

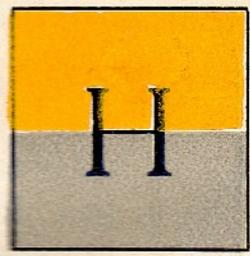


Official Publication of The Yellowstone Trail Association  
*"A Good Road from Plymouth Rock to Puget Sound"*



## Another Road to Yellowstone

By Dave Habura, YTA Board Member and Northwest Correspondent



Our Yellowstone Trail was not alone in recognizing the value of using Yellowstone in its name. Yellowstone National Park was, and is, a magnificent travel objective, and if the road went there, it made sense to use the name.

While the Yellowstone Trail was by far the best known, the only transcontinental route, and the most traveled, several other routes used Yellowstone in their names. One of these was the Yellowstone Highway that ran between Yellowstone and Rocky Mountain

National Parks (and Denver), by way of Cody, Graybull, Kirby, Wind River Canyon (43.5282, -108.1761), Thermopolis, Lost Cabin (43.2858, -107.6328), Casper, and Cheyenne. If you are headed east or west on our Yellowstone Trail, and plan a side trip to Denver, the Yellowstone Highway is a great choice.

The Yellowstone Highway was boosted by Gus Holm of Cody and others. Gus owned the Holm's Auto Repair Company in Cody and like others before and after him, he figured that he and his compatriots had something to gain if they promoted a named or blazed trail to Yellowstone. Happily for me, he produced 1916 and 1917 Official Route Books for the route. I have the only known original 1917 copy.....which is no big deal because as far as I can determine, no one knew it existed!!

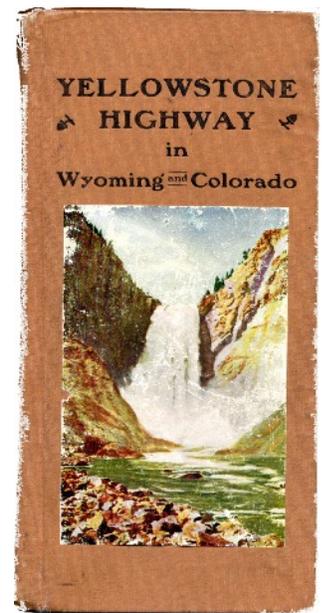
But the Route Books drew me into the Highway's history, and the help of Yellowstone Highway expert Lee Whiteley got me on the road. I hit the road in August (2015) to find the treasures along the YH. If you want the whole story of the Highway, get Lee's book, the Yellowstone Highway – Denver to the Park Past and Present. I will only offer a few tidbits here, from Wyoming Whiskey to Poisonous Gas!!

On my way north from the Denver area, I decided to visit Lost Cabin, a ghost town that has an interesting afterlife. I turned off the modern road (US 20) at Shoshoni. Lost Cabin is now miles off the main road, but in 1916 it was on the YH route. Lost Cabin was the headquarters of J. B. Okie, sheep baron and a bigger than life Wyoming figure. Okie promoted Lost Cabin about 100 years ago, and built himself a mansion there that came to be called Big Tepee, befitting a man of his importance.

Like so many stories of the old west, Okie was involved in scandals, range wars, and lawsuits enough to make a Zane Gray novel. The mansion and the Okie empire headquarters building are well preserved, and the mansion is still occupied!! I can match post cards of Lost Cabin from the teens of the last century with photos I took on my visit, and hardly see a difference!! I drove into Lost Cabin along a road with huge "Poisonous Gas" signs topped with red lights and windsocks!!

I didn't see the lights flashing, nor smell any gas, but I wondered if I was entering some military test facility. I passed through one small hamlet (Lysite) on the way, where two or three folks seemed unconcerned with poisonous gas, so I figured I would keep going.

(Continued)





I was almost to Lost Cabin when I finally realized I was in a huge Wyoming natural gas field, and had there been a leak, the red lights would have flashed and the windssocks would have suggested the way out of danger.

There was no leak, and no red lights while I was there!! I suppose because it was Sunday there were no signs of activity in the area either, and I had Lost Cabin to myself. But I think Lost Cabin's survival is tied to the natural gas fields. When I later looked on the Google Earth satellite view I realized there was a large complex nearby, but not in sight at Lost Cabin. The photo is of the dirt road that was the original Yellowstone Highway route between Lost Cabin and Arminto.

A few miles north of Shoshoni, the massive and spectacular Thermopolis hot springs are said to be the largest in the world, and there is no younger rock on earth than the travertine (limestone rock) being formed there. The photo with three people at the modern top of the springs gives a hint as to the size of these rock formations created by the deposits from the water.



Just north of Thermopolis one of the most spectacular sections of the Yellowstone Highway runs through the Wind River canyon, with its towering cliffs and old tunnels. My photo on the left shows the route of the Yellowstone Highway through the Canyon. It was a narrow dirt road in the YH days, but is a modern road today at the same location.

The route has been signed so that as you drive through this deep chasm in the earth's crust the geological period you are passing through is noted on the signs. Just to confuse future scientists I dropped a piece of freshly made travertine rock from Themopolis near a sign that indicated the canyon rocks there were 270,000,000 years old!!! Time travelers like Doctor Who and Mr. Spock have nothing on me!!

I am not one who touches a drop when I plan to, or am driving. But when you discover a full scale distillery in a ghost town, you at least stop to see what's up.

The town of Kirby, Wyoming, is home to the now well-known Wyoming Whiskey. If you stop, for example, in Wild Bill Cody's old hotel in Cody, the Irma, also on the Yellowstone Highway, and saddle up to the bar and order whiskey, you better ask for Wyoming Whiskey!

When I passed through Kirby, which is so small you would miss it if you sneezed, I stopped and talked with the young woman at the distillery's visitor's center, and photographed her rolling an empty whiskey barrel out of the shop. I promise I bought just one bottle, not that barrel!

Back home in Washington, when I opened my bottle, each sip brought back fond recollections of the beautiful Bighorn Valley and the Wyoming wide open spaces where the distillery stands. And if spirits are not to your liking, they also make a fine BBQ sauce that won't give you a buzz, unless perhaps you drink it!



Like the Yellowstone Trail, the Yellowstone Highway is a thread that leads to fascinating locations and stories. I only sampled the treasures along the route on my drive. The American west is still alive, and if you exit the interstates and follow a heritage highway, you will be astounded by what you will experience and discover. Ψ

# The Ridges Again Map the Trail to the East

By Alice and John Ridge, Arrow Editors Emeriti

We have repeatedly traveled the Yellowstone Trail to create accurate maps and to gather information and stories of the Trail. We find that rural roads change their names to efficient numbers such as 356<sup>th</sup> St. Highway numbers change remarkably often. Some urban streets have been changed in name and profile over time. So we traveled from Wisconsin east to modernize our older maps, take more pictures, and find more hidden treasures of the route.

The following lists a very few sites among those we enjoyed this last fall. We hope they might interest Trail travelers. We concentrated on finding 100-year-old buildings still in use today, that might well escape today's glossy county tourist brochures designed to lure one to water parks. Not noted are the plentiful historic sites in the Boston/Plymouth area.



1.) Hamlet, Indiana. 4 West Davis St. Waymire's Corner Tap, around the corner from Starke St, the Yellowstone Trail. The building, built c.1915, housed the former Hamlet Café and Hotel, at one time named the Yellowstone Trail Hotel. The Hamlet Café was reputed to be a stop for Al Capone; John Dillinger was also seen on the Trail.



2.) Fremont, Ohio. President Rutherford B. Hayes (1877-1881) house. The Hayes Center is at 1337 Hayes Ave., the address also called Spiegel Grove, somewhat hard to find. The Center consists of the home, the museum, and verdant grounds to explore.



3.) Cleveland, Ohio. 1836 Euclid Ave. A Yellowstone Trail Association office. This appears to have been the eastern most outpost the Association had, with no local groups established to publicize or promote the Trail from here to Plymouth Rock. Go through the door nestled between modern businesses and into a narrow lobby of this large office building. The brass fittings, the old elevator door and marble floors were obviously in use in January, 1922, when the YTA moved in. Today the building is operated by Cleveland State University.



4.) Erie, PA. U.S. Maritime Museum and Brigg Niagara at Bayfront Parkway. The museum is well worth a visit and Admiral Perry's ship, commemorating the War of 1812, is fascinating. It is only about two blocks from the Trail but could easily be overlooked.

5.) Ripley, New York. Kelly Hotel on Main St. (and the Yellowstone Trail) is a bar, restaurant and small hotel. It has lots of history and it looks it outside and inside. In 1824 it served as a stagecoach stop on an Indian trail. Then the road became known as Ellicott Road, then the Buffalo-Erie Road, then the Yellowstone Trail, and now Route 20. The owner knows and is interested in the Trail. We missed the seven ghosts who have been seen regularly by the staff.



(Continued)



6.) Fredonia, New York. The White Inn. 52 E. Main St. (Main at White. Hwy 20/Yellowstone Trail). Beginning in 1868 as a White family home, it withstood several expansions and finally became a public inn in 1919. The White Inn is little changed today with parts of the original still recognizable to early YT travelers. The owner was very open to chat with us and eager to learn about the Yellowstone Trail. Attractive restaurant is within.

7.) LeRoy, New York. The Jell-O Museum 23 E. Main St. The 1897 birthplace of Jell-O, “America’s Most Famous Dessert,” is at the rear of The Historic LeRoy House, an 1822 house open to the public. The Gallery of the house tells the Jell-O story. Kraft Foods now manufactures Jell-O in Dover, Delaware.



8.) Seneca Falls, New York. the Women’s Rights National Historical Park. The Park encompasses several locations prominent in the 1848 Women’s Rights Convention landmark meeting. Actually, this area of western New York is shot full of “radical thinkers” especially of the Freethought kind. Their stories and locations (near the Yellowstone Trail) are widely publicized, but did you know about Harriet Tubman’s home? At 180 South Street, Harriet Tubman opened her home for aged black citizens in 1859 and was a “conductor” on the underground railway, helping slaves escape to Canada. Lots of food for thought.

9.) Utica, New York, the Hotel Utica. What a surprise this was! This beautifully restored hotel opened its doors one month before the YTA was founded in 1912 and it has been in business ever since. It is now part of a national hotel chain and very reasonably priced. We stayed there and enjoyed its grand lobby and the hidden modern modifications. What a joy to experience the elegance available to eastern Trail travelers 100 years ago. And enjoy an excellent free breakfast with many choices served on heavy china.



10.) New Lebanon, New York. The Mount Lebanon Shaker Society located at Mount Lebanon, 202 Shaker Rd. You can’t miss the commercialized Shaker Village just over the border into Massachusetts, but a few miles west, on the New York/Massachusetts border is another Shaker Village nestled in the Berkshires along the old main road before the present US 20 was built. The museum is open to visit and comprises several buildings in several villages. A quiet informative stop. On the grounds are other religious gathering sites as well as a private boarding school, the Darrow School. [www.shakerml.org/pages/welcome](http://www.shakerml.org/pages/welcome) has more information.



11.) West Brookfield, Massachusetts. Ye Olde Tavern at 7 East Massachusetts St., established in 1760. It was a center of colonial life in Massachusetts for the Tavern was located on the Olde Bay Path, a stage coach route from Boston to Albany. One hundred and sixty years later, that road carried the Yellowstone Trail. Some aspects of Colonial times remain, like the big fireplace, plank flooring and period furniture, but recessed lighting in a modern dropped ceiling remind us that change happens.

12.) Between Marlborough and Sudbury, Massachusetts, at 72 Wayside Inn Rd. is the famous Longfellow’s Wayside Inn. Wayside Inn Rd. which runs past the front door (actually it is the driveway), was the Yellowstone Trail and, presumably, YT tourists stayed here. For more information see *Arrow* #31, Jan. 2015. Ψ

# Our Readers Write!

In response to our recent requests, the following three articles have been sent to us.

Thank you Suzie Lueck, Vincent Glose, and Curt Cunningham for sharing your great stories!

We are always interested in your tales about the Yellowstone Trail. Send us yours for the next Arrows, we will help you any way we can.

## Yellowstone Trail and Highway 12

Washington State to Danube, Minnesota

By Suzie Lueck, Danube, MN

My husband Cal and I have decided that in our retirement years we will travel differently than we did when we were working and needed a relaxing time “away from it all”. We planned our first trip in the fall of 2014 and traveled Highway 61 from St. Paul, MN to New Orleans, LA, returning to MN on Highway 71. In 2015, we planned to travel to the west coast and to see Washington and Oregon, two states we had not visited. We researched US highways, and decided to travel west on US Highway 2 (The Great Northern Route) and return home on the Yellowstone Trail, since it goes through our home town of Danube, MN. We also knew that the Yellowstone Trail had just celebrated its centennial.

For the Yellowstone Trail part of the trip, we read the YTA newsletters (The Arrow) for the past few years, and looked on the website for the actual route of the trail, and interesting sites along the way. Armed with pages of notes, we began our eastward journey on September 14, 2015 in our Chrysler 300 at the intersection of Interstate 5 and US Highway 12. We were ready to “See America Slowly”.

Cal and I decided that the southern (early) YT route in Washington would be more interesting, since we had already traveled the Spokane to Seattle route on Highway 2, a week earlier. We drove on Highway 12 past the Mount Rainier National Park. It was cloudy and rainy with poor visibility, so we didn’t see much there. Roads were mountainous and had few turnoffs, and the temperature dropped to 36 degrees (Sept. 14). The Teiton River was beside us, and was a fast-moving river with rapids, where we saw people playing on the river in kayaks, rafts, tubes and “catarafts”, even in the rain and cool temps.



We arrived at the Yakima valley, which was like an oasis in the high desert, with lush vegetation and great produce-growing orchards. We stopped at a roadside produce market in Naches to pick up some apples, figs, honey, and huckleberry taffy. Yakima, where we joined the Southern Washington Yellowstone Trail route, is known as the “Palm Springs of Washington”. Temperatures rose to the 60’s. Stopping in Zillah, we took pictures at the Teapot Dome. It is only open on Saturdays, and they are adding a fallen firefighters and veterans memorial on the same site. We learned of this landmark in the Arrow!

Our next stop was in West Richland, WA to find the new Yellowstone Trail Park, which we also read about in the Arrow. We found it, and were happy to see the progress being made on the park. It is being worked on by volunteers on weekends, and they had recently poured cement for the walkways in the park, which went around the community garden raised beds. Very impressive!



Our night in Walla Walla was spent at the LaQuinta Inn so we could visit the nearby Whitman Massacre site and museum the next morning. We ate at the restored Depot in Walla Walla, very historic, and right next to the hotel. We drove out of town a few miles (back west) to the Whitman site. The museum was not open that day but we could walk up to the monument and the grave site. This was an historic place on the Oregon Trail, before the Yellowstone Trail existed. We were also following the Lewis and Clark Trail, so we could encounter many facets of history along this route.

(Continued)



Then it was on to Dayton, where we saw the historic courthouse and depot museum, and drove out of town to the silhouettes of the Lewis and Clark party at Patit Creek, where they camped. It was very nicely done, and interesting to see! They love their Lewis and Clark history out here.

Leaving the Yellowstone Trail, we drove through Pomeroy and Lewiston into Idaho on Highway 12. A road sign said “Winding Road Next 99 miles”, and it was right! It was scenic, and went beside a river (Clearwater, and others). We saw a wolf on the road; there was little traffic and few towns or intersections. We went over Lolo Pass, and into Montana, where we stopped in Missoula for the night at a Howard Johnson motel right on the highway and back near the YT.

The next day was mostly on Interstate 90. We didn’t see any Yellowstone Trail evidence. The maps we had and articles from the Arrow were not descriptive for this part of the journey for Trail location. We decided to take a side trip to see Little Big Horn, where Custer made his “Last Stand”. We stayed in Hardin, MT at a Super 8 motel. This was a very nice national battlefield and monument, and they do a good job of describing what happened back in the summer of 1876.



We left Interstate 90 at Miles City, MT, continued on Highway 12, and crossed the border into North Dakota where we found Yellowstone Trail signs! Marmarth was our first town in ND. We were only in ND for 110 miles before crossing into South Dakota. We stopped in Bowman at a very nice county museum. We stayed in Lemmon, SD at the brand new Dakota Lodge. Lemmon is the location of the world’s largest Petrified Wood Park, and they also recognize the Yellowstone Trail.

On Friday we left Lemmon, SD, drove through fields of sunflowers and hay, and

saw lots of cattle farms. We would recommend a stop in McLaughlin at the Prairie Dog Café where the owner is very friendly and the food is great. Saw lots of Yellowstone Trail signs, at the edges of each town. Mobridge was a nice town and we stopped in Ipswich to find Parmley’s home and museum. The Museum closed for the season on Sept. 1, so we were not able to visit. This was the real origin of the Yellowstone Trail, the vision of JW Parmley for a good road coast-to-coast. We drove around Aberdeen and Bristol (home of Tom Brokaw, but no mention of him that we saw). Milbank was doing road work on 12. We went on to Ortonville, MN, and Minnesota highways 7 and 212 to Danube and arrived home on September 18.



Cal and I realized that road trips on the older US Highways are relaxing and interesting. We LOVE seeing the fun landmarks and historical markers along the way, and also enjoy being able to stop and look at something we find interesting without having to go to an exit and find our way back. Most stops are right along the road, and we can drive through a town without taking extra time. We are also realizing that everyone who travels this way sees things a little differently than others, so there is still much to see that may interest you in different ways. Maybe in the future we will have to try the Eastern part of the Yellowstont Trail! Ψ

# A True Tale of the Yellowstone Trail

What are the odds??

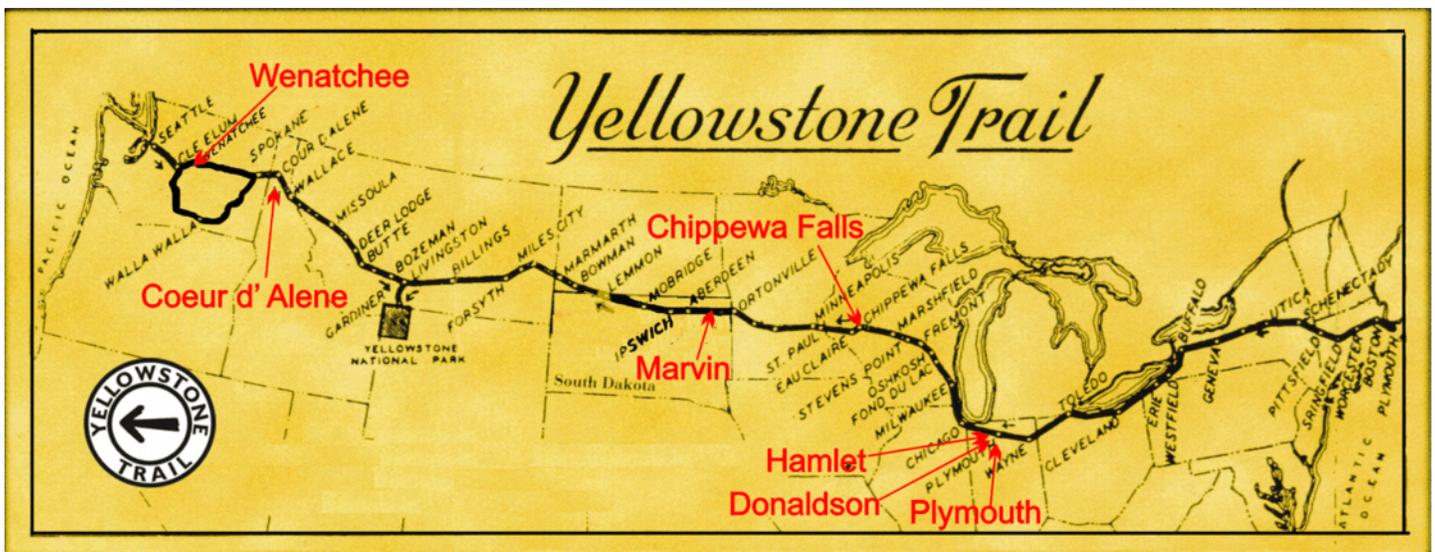
By Vincent Glose , a lifelong Marshall County, IN resident

The popularity of auto travel increased dramatically in the early 1900's as cars became much more common. Roads at that time were somewhat treacherous, to say the least. In 1912 one of the first coast-to-coast auto routes was born, initiated by Joe Parmley and others.

It covered 3686 miles from Plymouth Rock, Massachusetts, to Puget Sound, Washington, and was named the Yellowstone Trail. That name was chosen because it passed by Yellowstone National Park and was an effort to encourage westward travel by auto.

In the 1920's my parents immigrated to America and soon settled less than two miles south of the Trail near Donaldson, Indiana. I and my four older siblings were all born and raised there at Ancilla Farms. Growing up, I would hear my father refer to the road south of the railroad tracks in Donaldson as the Yellowstone Trail.

During those years of the 50's and 60's, I often traveled that road with my father to Hamlet, Indiana, to do business at the Hamlet Feed & Grain and the International Harvester implement dealer. I had no idea of the significance of the Yellowstone Trail and don't know if my father did either. I thought it was just a local name and I did not see any yellow stones on it to give a clue to the name. After college I continued to live there until 1989 for a total of 41 years.



For a year, 1989-1990, I, my wife, and son lived in Plymouth, Indiana, about a tenth of a mile from the Trail. In 1990 we moved to County Road 12B just south and east of Plymouth. This was the location where my parents built a retirement home in 1970 and resided at until their passing in 1991 and 1993. That home was on a farm purchased by the younger of my two older sisters and her husband. They had moved to that farm on County Road 12B in 1958 and my sister still lives there to this day.

At no time back then or when my parents or my family moved there did any of us know it was the actual route of the original Yellowstone Trail. It was only in the spring of 2015 during a visit to our local Marshall County Museum in Plymouth that this and all the following information came to light. Now for the rest of the story.

For 5 years from 1950 to 1955 my oldest sister and husband lived directly on the Trail (old US 30) in Plymouth. The following ten years they lived at some greater distance (about three miles) from the Trail, but in 1965 again moved to a farm only one mile south of the Trail in rural Plymouth, Indiana. Then in 2011 she moved, after the death of her husband, to Plymouth just two blocks north of old US 30 (Jefferson St) and resides there to this day. This accounts for myself and two sisters.

(Continued)

Just to clarify and summarize the events so far, let me explain. Going west, the original Yellowstone Trail came from Bourbon, Indiana, down County Road 12B to old US 31 (also known as the Michigan Road), then north into Plymouth to the intersection with old US 30. From there it went west to Donaldson, crossed the railroad tracks and immediately west on now 8th. Road toward Hamlet.

OK, so now to my two older brothers. My oldest brother came back to live just south of Donaldson from 1972 until he and his family moved to Chippewa Falls, Wisconsin, in 1982. And during my visit to the Chippewa Falls Historical Museum this spring I learned from their exhibit that Chippewa Falls was also on the Yellowstone Trail. Imagine that! They continue to live there. Well further investigation revealed that Marvin, South Dakota, was also on the Trail. Believe it or not he lived a quarter mile off the road from 1950-1972.

Finally, the younger of my two older brothers now lives in Coeur d' Alene, Idaho. His family moved there in 2004 and he has lived there ever since. Once again, ironically, this is on the original Yellowstone Trail--again not known until the museum visit. He had previously lived for 23 years in E. Wenatchee, Washington. Through his research he found that his home there was only about a tenth of a mile across the river from the Trail as it went through Wenatchee, Washington.



Glose Family 1946

In summary, this is all an incredible coincidence. If totaled up individually for my parents and the five children, we have lived a total of 488 years, including the early years south of Donaldson, on or within about two miles of the original Yellowstone Trail. Strangely the two who now live directly on the Trail do not have a city address listed on the original map and the other three a bit off the Trail do have a city listed on that map. There is perhaps somewhere along the Trail a family who has more total years along the original route.

Probably the most amazing part of the story is, after having been born and raised in such proximity to this historic road, that we have all retired on or closer to it than we started out. For myself and two sisters, perhaps not quite as unbelievable since we did not move any great distance. As for my two brothers who have moved numerous times, to each have lived for a considerable length of time in the Washington and South Dakota locations, and then to randomly retire in Coeur d' Alene and Chippewa Falls is almost beyond belief.



Glose Family 2006

What are the odds? How many more years? Ψ

**Editor's Note: We received this message and photo from Vincent Glose recently.**



This is the first building south of the tracks in Donaldson where the Yellowstone trail makes an immediate turn to the right (west) toward Hamlet. It has the town name "Donaldson 1871" over the entry which is when the town was laid out. It is now and has been for many years a residence. The interesting story about it is that according to current neighbors and old timers from the area, it served as a hotel, a tavern, a dance hall, probably in the years before 1930.

I have not been able to verify any dates but suspect it may have been a hotel around the heyday of the Yellowstone Trail or prior to that. Donaldson did have quite a number of businesses back in the old days with a railroad station, pickle factory, grocery, filling stations, and feed mill.

# Finding the Third Switchback

By Curt Cunningham, Western Washington

The Yellowstone Trail over Snoqualmie Pass in the State of Washington used a series of switchbacks on the western side of the pass to ease the steepness. Originally there were three switchbacks but today only two remain. The third switchback had been long forgotten until it was recently rediscovered.

Imagine driving a car built before 1910 and having to travel the old Snoqualmie Pass wagon road on your way to Seattle. The mud and snow was horrendous. Today we just drive up the hill at 60 mph and never give a thought to those who had to struggle through the mud.

## A little history of travel over Snoqualmie Pass

On October 7, 1867, the *Seattle Weekly Intelligencer* announces that the first wagon road is completed over Snoqualmie Pass through the Cascade Mountains. The importance of this route was realized as early as 1855, but it was not until 1865 when the route was surveyed for the road. Snoqualmie Pass is located on present-day Interstate 90 in eastern King County not far from North Bend.



It wasn't until 1905 that the first automobile crossed over the pass. In 1909 during the Alaska Yukon Expo there was a transcontinental car race that started in New York and ended in Seattle.

Those poor souls did indeed have to traverse the Snoqualmie Pass. Because the current wagon road was so bad people wondered how we were going to look.

When the Sunset Highway was completed in 1915 the Yellowstone Trail had reached Washington and had a good road to complete its transcontinental journey. Due to the terrain of the Cascades the west side of the pass is very steep compared to the eastern side. So to lessen the difficulty of the grade a series of switchbacks was constructed.

Today you can still drive on this original part of the Yellowstone Trail and the 2 existing switchbacks.

There is a popular photo taken around 1915 that shows one of these switchbacks. In the summer of 2013 my wife Leona and I met up with some fellow Trail enthusiasts for a trip up the pass to look for the water trough. (See Arrow #26 July 2013)

While we were there I noticed that the upper switchback near where the trough is didn't quite match the alignment that was in this historic photo.

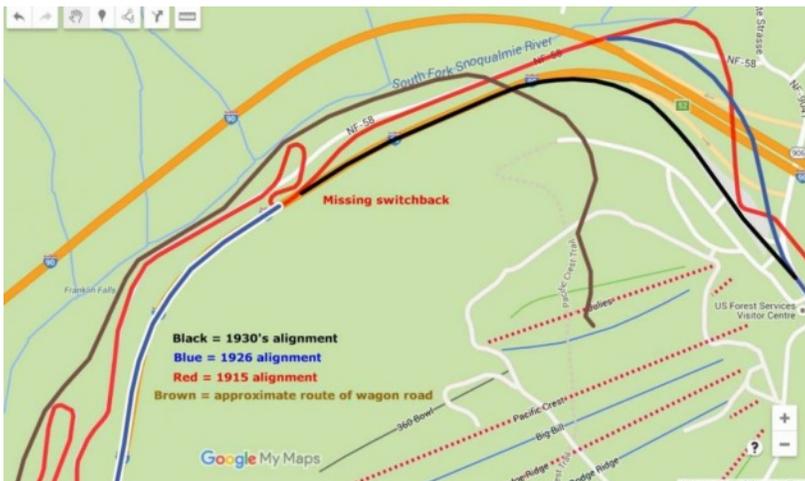
I was thinking that maybe it was just realigned some time in the past. This has always bothered me and I had to know what happened and where was this picture taken.

While I was sitting at the computer doing some research, I was looking at some old county maps. I noticed on one of them showing three switchbacks on the west side of the pass. I thought this third switchback had to be the one that the old photo was showing.



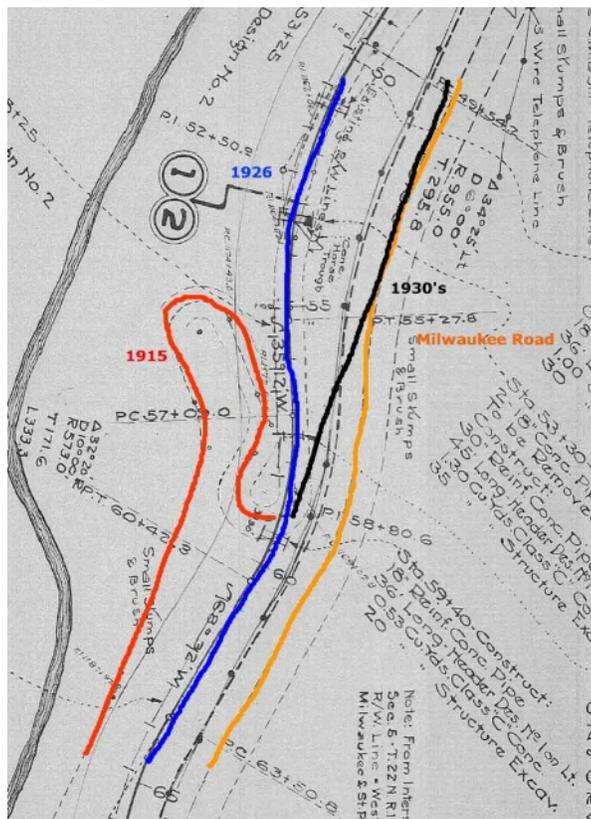
Property of Museum of History & Industry, Seattle

(Continued)



I have some 1915 county survey maps of the pass and they only showed two switchbacks. I then realized that one section was missing. So going back to the county website I was able to find a map of the pass from 1926. This map showed the old road connecting to the old Milwaukee Road railroad right of way that had been abandoned when the tunnel was built. Today this part is now the eastbound lanes of I-90.

This new alignment connected the old road with the new road at the point where this third switchback had been. The county decided to keep the old road accessible so they had to realign it which removed this third switchback. In the 1930's the road was realigned again and bypassed the old road completely using the old railroad right of way all the way up to the summit.



Following up with a look at the Google Satellite map of the pass I was able to spot the remains of the outer curve. Leona and I drove up there to take some photos but there was too much snow to reach the spot. It looks like I will have to wait for spring. Ψ

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# Yellowstone Trail Association

"A Good Road from Plymouth Rock to Puget Sound"

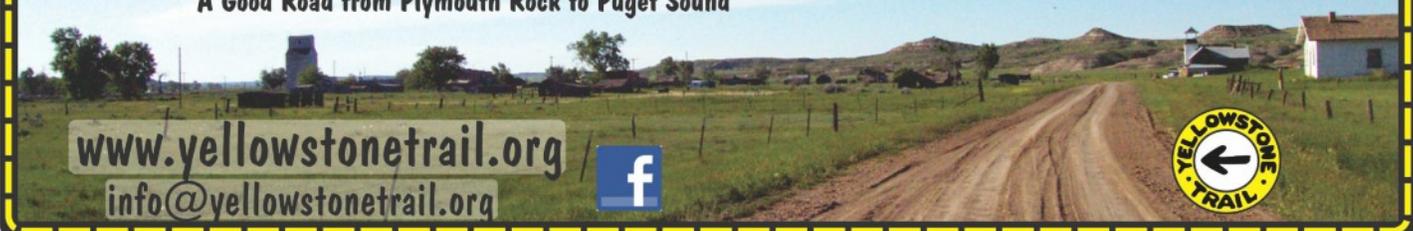
[www.yellowstonetrail.org](http://www.yellowstonetrail.org)

[info@yellowstonetrail.org](mailto:info@yellowstonetrail.org)



Drive the Trail  
Explore History





# Gunner's Great Garage expands to new location

By Jane Myhra, Waupaca County Post

<http://www.waupacanow.com/2016/01/13/oakland-returns-to-waupaca/>

John "Gunner" Gunnell, owner of Gunner's Great Garage, has expanded his operation.

He recently purchased the former Hansen's Auto Exchange building at 112 Granite St., Waupaca, Wisconsin. "I have no plans to add staff for the new building, but it will allow us to take in more restoration work than we could handle at our Manawa location," Gunnell said.

Once known as a "Yellowstone Garage," the building was constructed in approximately 1909. C.E. Johnson rented the building and eventually purchased it in 1915. The Yellowstone Garage in Waupaca took its name from the Yellowstone Trail, which was the nation's first transcontinental highway through the northern states.

The Yellowstone Trail went through Wisconsin and passed through the Waupaca area. It entered Waupaca on Churchill Street, came up Main Street and went out of town on Fulton Street. The Yellowstone Trail was a forerunner to today's State Highway 10.

Dayton Baldwin leased the garage from Johnson in February of 1917 and began selling Oldsmobile and Oakland automobiles. Gunnell said he could not determine how long Oaklands were sold in the building or whether Pontiacs were ever sold there.

The building was known as the Leo Fuhrman Garage in 1930 and as Fuhrman Garage in 1949. In 1949 the garage was still owned by Leo Fuhrman and called Fuhrman Sales & Service. It was then the Oldsmobile dealership for Waupaca. By 1952, the garage was sold to Harold C. Schroeder and called Schroeder Motors. It continued as the Oldsmobile dealership for Waupaca into the 1960s. Later the building was called Kerm Hansen's or Hansen's Auto Exchange. In 1986, it was owned by Ev Hansen and called EV's Service Center. It became Hansen Auto Exchange sometime in the later 1990s or early 2000s.

In 1972, Gunnell began writing about old cars as editor of the Pontiac Oakland Club International's newsletter. He was editor and publisher of Old Cars Weekly from 1978-2008. In 1980, he wrote the book "75 Years of Pontiac Oakland," which includes the most complete history of the Oakland automobile ever published.

"My early interest in the building was the Oakland connection, which I learned about when I wrote an article about the place," Gunnell said. The article was about Fred and Bob Hansen, who ran an auto repair business for 23 years and also sold used cars for part of that time.

After sitting empty since May of 2015, the building now has an antique Oakland car displayed in its tiny showroom. "After purchasing the Hansen building, I was the owner of a 1917 Oakland dealership, but I had never owned an Oakland," Gunnell said. Shortly after acquiring the property, he purchased a 1917 Model 34 in Illinois. The car exactly matched the year that the Hansen building became an Oakland dealership.

Continued



“My plan is to slowly start decorating the old showroom inside the building like a car dealership from 1917,” Gunnell said. “By next summer, we should be working on cars in the building and it’s likely that we’ll also have automotive books and collectibles for sale there as well.”

According to Gunnell, the Waupaca location will be known as Gunner’s Great Garage – Yellowstone Garage Division/Hansen Building. His main location will continue to be Gunner’s Great Garage, located at E6110 Fuhs Road, Manawa. It serves as a restoration shop, automotive book shop and art gallery. Ψ



## Trail-O-Grams

**Selfies on the YT?** The Indiana Lincoln Highway Association has an interesting idea. They are suggesting that their members take “selfies” photos at sites along the Lincoln Highway in Indiana. They frame the idea as a contest for Indiana members. The alumni of the University of Wisconsin have been publishing “selfies” holding a Bucky Badger doll at worldwide sites for more than a decade. It is quite a common feature of other university magazines, surely. We suggest that our members and friends might take their “selfie” picture anywhere along the Yellowstone Trail, identify the spot, and send it to Mark Mowbray, our *Arrow* editor. It would be nice if you included a YT road sign or other landmark if you could. We’re not suggesting a contest but just as an interesting feature.

Email it to [mmowbray@yellowstonetrail.org](mailto:mmowbray@yellowstonetrail.org) or by US mail to 707 Rockshire Dr., Janesville, WI. 53546

**YT tie-in to the Academy Awards** Lemmon, SD is on the Yellowstone Trail and was mentioned in Suzie Lueck’s article in this *Arrow*. She later tipped us off about this interesting connection.

According to the website INFORUM.com, the 2015 movie titled *The Revenant* “is based on the true story of Hugh Glass, fur trapper, who joined a wilderness expedition in 1823 and suffered a vicious mauling at the claws and teeth of a grizzly near **Lemmon** at the confluence of the north and south forks of the Grand River. Glass was left for dead by two of the company men ordered to remain with him while the main expedition pressed on.” For more, visit INFORUM at <http://www.inforum.com/news/3910664-lemmon-sd-site-movie-premiere-revenant>

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Address: _____	<p><b>Membership category and annual dues:</b></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;"><input type="checkbox"/> Regular (Individual or small business) -----</td> <td style="text-align: right;">\$15</td> </tr> <tr> <td><input type="checkbox"/> Not for profit (museum, car club, historical) -----</td> <td style="text-align: right;">\$25</td> </tr> <tr> <td><input type="checkbox"/> Tourism Promotion Agency -----</td> <td style="text-align: right;">\$50</td> </tr> <tr> <td colspan="2" style="font-size: x-small;">(C of C, CVB, Econ Development, similar)</td> </tr> <tr> <td><input type="checkbox"/> Corporate (Contact the Exec. Director for sponsorship details. <a href="mailto:mmowbray@yellowstonetrail.org">mmowbray@yellowstonetrail.org</a>)</td> <td style="text-align: right;">\$100</td> </tr> </table>	<input type="checkbox"/> Regular (Individual or small business) -----	\$15	<input type="checkbox"/> Not for profit (museum, car club, historical) -----	\$25	<input type="checkbox"/> Tourism Promotion Agency -----	\$50	(C of C, CVB, Econ Development, similar)		<input type="checkbox"/> Corporate (Contact the Exec. Director for sponsorship details. <a href="mailto:mmowbray@yellowstonetrail.org">mmowbray@yellowstonetrail.org</a> )	\$100																		
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