewa Falls and Marshfield over well-traveled road practically all the way, with one or two short stretches of sand and a few stretches of gravel.

MILEAGES
 Total Intermed. (For this and other exits, see city map, page 453.)

0.0	0.0	EAU CLAIRE , Barstow & Jones Sts. From Post Office go north on Barstow St. with trolley, crossing long concrete bridge and RR. 0.5; keep right, with trolley 0.6, for 2 blocks, turning left with branch line of trolley upgrade across 2 RRs., bearing right into
0.8	0.8	Madison St. ; keep ahead with trolley up slight grade on wide macadam for short distance to
1.3	0.5	McDonough St. ; turn left 3 blocks.
1.6	0.3	Omaha St. ; turn right, meeting trolley again.
2.1	0.5	End of street; turn left with trolley and travel, cross RR. 2.6, recrossing same just beyond.
4.9	2.8	4-corners; school on left; turn right with main travel, keeping straight ahead where good road leaves to the left 5.4, crossing trolley and RR. 5.8.
6.5	1.6	Left-hand road; turn left with telephone poles.
7.0	0.5	4-corners just after crossing school on left; turn left with poles for little over 1/2 a mile.
7.6	0.6	4-corners; turn right with poles.
8.3	0.7	End of road; turn left, still with poles.
8.9	0.6	Left-hand branch road; bear left with poles.
10.7	1.8	Avoid trolley and RR. crossing by curving right.
11.7	1.0	Fork; bear right, leaving poles and tracks, curving slightly left around brick church 12.2; cross RR. 12.3, meeting trolley just beyond; follow same on Main St., crossing long iron bridge and RR. 12.7, curving right with trolley just beyond into River St.
13.0	1.3	Turn left 1 block on Bay St. with trolley, then right 1 block to Bridge St., turning left on same with trolley to
13.2	0.2	CHIPPEWA FALLS , Bridge St. & Grand Ave. One block before Post Office turn right into Grand Ave., running straight ahead out of city upgrade 13.4.
14.1	0.9	Just after road turns left, turn right, cross RR. 14.7.
14.8	0.7	Fork; house in angle (sign "To Anson" on right); bear right, curving left with poles.
16.7	1.9	End of road; turn right with poles.
17.6	0.9	Left-hand branch road; crossing long iron bridge.
18.6	1.0	Right-hand branch road; crossing long iron bridge.
20.0	1.4	ANSON . Straight ahead.
21.0	1.0	End of road; turn right with poles.
21.4	0.4	Left-hand road; turn sharp right curve 23.0.

1913

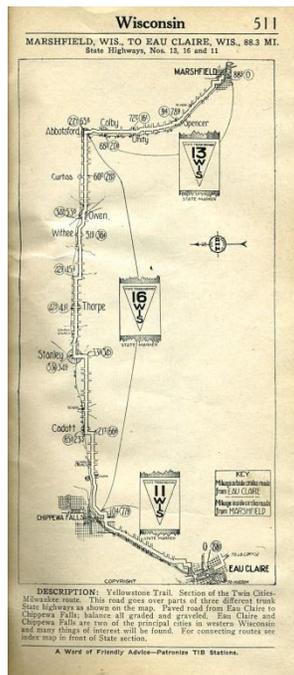
1926



The next example (left) is a Hobbs. The Mohawk Hobbs came on the scene later than the others, and focused on garages, accommodations, and auto camps, and featured descriptions of road grades and road surfaces. They were published by route, so there is one specifically for the Yellowstone Trail. The example is from 1926.

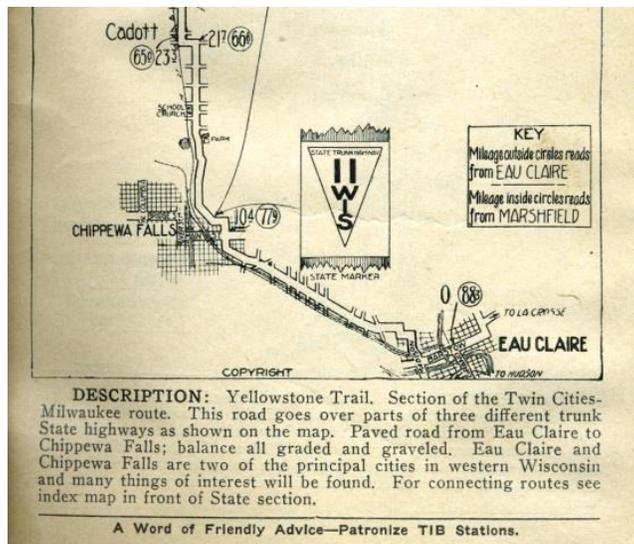
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The TIB (Tourist Information Bureau) guides strip map from their 1924 Wisconsin – Michigan edition follows next. I

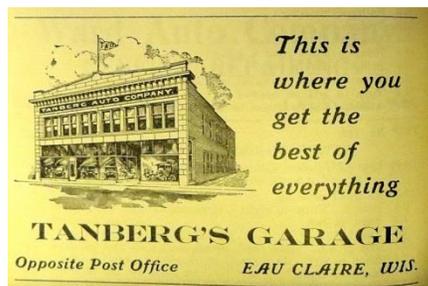


especially like the TIB's guides because they contain many maps. The problem is their coverage was limited generally to the mid-west. They did have trunk lines mapped to the Pacific Coast, but they get less detailed the farther west they went. They were not as popular as the Automobile Blue Books, and apparently not as well funded, so they weren't as current, or detailed. But I really like their maps.

The road map category is familiar to just about everyone. Rand McNally and Clason's Green Guides are the most common. Rand McNally published updates annually and they are usually good maps. Clason's also did some nice work, in a couple of states but it appears to me that they often used old railroad base maps and overwrote roads on them. Still they are interesting and useful.



When so much of the travel we undertake today is destination oriented, why would you want to look at any of these old guides? For me the answer is that they truly can take you back 100 years. You turn a corner and there is a hotel, a church, a bank, a schoolhouse, or a cemetery that was a landmark in 1915 or 1920, or often a bridge. Look up and you may see a ghost sign, or keep your eye out for a Mesker iron store front. Or perhaps the pavement turns to red brick.



One of the virtues of the guides is that they often identify roadside landmarks, and carry ads for hotels and garages. It is relatively easy today to locate these sites, even 100 years later, and match the description and image with the same building today. For example the 1912 Scarborough's has a display ad for Tanberg's Garage, which was located across from the Eau Claire Post Office. The building today, screen captured from Google Maps Street View has been re-purposed, but count the windows and note



the cut stone facade. It is the definitely the same building, and a look at the side of the building using Google Earth or Google Maps Street View will remove any doubt.

Many old road guides have survived, and are often available on eBay or elsewhere. Look to the Forum if you want some suggestions. Ψ

IN SEARCH OF ALICE'S DRIVE:

PART TWO—ACROSS THE TOP OF OHIO, BEFORE THE YELLOWSTONE TRAIL

By Michael Buettner, Ohio and Indiana YT Correspondent



Re-Introduction: 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.

Continued on next page

That book, *Veil, Duster, and Tire Iron* was reproduced in 2005 as part of an expanded work by 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.

In Part One of this story (see issue #30 of *Arrow*), this author retraced "Alice's Drive" from Albany, New York to Cleveland, Ohio, comparing her route to the future path of the Yellowstone Trail. Here in Part Two, we now retrace the historic journey across the top of Ohio, passing through Lorain and Toledo before arriving at Bryan, Ohio, where the two transcontinental routes would diverge.

Part Two: On the morning of Wednesday June 16, 1909, Alice Ramsey and her three female passengers had every intention of continuing west from Cleveland to Toledo. However, Alice recalls in her book that after they had arrived at the Hollenden Hotel, the head of a local factory presented them with a "bugle-like horn" which could play "four different notes." Thus, the ladies agreed that after morning breakfast, they would drive to the factory for the installation of the Maxwell auto's very first horn. This would occupy "the entire morning" and as a result, the ladies were "unable to leave for Toledo until after lunch." The previous day, the ladies had covered an impressive 198 miles while driving from Buffalo to Cleveland, but on this new day, they would add only 132 miles while driving from Cleveland to Toledo.



Alice goes on to write that the ladies made a "short stop at a lunch counter in Lorain." This brief but significant statement would indicate that Alice was probably following a set of directions that the *Automobile Blue Book* had charted along Lake Erie. This included an alternate path—"a trifle longer but picturesque," to quote one such reference—that followed the Cleveland Parkway, where the Maxwell was "able to work up the terrific speed of 42 miles per hour," which was their fastest speed up to that point.

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

For this and other exits see City Map, page 470.

For enlarged map of Congested Business District, see page 472.

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.

Thus, when they finally departed from downtown Cleveland, Alice and friends would have proceeded west on West Superior Street, crossing the Cuyahoga River on a bridge that was soon to be replaced by today's impressive Detroit-Superior Bridge. After picking up Detroit Avenue on the west side of the river, she would have proceeded to 45th Street, there turning north for "a short block" to reach the

parkway at Edgewater Park (by comparison, the later Yellowstone Trail routes may have stayed with Detroit Avenue). Returning to Detroit Avenue, Alice would have crossed the bridge over Rocky River and continued west toward Lorain, on what is now U.S. Route 6 and Lake Road. In its original form, U.S. 6 would have retraced the route of the Yellowstone Trail all the way from Cleveland to Sandusky.

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Beyond the stop at Lorain, Alice recalls that they had a tire blow out on the Maxwell, and then they "got stuck in a bad piece of road before entering Toledo." No mention is made of the waypoints between Lorain and Toledo, so it can only be assumed that a *Blue Book* route was followed which passed through Vermilion, Huron, Sandusky, Castalia, Bellevue, Clyde, Fremont, Woodville, and Stony Ridge. With Bellevue being the single exception, the 1919 route of the Yellowstone Trail traced a path that included all of these same locations. **Green line on map.**

Through Vermilion and Huron, the route of U.S. 6 has been revised as the result of ongoing highway improvements. Thus, the bypassed roadways of "Alice's Drive" and the Yellowstone Trail now exist with such names as Cleveland Road. Near Sandusky, the *Blue Book* would have had Alice passing by the old Soldier's Home complex, and then following Columbus Avenue into downtown Sandusky. Beyond Sandusky, the *Blue Book* would have directed the foursome from Castalia to Bellevue to Fremont, although the preferred route that was charted in later years (such as the route of the Yellowstone Trail, **shown by yellow line**) would go from Castalia to Clyde to Fremont. When U.S. 6 reached this part of Ohio in 1932, it went even more directly from Sandusky to Fremont, on the same alignment that is used today.



In 1909, Alice Ramsey would have driven the Maxwell straight through Fremont on State Street, which is part of Ohio's historic Maumee and Western Reserve Road. The old road dates back to the 1820s, and was the first road—albeit a famously muddy one—across the dreaded Great Black Swamp. From Fremont to Perrysburg, more than a dozen milestones (most are replicas and not originals) can be observed along the north side of today's U.S. 20. It should be mentioned that Fremont was previously known as Lower Sandusky, which explains the "LS" and "P" inscriptions that are cut in the faces of each milestone, just above the numbers which show the mileage to the endpoint towns.

Alice would not have taken this old road all the way to Perrysburg. Instead, she would have turned north at Stony Ridge, approaching Toledo on what is now Broadway Street, on a road that the 1908 *Blue Book* described as "good macadam." Broadway would have been followed as far north as Oswald Street, where Alice would have turned northwest to reach Front Street. The 1919 route of the Yellowstone Trail would have traced much of this same path, but by 1922 it was rerouted to the road through Elmore. In 1923, the route through Elmore became the original path of State Route 2, but has since been renumbered as State Route 51.

Upon reaching Front Street, Alice would have turned southwest for two blocks before resuming northwesterly across the "long iron bridge" that spanned the Maumee River. This is now the location of the bridge connecting Main Street and Cherry Street, which was opened in 1914. This bridge was probably on the route of the Yellowstone Trail, although it is possible that the long-gone Fassett Street Bridge—located about a mile upstream—could also have been used. Once in the heart of downtown Toledo, Alice and her three companions would have made their way to the Boddy House Hotel for their overnight stay. **Continued on next page**

On Thursday morning, the ladies began a two-day trip to Chicago, with an overnight stay in Goshen, Indiana. At the start of this particular day, the foursome was escorted by a pilot car driven by “Mr. Moran,” who may have been a Maxwell representative from either Toledo or Detroit. Alongside him was John D. Murphy, a *Boston Herald* writer who served as the publicity man for the landmark adventure. In her book, Alice wrote that the roads west of Toledo were “very bumpy and rough” and “were not so excellent as we anticipated.” She humorously added that Mr. Murphy “looked awfully funny bouncing around like a baby in the other auto.”

In the summer of 1909, the *Blue Book* route from Toledo toward Chicago followed Monroe Street, Central Avenue, and today’s U.S. Route 20 west to the parish community now known as Assumption (formerly Caragher). Here, the charted route awkwardly zigzags south for several miles before reaching Swanton, following what is now State Route 64 to its junction with what is now State Route 2. Alice probably followed that same path, staying with the *Blue Book* directions. Thankfully, when the Yellowstone Trail was marked ten years later, it would have picked up the path of State Route 2 somewhere in the blocks of downtown Toledo, using a more direct course to Swanton.



From Swanton to Wauseon, the routes of “Alice’s Drive” and the Yellowstone Trail match almost perfectly, together following the signs of today’s State Route 2. In Wauseon, the 1909 route through town followed Shoop Avenue, Elm Street, Fulton Street, and Leggett Street, which required two grade crossings with the busy New York Central Railroad. Both crossings were apparently bypassed at about the time that the Yellowstone Trail was first marked in 1919, thus following Elm Street out of town to the west. Alice and the ladies had lunch somewhere in Wauseon, but after diligent research at the local library, this author was disappointed to find no mention of their visit in any of the old newspapers.

The triumvirate of routes coincides again through Archbold and Stryker. However, it should be noted that at Stryker, today’s State Route 2 now continues south to State Route 34. In its earliest form, it would have turned west at Curtis Street, which becomes County Road F beyond the village limits, continuing to match the course of the two transcontinental routes. Five miles west of Stryker, this roadway would meet what is now U.S. 127, turning southwest and thus entering Bryan from the northeast.

At Bryan, Alice Ramsey would not have had the luxury of passing under the New York Central Railroad at Main Street as travelers can do today. Instead, her route and the route of the Yellowstone Trail would have approached town on what is now County Road 15-D. She would have reached Main Street by way of Mulberry Street, there turning three blocks south to reach the southeast corner of the court house square. From that point, she would have followed Butler Street, Portland Street, and Center Street to make her way out of downtown Bryan. Three miles southwest of town, the route of “Alice’s Drive” and the route of the Yellowstone Trail diverge one last time, with Alice bearing west to meet the Lincoln Highway at Ligonier, Indiana, and the Yellowstone Trail continuing southwesterly toward Fort Wayne.

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In conclusion, it is readily apparent that the Yellowstone Trail was well situated by being mapped along a route through the first best transportation corridor from New York toward Chicago. Most interestingly, between Albany, New York and Bryan, Ohio, a good majority of the 1919 trail followed the same roadways as Alice Ramsey's cross-country journey in the summer of 1909. With that thought in mind, this author looks forward to a time when he can capture a similar spirit of adventure by retracing new parts of these historic coast-to-coast paths. Ψ



Trail-O-Grams

YTA ANNUAL MEETING The Board of Directors and the Executive Director of the Yellowstone Trail Association held their annual meeting November 20, 2014 at the Stevens Point, Wisconsin, Convention and Visitors Bureau. Board members John Ridge, YTA President; Sheila Nyberg, Vice President; Sara Brish, Treasurer; and Alice Ridge, Secretary; and Executive Director Mark Mowbray, attended.

A main item of business concerned acquiring “lost” e-mail addresses of members and others interested in the Yellowstone Trail to allow them to continue to receive the *Arrow* newsletter online. The Board voted to send out hundreds of postcards asking “lost” recipients to provide current e-mail addresses.

By-Laws revision was also discussed. The By-Laws of the YTA, originally drawn up in 1999 at the time of incorporation as a non-profit organization [501(c)3], seem inordinately complex today. Simplification and clarification will be the subject of the next Board meeting.

The need to educate members of tourism agencies about the Yellowstone Trail was discussed. CVB employees, Chambers of Commerce, volunteers at information stations, etc. cannot give out correct YT information if they are unfamiliar with it. It was decided to communicate with such agencies along the Trail and supply them with a short “training” video about the Trail, if they so desire.

If any member wishes to have the Board consider a particular issue, please contact the President at jridge@yellowstonetrail.org, or write to P.O. Box 65, Altoona, Wisconsin, 54720-0065. We like to know that we are not alone! Ψ

SEARCHING FOR LOST FRIENDS Related to the above postcards, the point of acquiring e-mail addresses of interested people (and people who have changed their e-mail addresses and have forgotten to alert us) is to keep them in the loop of Trail Association news via an online *Arrow*, which can be produced and sent with little cost. A printed *Arrow* sent by US postal service costs at least \$1.75 each, including postage, paper and ink (plus a significant amount of volunteer time reformatting from online to paper). Our membership and donation funds have not been sufficient to mail the *Arrows* to everyone for many years now, thus we send *Arrows* via email.

Friends of the Yellowstone Trail Association have moved into membership status mainly through receiving the electronic *Arrow*. So, the more *Arrows* we send out, the greater our reach to friends and members. This one-time expenditure for cardstock, ink, and postage is about 39¢ each. A good investment, we think.

Continued on next page

A Problem: The Yellowstone Trail Association does not have a working e-mail address for you.



A Solution: So right now –please– send an email with your email address to:
mmowbray@yellowstonetrail.org

A Thank You From: Alice and John Ridge
Yellowstone Trail Association

We can then send to you the online *Arrow* newsletter with news, events, and stories about the historic Yellowstone Trail highway. Your email address will not be shared with anyone.

Printing (with postage) is no longer an affordable way for a volunteer organization to communicate but if you don't use email, drop us a line (address over) and we will figure out a way to keep you informed.

(Message side of postcard)

As of this writing, we have sent out 335 post cards and we have received 50+ current and valid email replies, a significant response to our efforts. Another 60+ cards were returned by the Postal Service marked “Return to Sender” as a no-longer valid address. We have lost contact with those folks, but we tried.

Our few printed *Arrow* members are important. They are mostly long time members who do not use or have access to email. In addition, museums and libraries request paper copies to be filed in their reference sections for use by patrons. We will honor their requests and printed copies are provided to those who require them. Ψ

FORUM UPDATE There have been a number of interesting topics posted recently on our YT Forum. We will have an announcement soon of changes to the Forum rules that will make it easier for non-members to post and comment. We will send you an email announcing the changes when they are finalized.

Here’s one recent topic: *Harding Way, Butte MT on the Yellowstone Trail (Pipestone Pass?)*

Started by Dave, Dec 15 2014 06:18 PM

Use this link to read the post and the 13 replies; <http://yellowstonetrail.ipbhost.com/index.php?/topic/86-harding-way-butte-mt-on-the-yellowstone-trail-pipestone-pass/> Ψ

100 YEARS! Yes, we are having another anniversary, that of the completion of the YT routing from Chicago to Seattle in 1915. Although the Yellowstone Trail Association was formed in 1912, it took a few years to travel and identify the 2,000 miles of roads, towns, and trailmen along the way and to create maps. The finalized route east of Chicago was yet to come. Celebrate your town’s 100th anniversary on the YT by having an event...picnic, car show, parade, or whatever...and show your pride in the history of your place along the Trail.

Having an event in your town? Let us know and we will help you promote it or provide YT information for you. Contact us at info@yellowstonetrail.org or mmowbray@yellowstonetrail.org Ψ

JOIN THE YELLOWSTONE TRAIL ASSOCIATION!

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.	\$
	Dues for 2nd year – Same rate. Optional.	\$
	Additional contribution – We are a nonprofit 501c3 corporation.	\$
	Total =	\$

VISIT WWW.YELLOWSTONETRAIL.ORG