



The Yellowstone Trail Association is reviving interest in the old 1912-1930+ automobile route "from Plymouth Rock to Puget Sound."

Support visitors driving the Yellowstone Trail.

THE NATIONAL ARROW

The National Arrow is designed in the tradition of The Arrow, the newsletter of the original Yellowstone Trail Association early in the 20th century. The Arrow was sent to members of the Yellowstone Trail Association. These members had paid dues to the Association to support its efforts to improve the highway and attract tourists to services along the route.

The National Arrow is published sporadically as time and resources permit. Beginning with this issue, only members of the Yellowstone Trail Association are receiving it in printed format. Others on our mailing list will be able to view the newsletter on www.yellowstonetrail.org beginning this fall.

Questions, stories and news items about the historic Trail and current related activities may be directed to:

The Yellowstone Trail Association, John or Alice Ridge, 7000 South Shore Drive, Altoona, WI, 54720, Phone 715-834-5992
E-mail: ytrailman@yellowstonetrail.org
Web site response: www.yellowstonetrail.org using the Response Form.

Questions or suggestions about the Yellowstone Trail Association, Inc. or about opportunities for Tourism agencies may be directed to:

The Yellowstone Trail Association, Tom Barrett, 340 Division Street North, Stevens Point, WI 54481. Phone: 715-344-2556 or 800-236-4636 ext. 16
E-mail: tbarrett@spacvb.com



Pictured are the 2004 Officers of the Yellowstone Trail Association: Glenn Brill, Vice-President, John Ridge, President, Tom Barrett, Treasurer, and Alice Ridge, Communications Secretary.

SPECIAL BOOSTERS

Ninety years ago the original Yellowstone Trail gained success partly because businesses and civic groups cared. They were proud of their community and they cared about the possibility of drawing travelers there. These folks were called "boosters" then.

Let's give a cheer for our special business and travel-related booster members:

Aberdeen Convention and Visitors Bureau	Aberdeen	SD
American Road Magazine	Mt. Clemons	MI
Cabin Ridge Rides	Cadott	WI
Cadott Area Development Corp.	Cadott	WI
City of South Milwaukee	South Milwaukee	WI
Clark Hardware	Forsyth	MT
Colby Chamber of Commerce	Colby	WI
Curtiss Lions Club	Curtiss	WI
Egle Landscaping Inc.	Custer	WI
Fond du Lac Area Convention & Visitors Bureau	Fond du Lac	WI
Fremont Area Historical Society	Fremont	WI
Friends of the Old School	Withee	WI
Gramm-Hein Funeral Home	Ipswich	SD
Hennepin County Historical Society Museum	Minneapolis	MN
Hill's Unique Gifts	Hector	MN
Ipswich Commercial Club	Ipswich	SD
Jefferson Valley Museum, Inc.	Whitehall	MT
Lemmon Area Chamber of Commerce	Lemmon	SD
Marshfield Convention and Visitors Bureau	Marshfield	WI
Neuschafer Community Library	Fremont	WI
Old Prison Museums	Deer Lodge	MT
Olivia Chamber of Commerce	Olivia	MN
Oshkosh Convention & Visitors Bureau	Oshkosh	WI
Park County Historical Society	Livingston	MT
Picture This Gallery & Studio	Appleton	WI
Plover Area Business Association	Plover	WI
Racine County Convention & Visitors Bureau	Sturtevant	WI
Racine Heritage Museum	Racine	WI
Ray E. Powell Museum	Grandview	WA
South Milwaukee Historical Society	South Milwaukee	WI
Stevens Point Area Convention & Visitors Bureau	Stevens Point	WI
The Addison House B & B	Allenton	WI
The Harold E. LeMay Museum	Tacoma	WA
Thorp Business Association	Thorp	WI
Wanatah Historical Society	Wanatah	IN
Washington County Convention & Visitors Bureau	West Bend	WI
Waupaca Historical Society	Waupaca	WI
Yellowstone Gateway Museum of Park County	Livingston	MT



OFFICIAL PUBLICATION OF
THE YELLOWSTONE TRAIL ASSOCIATION

"A Good Road from Plymouth Rock to Puget Sound"



**ON THE YELLOWSTONE TRAIL:
TRANSPORTATION INTERPRETIVE CENTER
PLANNED FOR PLYMOUTH, INDIANA**

The Yellowstone Trail Association has communicated with several people in Indiana about an excellent opportunity to promote greater awareness of the Yellowstone Trail and its role in the development of America's highways. The following news release introduces the project:

"The Marshall County Historical Society and Museum has a vision for the future of transportation interpretation for Indiana's auto and highway story. Director, Linda Rippy, reports the society has purchased an adjoining building to the present museum in order to create spaces for research and new exhibitions. The museum plans to highlight the Lincoln Highway, the Dixie Highway and the Yellowstone Trail - all of which passed through Marshall County. The museum is seeking donations of artifacts and archival materials relating to the highways - items relating to Indiana are of special interest."



Yellowstone Trail Association members are encouraged to support this effort by making a donation or becoming a museum member. Make it a point to stop by the museum in downtown Plymouth the next time you're out on the road! Phone: 574-936-2306. Visit the museum and project at www.mchistoricalociety.org.

Contact Linda Rippy at mchistory@mchistoricalociety.org

The Yellowstone Trail Association is committed to helping as we can to make this project a success. It will give us a major presence east of Chicago.



Places mentioned in this issue.

**AN EXCITING PROPOSAL:
THE GREAT AMERICAN ROAD TRIP
ON THE YELLOWSTONE TRAIL**

The LeMay Museum, "America's Car Museum," is developing a huge, antique automobile museum in Tacoma, Washington, 30 miles from the western terminus of the Yellowstone Trail. The LeMay Museum is looking to introduce this national resource and has begun its major fund-raising program. Similarly, the Yellowstone Trail Association wants to raise public awareness about its "Good Road from Plymouth Rock to Puget Sound" as well as seek funds for its educational and operating needs. What better way than a Great American Road Trip with antique (and not-so-antique) cars from Plymouth, MA to Tacoma, WA, celebrating both the automobiles and the road they used to fundamentally change our American lifestyle? Discussions will be on-going in the coming months about co-sponsoring The Great American Road Trip on the Yellowstone Trail in late 2005 or 2006.

Some ideas are listed below. We need you to comment about them and add your ideas. No decisions or agreements have been reached. Everything you share will be added to the discussion and considered seriously.

First, the LeMay Museum and the Yellowstone Trail Association should have "Pilot" cars, probably antique, if possible, to travel the entire distance to set the pace and keep to the schedule of local events along the way and assure that the cars arrive at Tacoma for a completion ceremony.

Auto clubs, convention and visitors' bureaus, YTA trailmen, museums, or any interested party should be invited to act as local managers to create and coordinate activities within their section of the Trail. The selected managers will coordinate such things as local housing arrangements, celebrations, public programs, Trail marking and standby repair garages. Stops, with programs, at historically interesting places (especially auto museums and relevant history museums) are encouraged. Places fortunate enough to have artifacts from the old Trail should have them identified with interpretive signs.

Participants in the run may register for one section, many sections, or the entire trip. The result might be described as a relay event, not unlike the very successful 1916 YTA relay race against time to deliver a sealed military message from Plymouth to Seattle.

Drivers wishing to follow the route at their own pace will be allowed to do so. Participating local managers will provide some recognition and support at their "check points" for an extended period (or the entire summer) for those wishing to take the Great American Road Trip over the Yellowstone Trail but find it impractical to use the primary schedule. Drivers will buy a "tourist license" (passport) to be stamped at each check point. Managers might provide discount coupons and special offers to attract participants.

Significant local, national and international publicity will be sought to promote the Trip, the LeMay Museum and the Yellowstone Trail. Other groups could be invited to be partners to help administer the Road Trip.

Appropriate commercial sponsorship can be sought. Motel chains, auto manufacturers/dealers, restaurant chains might find such a sponsorship to be beneficial.

What do you think? What role would you like? Send reactions and suggestions to jridge@yellowstonetrail.org. See www.lemaymuseum.org/welcome.cfm to learn about the LeMay Museum and www.yellowstonetrail.org to learn about the Yellowstone Trail.

**ALMOST ANYTHING CAN HAPPEN
ON THE YELLOWSTONE TRAIL:
THE GREAT MONTANA SHEEP DRIVE**

Back in 1989 when Montana was celebrating her Statehood Centennial, there was a great stir over a cattle drive that recreated yesteryear. Reed Point, a little unincorporated and poor town of perhaps 80 to 90 souls noted that it totally ignored the part that 'sheep' played in conquering the West.

Cynthia M. Zuber, present director of the Reed Point Community Club, reported that Reed Point had needed a way to raise money for their children, their schools and their community and they had asked "How about a spoof on the Great Cattle Drive which was getting national attention?" Inspiration and motivation soared and The Great Montana Sheep Drive was born.

The event is sponsored annually by the Reed Point Community Club, a nonprofit organization of local citizens. The money raised by the Sheep Drive is used to help fund their Library, the volunteer Fire Department, the schools' extracurricular activities, town Christmas decorations and a host of other projects and programs.

The Great Montana Sheep Drive is held on the Sunday of each Labor Day week end. It's a day-long event beginning about 10:00 am as the 60 plus vendors of various foods, crafts, art items, jewelry, clothing, carvings, and various hand made objects take over the four blocks of the main street. There is an auction of items donated by businesses near and far.

Sheep Shearing happens on a stage right on the main street. The Crazy Mountain Boys (named after the neighboring mountains) begin playing under a Big Top. The Montana Gun Fighters do their show twice. "The Biggest Small Town Parade in Montana" contains floats, antique cars, horse teams, fire trucks, covered wagons, mule teams, farm equipment, and four different Shriner ensembles.

Some 600 sheep are run right down the main street. After a few blocks "the sheep realized they had no where to go and they stopped to eat." Then there's the "All Entrants Welcome Log Sawing Contest," a free Petting Zoo and other kids' stuff. The Street Dance continues until the wee small hours of the morning.

Reed Point is right along the Yellowstone River between Big Timber and Columbus, Exit 392 of I-90. The original Yellowstone Trail, now a good gravel road, can be followed from the Reed Point exit 392 of I-90 north over the Yellowstone River bridge on Reed Point Road to Springtime Road, which can be followed east and south to I-90 at exit 400. It is a very scenic drive, especially if you take your time to look across to the many surrounding mountains.

Call Cynthia Zuber, 406/326-2525, if you have questions about The Great Montana Sheep Drive. ☺

Read about the Yellowstone Trail in every issue of the
American Road
A new magazine about old roads.
See www.mockturtlepress.com

ERRATUM: The caption of a picture on the front page of issue # 5 is identified as being the YT near Marmarth SD. This is an embarrassing typo. We know full well that Marmarth is near the Montana border in North Dakota. Its bridge across the Little Missouri River (now replaced) was financed with help from the Yellowstone Trail Association. It is also the location of the soon to be discovered Dory's Antique Auto Museum. Marmarth is near one of the leading fossil-finding regions of America. ☺

--TRAILERS--

NEWS AND NOTES FROM THE TRAIL

TRAIL DAYS

●Trailman Lance Sorenson created quite a presence in his Yellowstone Trail "tent" at Chaff Days in Hector, Minnesota.

●Ipswich, South Dakota, home of Trail founder Joe Parmley, held its annual Trail Days celebration June 12-13. As last year, featured were a big parade, crafts, an old time band, activities for kids and a pie-baking contest. The Parmley Land and Yellowstone Trail Office Museum remains a major interest.

●Plover, Wisconsin, held its second annual Trail Day celebration. Sponsored by the Portage County Historical Society, the Plover Business Association and Stevens Point CVB, folks examined old cars, heard fiddle music, learned about the Trail and ate well.

SAVENAC TREE NURSERY

●Haugan, Montana, near the Idaho border, is the home of the Savenac Tree Nursery, an historic tree farm. It was once one of the largest U.S. Forest Service tree nurseries, producing 12 million seedlings annually to reforest national forests. It is now a National Historic site. This past July its annual reunion celebration featured a remembrance of the Yellowstone Trail which ran right through it beginning in 1914.

There is a good chance that they will get a grant to study the preservation potential of a small bridge on the property that carried the Yellowstone Trail.

HECTOR, MINNESOTA

●Trailman Johnnie Hill of Hill's Unique Gifts, Hector, Minnesota is all "signed up" and is enthusiastically promoting the Yellowstone Trail.

SEMINAR ON THE TRAIL

●The Waupaca, Wisconsin, Historical Society, a member of the YTA, led by Trailmen Roy Holly and Mark Ebner, sponsored an evening of historic transportation. Invited guest speakers included John White, retired Smithsonian transportation head on stagecoaches, Jack Rhodes on bus transportation, Mike Kirk on an electric railway. They had a good attendance at the all-day affair.

REDISCOVERY OF YT TRAIL IN NEW YORK

●Trailman Rich Rheingold of Schenectady, New York, has had a long-time interest in historic US 20. He is now also actively promoting the Trail in the New York. He produced news releases, was interviewed on TV, and featured in a newspaper article. Good on ya, Rich!

MEETING ABOUT ROADSIDE ATTRACTIONS

●The Society for Commercial Archeology will hold its annual meeting in Seattle August 18-21. They are the folks who "recognize the unique historical significance of the 20th century commercial environment and the impact of the automobile . . ." They study old roadside buildings such as diners, motels, neon signage and odd-shaped things like YT's teapot gas station. A live group!



Hector, Minnesota



Plover, Wisconsin



Savenac YT Bridge, Montana



Hill's Unique Gifts

NFS INTERPRETIVE SIGNS ON THE YT

● Trailmen Lee and Jane Whiteley reported that last summer, while again traveling along the YT from Livingston, MT to the Yellowstone National Park through the Yankee Jim Canyon area, they discovered that the National Forest Service had erected excellent interpretive signs illustrating the evolution of transportation on that route.

The Yellowstone Trail received significant and appropriate attention. This route still bears the name Yellowstone Trail and, having been cut off by a "new" route of US 89, looks much like it did in the 1920's. Lee and Jane are primarily researching and writing about the National Park-to-Park Highway, a named highway that shared bits of the route of the Yellowstone Trail in Washington. Thanks to the Whiteleys for sharing this news and the pictures. See their articles in the *American Road* magazine.

AMERICAN ROAD MAGAZINE

● The *American Road* magazine, which carries a regular column on the Yellowstone Trail, has moved house. Those of you who subscribe will see the new address in the next issue. Those of you thinking about subscribing should do so at www.mockturtlepress.com.

MORE SIGNS IN WISCONSIN

● Pictured are North Fond du Lac village officials erecting a Yellowstone Trail road sign recently. Signs were donated to the village by the Fond du Lac Convention & Visitors Bureau. Glenn Brill, Bureau director and Yellowstone Trail Association Vice-President is pictured at right.



New NFS sign on Yankee Jim's road north of Yellowstone National Park. Used by the Yellowstone Trail, this short section is closed to autos now, but most of the Trail is open from Livingston to Gardiner.



Pictured are North Fond du Lac village President, Jim Moon, Administrator, Karen Matze, and Public Works Inspector, Joe Ruppenthal with Glen Brill, Convention and Visitors' Bureau and Vice President of the YTA.

Two years ago the village paid tribute to the famous Trail by naming a new park after it since the Trail went right through the village. The local newspaper, the Action Advertiser, reported that "interest in reviving the Trail as a tourist destination and attraction has been growing in recent years on the national level." How true!

A YT ROADSIDE ATTRACTION

● The famous M&M Restaurant/Bar/Gambling Emporium of Butte, Montana, is closing . . . and reopening again! After 112 years of never closing, it did so 16 months ago, much to the shock of those who knew and loved the enduring madam of Main Street. On the National Register of



Historic Places, the old Cigar Store cum bar/restaurant was written up in every magazine from the *National Geographic* to *Men's Journal* as one of the 50 best bars in the U.S. The place smelled and looked old and the food was wonderful. No yuppie place this! The long lunch counter you ate at looked much like the long bar you drank at, each lining opposite walls with about 20 feet of open space between them. Gambling happened "in the back room." Somebody should write a book about the place. Debt, need for upgrading, and a falling off of clientele forced the closure. However, a new owner has appeared and a restored version, reminiscent of the old but without the worn out linoleum floor, will open around October. Stop in and say "Hey."

ANOTHER YT ROADSIDE ATTRACTION

● Another site on the Yellowstone Trail, also on the National Register of Historic Places is closing too, but as of this writing no new owner has been found. The Teapot gas station on the Yakima Valley Road, Zillah, Washington, was built in 1922, a "shrine" to the Teapot Dome scandal (illegal shenanigans of wealthy oil men). During its 80 years, the station was moved three times, but always near the old Trail. Vandalism plagued the station and its two antique pumps in the late 1990's and the high price of gas of recent years forced the closure. Do any of our readers know its fate? Please let us know.



A DIFFERENT YT ROADSIDE ATTRACTION

● If you drive along the Trail on what is now Montana highway 2 (Harding Way) to the south of Butte, you will see two watering troughs. They once held water brought down from a spring to quench the thirst of drivers and their overheated vehicles. Although they appeared shortly after the Yellowstone Trail Association disbanded, the road was still called Yellowstone Trail, so we claim them as Trail artifacts. The water was shut off because of impurities, and the fountains deteriorated. When Barbara Baker adopted that stretch of highway to clear litter, the beautification and maintenance of the fountains became her family's passion. They traveled this route on family vacations and she dedicated her efforts to her late father. When next you drive Montana 2 to Butte, notice the new white paint and flowers on the Yellowstone Trail. ☺



Fountain before beautification.

SAD BYWAYS NEWS

As faithful readers will recall, Wisconsin is joining 36 other states in establishing a Scenic Byways Program. All of the states which carried the Yellowstone Trail, except Massachusetts, have such a program. A Scenic Byways Program is a state program which allows state designated byways to apply for federal designation. At the federal level, six "intrinsic qualities" are considered equally when state roads are put forward for potential inclusion in the America's Byways Program. This inclusion in a federal program means that federal money might be available for promoting chosen state roads (\$15 million was given state byways last year). The six equal qualities at the federal level are: historic, recreational, cultural, archaeological, natural, as well as scenic. Wisconsin's Transportation Dept. rules will specify only one eligible quality: scenic.

Your officers are working hard to get the "historic" quality included in the Wisconsin rules because we wish to put forward the Yellowstone Trail as a scenic byway. Your President, Dr. John Ridge, and Secretary Alice Ridge appeared at a hearing recently to testify for the "historic" quality inclusion. Your Treasurer, Tom Barrett, and Vice-President, Glenn Brill, have made influential contact with the state tourism department. Trailman O.J. Thompto not only spoke at the hearing, but visited the chairwoman about her decision not to include anything but "scenic."

As it stands, the Yellowstone Trail and any historic or cultural or recreational etc. road is cut off at the knees from even applying for designation. That means that we are cut off from the possibility of federal funding for promotion, tourist facilities, interpretation centers or advertising of the Yellowstone Trail.

We are now preparing to fight it in the state legislature. Stay tuned. ☺