



THE OFFICIAL PUBLICATION OF
THE YELLOWSTONE TRAIL ASSOCIATION

"A Good Road from Plymouth Rock to Puget Sound"



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BIKING THE YELLOWSTONE TRAIL COAST-TO-COAST - PART 2 ROCKIES AND HIGH PLAINS

by Jim Marx

I was excited about biking across Washington, Idaho, and Montana because I expected it would be the toughest part of the journey through the Cascade and Rocky Mountains, but also the most scenic. I was not disappointed on either, and due to a weather pattern they called the Pineapple Express, it was also the rainiest. It all added up to a great experience.

Introduction

by Mark Mowbray

Readers of Part 1 in the previous *Arrow* will remember that one night last winter I got a call from my friend of the past forty years, Jim Marx.

He told me that his Peace Corps plans were on hold, so he was thinking of riding his bicycle across the United States. He wondered if following the Yellowstone Trail would be a good choice. I assured him that it was a great idea. And, he did it!

He rode 3,657 miles in 65 days following the Yellowstone Trail from coast-to-coast on "A Good Road From Puget Sound To Plymouth Rock".

This is Part 2 of Jim's story in his own words.

My first major obstacle was Snoqualmie Pass. My plan was to get over it by taking the Iron Horse Trail that was an old railroad bed converted into a bike trail, to avoid riding on I-90. I rode the trail for two days before I was informed that the tunnel through the pass was closed. I had to take a detour, walking my bike a mile down a steep hiking trail to Denny Creek Road. This all worked out well for me because Denny Creek Road was the old Yellowstone Trail, and I could still see evidence of the old roadbed in places. Also in Snoqualmie I found a road east of town called the Yellowstone Road which was the original road, although it dead-ended now. I felt like I was not only biking, but exploring also.

I had many opportunities to take the new roads developed since the Yellowstone Trail was established that were shorter and graded more level, but whenever possible I stayed as true to the Yellowstone Trail as I could. One such opportunity was Blewett Pass. It was a twisting serpentine path up over the mountains with hairpin turns and beautiful scenic views. There were other times I could not ride the original Yellowstone Trail, but could see the old roadbed down in the valley while riding on what is now Hwy 2. Another time, I turned off Hwy 2 to take the old roadbed; I climbed uphill for a couple of miles, and came to a dead-end. The road was washed out on the side of the mountain, but a narrow strip remained. I was able to walk my bike across, and continue on the road with large fallen rocks strewn on it.

All along the journey, I met nice people. Two of the nicest were Dave



*Denny Creek Road, above
and Pine Canyon, below.*



and Amy at the Waterville Hotel. Even though they were filled for the night, they allowed me to stay on the unopened third floor, where I spent a very comfortable night. Their hotel is decorated in Yellowstone Trail period decor, and was a popular stopping place along the Yellowstone Trail back in the day. The next morning Amy showed me a faded sign painted on the side of the hotel and asked me if I knew anything about it. It was an outer white square with an inner red circle and some words printed in the red circle. I had no idea what it was, but surprisingly found the same sign painted on an old building in Coeur d'Alene, Idaho four days later. In addition to biking and exploring, I now had a mystery to solve. (Editor's note: References to the Red Ball Trail generally refer to a route from St. Paul to St. Louis. The Red Trail auto highway ran east/west through ND and may have been extended to Washington, but the logo was not a red circle. The logo of the Great Northern was a red circle and is probably the answer to this mystery?)



Waterville Hotel in Waterville, Washington. Con't next page

BIKING THE AUTO ROAD, CONTINUED

At the Idaho/Montana border I had to cross over the Bitterroot Mountains at Lookout Pass. This was more difficult because not only was the old Trail soft gravel with steep grades that I had to walk my bike up, but the summit was still snow covered. I camped out next to a snow bank in June, the night before I biked over Lookout Pass.

Deer Lodge, Montana was an interesting stop for me. There they have one of the finest auto museums I have been to. As part of the museum, they have an exhibit on the Yellowstone Trail. Heading out of the Deer Lodge, there is an original Yellowstone Trail marker painted on the side of a building.

All along the way I stopped and talked to many locals in the rural countryside. Where I come from, they proudly refer to themselves as farmers. Several times I referred to them as farmers, and each time was corrected, as if they were offended, that they were ranchers. I used to think that a farmer was someone who wore a baseball cap, and a rancher was a person who wore a cowboy hat. But out here these were ranchers, sensitive to being called a farmer, wearing baseball caps.

Getting over the Continental Divide, I thought it would be all downhill from there; but it wasn't. I still had Bozeman Pass to conquer, but that was the last major mountain pass to cross, all the way to the Atlantic Ocean at Plymouth Rock.



Montana Auto Museum at Deer Lodge

When I got to Livingston, Montana, I took the 60 mile trip on Hwy 89 to the north entrance of Yellowstone National Park and camped overnight. On the way back to Livingston, I took the old Yellowstone Trail on the west side of the river. Here on the Yankee Jim Trail, I found the old rock marker painted yellow with the advertisement for a souvenir shop in Gardiner. I took a day off in Livingston and had my bike serviced including with new tires and new brake pads.

Although eastern Montana did not have the mountains, it did have high winds. I blew into Billings on a day with 50 MPH gusts. The crosswinds were so strong that at times I had to walk my bike, because I could not stay upright riding it. I had a pleasant break from the high winds when I stopped at the farmhouse of Mrs. Dorothy Olson. She is knowledgeable of the history about the Yellowstone Trail, which we talked about while enjoying coffee and cookies. The next morning I was interviewed by Mary Pickett of the Billings Gazette. When I met

her, I said, you might say I blew into Billings yesterday. The first line of her article read, "Jim Marx blew into Billings on Thursday".

For most of eastern Montana the Yellowstone Trail followed along the Yellowstone River; which was also the path of Lewis and Clark's expedition. So now I had not only the historical perspective of cars pioneering cross-country travel in the 1920's, but also of Lewis and Clark exploring the northwest in the 1800's. The journey had turned into a much greater experience than I could have imagined before embarking on it.

COMING IN FUTURE INSTALLMENTS:

Jim will report more about his 3,657 miles and 65 days on the Yellowstone Trail in coming issues of the *Arrow*.

Arrow #18: Part 3 –

After a long and hard ride across the Dakotas and Minnesota, Jim follows the route of the original Yellowstone Trail into Wisconsin – by boat!

Arrow #19: Part 4 –

His home state of Wisconsin (and some fun times) behind him, Jim blasts through the "windy city" and pushes hard to Plymouth Rock.

Arrow #20: Part 5 –

Jim's wrap-up and future plans.

JIM MARX NAMED TRAILMAN OF THE YEAR

In light of the remarkable bicycle trip made by Jim Marx across the 13 states traversed by the Yellowstone Trail, it only seemed right for the officers of the Yellowstone Trail Association to name him "Trailman of the Year." The certificate he received reads as follows:

The Executive Committee of the Yellowstone Trail Association hereby designates Jim Marx Trailman of the Year 2010 in recognition of his exceptional feat of bicycling across America following the route of the historic Yellowstone Trail auto highway, a "Good Road from Plymouth Rock to Puget Sound, 1912-1930" thus advancing the rediscovery of the Yellowstone Trail.

The brief ceremony was held at the Stevens Point, Wisconsin, Convention and Visitors Bureau after which luncheon was enjoyed and a business meeting was held.



Jim Marx displays his "Trailman of the Year" certificate

HISTORY CORNER

THE SACAJAWEA HOTEL

by Dave Habura, the Yellowstone Trail Western Region Correspondent

The description of Three Forks, Montana, from the 1926 Hobbs Grade and Surface Guide.

One of the pleasures of following the Yellowstone Trail is the opportunity it presents to stay where travelers of nearly a century ago stopped. A surprising number of the hotels that hosted Trail travelers are still in business, and several have been restored to something perhaps even better than their "former glory."

There are several worthy of mention where you can spend a night and enjoy the charm and hospitality of an earlier day. Places in the west that immediately come to mind include the Waterville Hotel in Waterville, Washington, the Davenport Hotel in Spokane, and the Sacajawea in Three Forks, Montana.

The "Three Forks" refer to the confluence of three rivers (Jefferson, Gallatin, and Madison Rivers) to form the headwaters of the Missouri River. Its greatest fame is associated with the Lewis and Clark expedition, which named the area and the rivers that converged. It was in this area that Sacajawea was captured as a girl of ten or twelve by the Mennetaree tribe in 1800. When she approached this area with the Lewis and Clark expedition in 1805 she recognized the site of the expedition's camp as the site where she had been kidnapped.

The Three Forks area is rich in the history of the fur trade. It is here that John Colter (discoverer of what is now Yellowstone Park) and John Potts, both former members of the Lewis and Clark expedition, were attacked by the Blackfeet in 1808, and Colter began his epic naked run, crossing some 200 miles of wilderness in seven days, barefooted and without clothing or weapon. But that is another story, and well described in the annals and history of the fur trade.



The Sacajawea Hotel, on the Yellowstone Trail, was advertised in the Automobile Blue Book and recommended in the 1926 Mohawk Hobbs Grade and Surface Guide. In 1926 a traveler on the Yellowstone Trail could have had a room with bath for \$3.50. It is a bit more today. He could have purchased gas and oil at the Yellowstone Garage and had repairs done for \$1.25 per hour for labor.

The Sacajawea Hotel has gone through many ups and downs, as has the economy. Three Forks citizens say that "As goes the Hotel, so goes Three Forks" economically speaking. After several owners came and went, finally, in 2009, the owners of the famous Three Forks-based Wheat Montana stepped up and invested \$2.5 million in renovation improvements. The place looks like it did in 1910 only more beautiful and more 21st century. Stay there. You won't be sorry. But the hotel will be closed for a time in the dead of this winter for cleaning, so plan to stay after March 2.

The road between Livingston and Butte through Three Forks is described in the 1918 Volume 7 of the Automobile Blue Book:

"This is a section of the Yellowstone Trail," and "There are stretches of wonderful graded dirt road on this route, in fact practically all the road is good and well graded." That is rather high praise from the ABB folks! However they go on:

"It is a very beautiful drive and except in the valleys, is passable after a rain, as most of the hills are of a gravelly formation, but the Gallatin Valley (Bozeman area) roads are of dirt, and when dry are very fast, but rather slippery after a rain."

78.8—57.7: **THREE FORKS**, at Bank; pop. 1,000. Grain and stock farming are the main support. In 1925 Three Forks was visited by a severe earthquake. The plucky and enterprising citizens, however, have rebuilt the entire business portion which was affected by the disaster. Small free camp. **THE SACAJAWEA HOTEL** (**); pleasant, well kept rooms. Sgl. \$1-\$2.50; dbl. \$1.50, with bath \$3.50. **THE YELLOWSTONE GARAGE** (□), is best for all round service. Good mechanics and tire service. Labor \$1.25 per hr.; tel. 79 for tow car. Gas and oil. **Mohawk Dealer**.





Monument of Sacajawea and Son

Across the street from the hotel stands a monument to Sacajawea. The base was dedicated in 1914 and, like the hotel, greeted many travelers on the Yellowstone Trail. The beautiful sculpture of Sacajawea now mounted on the 1914 pedestal is more modern.

Within a very short distance are two beautiful steel through truss* bridges from the Auto Trail era. They were not on the Yellowstone Trail, but just off it on the turn off to Helena. This would have placed them on the National Parks Highway in its 1924 and later routing. If you view the National Parks Highway as "the other" route to the northwest, you may enjoy visiting both bridges when you are in Three Forks. Both are near the hotel and can be reached by going north past the hotel about a mile and turning left on the Old Town Road.

Both bridges cross channels of the Jefferson River which here is nearing its confluence with the Madison and Gallatin to form the Missouri, about a couple of miles beyond the bridges. The first (more southerly) bridge was built



in 1897 and the second in 1894. Both have wooden decks and enough rust to make them interesting.

In all events, the Yellowstone Trail leads today's traveler to fascinating glimpses of America's heritage.

* A *truss bridge* is composed of a "web" of beams (steel, iron, or timber.) A *through truss bridge* has parts of the "web" both above and below the roadway; you drive "through" the "tunnel."

A WORD FROM MARK

It's the dead of winter, and time to "look both ways." In this case, both ways means looking back over the past year and forward to the new one.

2010 Looking back, I see quite a year! » We re-instated memberships, and we have received some generous donations to further our efforts.

» We revived the *Arrow*, now in the electronic form that you are reading. A few paper copies are sent to members who require them.

» We re-organized our database of over 1,500 people and organizations who have expressed interest. Of those, we have over 500 current e-mail addresses.

» We continued sending Trailblazer newsletters to our informal Wisconsin group, and we have sent out a few Blazing Arrows with news updates to all folks interested in the YT.

» We launched our Facebook page and now have 165 "fans" who are following our posts and interacting with us and each other. [Click here](#)

» Jim Marx bicycled the entire Trail, the first Yellowstone Trails Days weekend was held in Hudson, WI, and our Treasurer retired.

» We had a number of planning and operational meetings to further our efforts to promote the Trail and we published a new brochure.

» John and Alice Ridge traveled to the West researching the YT for future articles and a book.

» And, I explored some previously (to me) unknown parts of the Trail and I visited some of our members and friends along the way.

2011 I'm looking forward, like a kid waiting for Christmas, to some very cool things this year.

» As you may know, the YTA was formed in 1912. That means not only that this year is our 99th year, but also that 2012 will be the 100th birthday of the YTA. We will be planning a lot of activities this year in anticipation and we welcome any suggestions. It's not too early for your group, museum, or community to begin laying the groundwork for the "Big 100". Why not organize a 99th event this year to kick things off??

» We are doing a total redesign of our website and hope to launch it soon. Even though we are working on an improvement, it already has hundreds of pages we have already developed. Feel free to explore! [Click here](#)

» We are busy working on a number of YT promotional activities with local organizations.

» I am planning an extended road trip this summer to a number of Western states including Idaho, Montana, the Dakotas, and Minnesota. Stay tuned.

2011 is shaping up to be a banner year for your organization.

It is a good time to suggest to your friends who may be interested in the Trail that we would value their membership.

I welcome your comments and suggestions.

E-mail me at mmowbray@yellowstonetrail.org.

Happy Trails,

Mark Mowbray, Executive Director

We encourage you to add your ideas and suggestions to the Yellowstone Trail Facebook page. [Just click here!](#)

Our Yellowstone Odyssey

We drove a three-week scavenger hunt this summer looking for remnants of the old Yellowstone Trail (YT), the first auto route across the northern U.S. Ninety-eight years ago it connected Plymouth Rock, Massachusetts, and Puget Sound, Washington, passing through Wisconsin, our home.

For over a year, Janet planned our family vacation in Yellowstone National Park. Her mother had talked about the YT, so she knew it ran through their hometown of Auburndale, Wisconsin. Our trip verified Janet's idea that most areas have interesting things and people, if we took the time to explore. "Life begins at interstate exits," according to an *American Road* magazine writer. So our odyssey in July was as much about the journey as the destination.

From our home to Yellowstone National Park via Interstates would take about 2½ days - 1,200 miles in 19 hours. On the back-roads, stopping to gawk and photograph, consult YT literature and talk to interesting locals, and backtracking to get on the Trail or see artifacts, the trip took us five days.

This is the first in a series of articles reflecting upon an auto trip along the Yellowstone Trail from Wisconsin to Yellowstone National Park and back by Carl and Janet Roehl.



One of Over 300 YT Signs in Wisconsin

The Wisconsin section of the YT apparently has the most detailed maps and written history available. Leaving from Wisconsin Rapids (15 miles off the Trail) we picked up the YT in Junction City. Then we traveled along the YT—now US Hy. 10—spotting very old buildings that must have seen the beginning of the Trail.

West of Auburndale, we found the "Yellowstone Trail" sign and took County M to Yellowstone Road to Hewitt. Hewitt celebrates its role along the Trail with their own small Yellowstone Park. Marshfield has many old buildings downtown on the National Register of Historic Places which were along the Trail. And many yellow YT trail signs. The "Driving the Yellowstone Trail in Wisconsin" booklet is extremely helpful to retrace the original route, where possible.

On to Colby and other Yellowstone Trail era buildings: the Clark County TelCo (1926), State Bank (1900) and the 1909 Unhoffer building. At Curtiss, an Amish buggy fortuitously rolled by as we viewed the YT poster at the community center. At Owen, Taylor's Do Drop In bar has an original yellow "R" painted on the building telling YT travelers to turn right at the next corner.

At Thorp, in the 1920s, Al Capone, the famous Chicago gangster, often stopped at a filling station on the Trail en route to his hideout in northern Wisconsin. The current Bob's Corner Garage owner related to us the legend of how Capone's bodyguard stood outside with a shotgun and leaned against the ancient Mobilgas pump with the red Pegasus while Capone "freshened up" and got gas.

Jumping now to Hudson on Wisconsin's western border, we see the causeway/dike into the St. Croix River has a YT historical marker. Many YT signs mark the route through town and through Prospect Park where YT travelers camped. Dick's Bar at 113 Walnut St. was the former YT Buffet and San Pedro Café, 426 2nd St., was the former Yellowstone Café. According to a plaque on the building, the Walnut St. structure is one of the oldest commercial sites in Hudson. The pre-Civil War building at one time was owned by the father of General Ulysses S. Grant. It was the only building to survive the devastating Great Fire of 1866. In 1894 the Star & Times newspaper moved into the building.



San Pedro Cafe

On the National Register of Historic Places are Hudson homes on or near the YT: the Phipps House, the Octagon House and the Boyden House. The YT runs along U.S. Hy 12 from 9th and Vine east for over 3.5 miles.

Before 1913, a ferryboat crossed the St. Croix River from Hudson to Lakeland, MN. Rates were 25 cents for "a footman," and 75 cents for a horse & rider. The original Hudson toll bridge was built across the St. Croix River in 1912-13 at a cost of \$80,000, including the causeway and dike. It was privately owned until 1917. For 34 years revenues from the toll bridge were used for Hudson's civic improvements and to reduce real estate taxes. In 1936 the lighted arch structure was built. In 1951 a new bridge a mile downstream replaced the original bridge, with the old causeway across part of the river remaining to this day for hikers and boaters.

Next issue:: #2 Slippery mud, hailstorm, desolate areas as we wander across five states.



Old Building on the YT in Auburndale, Wisconsin, Now the Local Bar



Al Capone Stopped Here



MODEL T DAY AT THE WISCONSIN AUTOMOTIVE MUSEUM by Mark Mowbray

One of the places I have had on my "short list" to visit was the Wisconsin Automotive Museum. It's just a few miles west of the original Yellowstone Trail in downtown Hartford, Wisconsin.

I was fortunate to see a notice that the Dairyland Tin Lizzies Model T Ford Club was having a get-together at the Museum last August.

It was a reasonable day-trip drive for me; I was glad I went. There were close to 30 Model T's in the Museum parking lot and it was a wonderful selection of Henry

Ford's "greatest". Admission was free and the atmosphere was friendly and fun.

There were showroom-condition restored cars, some modified speedsters, and a few in various states of original or "fixed up" condition. There was even a Model T that was rusty and very well used that was giving visitors rides!

I visited with a number of the owners and gave them YT brochures and information. A few were familiar with the YT and had driven parts of it, while others had never heard of the Trail.

The Museum offered a reduced admission so I spent a few hours touring that also. In my opinion, this is one of the finest auto museums in the Midwest. I cannot begin to tell you everything about it, but they have, without question, the largest collection of Kissel Automobiles ever assembled. The Kissel was manufactured in Hartford from 1906 to 1931 and was a very expensive, essentially "custom" built car. The Kissel "Gold Bug" was a legend. The Museum also displays many other models of cars I have never heard of but many also of those I grew up with. There is a wonderful display of a large collection of locally produced outboard motors and a great collection of historic local dirt track racers.

This Museum is a must see for anyone interested in historic automobiles and travel. Put this on your list when you are traveling through Wisconsin. Visit the Museum's website at: <http://wisconsinautomuseum.com>

Visit the Tin Lizzies website at: <http://clubs.hemmings.com/frameset.cfm?club=dairylandtinlizzies>



WHAT'S ON MY BOOK SHELF?

Second in a series by Mark Mowbray

I love road trips. I even like reading about other people's road trips. So, I have accumulated a small collection of books over the years that celebrate the joy of wandering old roads. Most were bought used on Amazon.com or Alibris.com.

One of my favorite road trip writers is Bill Trogdon.

You never heard of him?

He is quite famous but not by that name. He writes under the name of William Least Heat-Moon and his *Blue Highways*, published in 1982, set the standard for modern road trip writing. He was at a bad time in his life. He lost his job, his wife left him for another, so he packed up his old van and did a 13,000-mile trip wandering around most of the United States.

If you haven't read it, you must do so. If you have, read it again.

But, that's not his only book. Among others, in 2008 he wrote

"Roads to Quoz, An American Mosey" during a much better time in his life. Now quite settled with an understanding and inquisitive wife, he sets out to find places he calls a "quoz," that is a strange or peculiar location that possesses an unknown or mysterious quality that is unique to that place...and only that place.

Least Heat-Moon's love of back roads and forgotten history propel him and his wife to some amazing, and mostly unknown places. Along with his great story telling, he continues his disdain for bad road food, generic motels, and the lost character of towns that all look alike in their quest to be "modern".

But he also finds those places where there is that secret "quoz." Those places that possess a charm and a reality that is unique, transforming an ordinary trip into a life long memory.

I highly recommend that you read this book and discover your own "quoz".

It might even be along the Yellowstone Trail.

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If you have news or upcoming events you'd like to share, contact John or Alice Ridge. For membership questions, contact Mark Mowbray.

VOLUNTEERS NEEDED!

The Yellowstone Trail Association is always in need of volunteers in all areas of the country and with all types of skills. Whether you are a high tech computer guru, have printing or artistic skills, want to write an article, research local YT history, or just help distribute a few flyers in your town, let us know.

The Yellowstone Trail Association is reviving interest in the 1912-1930 automobile route "from Plymouth Rock to Puget Sound." The Yellowstone Trail was the first transcontinental named auto highway through the northern tier of states. You can still travel its route, over three thousand miles of life in the slow lane – off the Interstates.

Enjoy the Yellowstone Trail!

YT TRAVEL REPORTS – BILL & TERI SHERWOOD

A good traveler has no fixed plans and is not intent on arriving.

Lao Tzu, a mystic philosopher of ancient China

This saying will be our motto as we travel in 2010. Preparations are underway for a cross country RV trip. We will first travel south, then head east through the southern states. Once we reach the east coast, we will head north hoping to spend some time in the New England states. Then we will follow the Yellowstone Trail through the northern states to get back to Washington.

The Yellowstone Trail became known to us through our friends, Pete and Suzy Lybecker, who will be traveling with us. They happened to see information about it at a bed and breakfast in Missoula, MT. The Yellowstone Trail, a transcontinental road, was established in the early 1900's to connect the east and west coasts of the United States. The Trail begins at Plymouth Rock, MA, and ends at the Puget Sound in Washington state. We will tell you more about it as we travel.



We got to our destination for the day Plymouth, MA, where we got to see Plymouth Rock. It's a lot smaller than you would think - about 4 ft by 6 ft - but it was inspiring to be there. We couldn't help but think of the Pilgrims and the hard times they endured after they arrived. It was during the winter months and it is said they would not have survived (many didn't) if the Indians had not helped them.

We had a great seafood meal. The halibut was great but our friend, Suzy, must have gotten some bad clams. She was pretty sick all night. Took a few days for her to feel good again but she was a trooper about it.

We left Massachusetts and headed for a state park on the shores of Lake Erie. As we traveled across New York state to get to our park, we realized that our perception of New York state included big cities and congestion. We were pleasantly surprised to see scenic hills and lots of rivers and farms.

We diverted from our pursuit of the Yellowstone Trail to go to Niagara Falls. The falls are located between New York state and Ontario, Canada and there are actually three falls. We chose to view them from the Canadian side and were glad we did. They are very amazing from both sides but from the Canadian side, you are looking directly at them. On the U.S. side, you have more a sideways view of them. This picture is of American Falls and Bridal Veil Falls (divided only by Luna Island). There are tour boats that take you for a close-up view.

From October 24, 1901 to October 20, 2004, there were sixteen trips over the falls by 14 different people (2 people went over twice). Sadly, five out of the 14 lost their lives. The falls actually stopped flowing once just before midnight on March 29, 1848. The reason - a strong south-west gale pushed the ice fields in Lake Erie blocking the channel completely. It stopped running for about 30 hours until the wind shifted and the water broke through to its customary route.

The horseshoe shape of the Canadian Falls is really evident. The tour boat actually goes under these falls. Niagara Falls aren't the tallest falls in the world. There are actually 50 waterfalls that are taller. What makes Niagara Falls so extraordinary is its combined height and volume.

We have seen wind turbines in many states where we have traveled but were really surprised to see them on the shores of Lake Erie. They seemed to be getting enough wind to keep them moving.

In next Arrow: Pennsylvania, Indiana, Ohio, Illinois, Wisconsin

Editor's note: In 1914 YTA member and future president (1917) Michael Dowling drove to the East Coast and attempted to blaze for the YT the very route that the Sherwoods took from Boston through upper New York to Buffalo and Niagara and westward along Lake Erie. His request for permission to post the YT yellow and black signs was rejected because "there were too many other trail signs up already." One telephone pole had 11 trail markers on it. For a time the YT was routed through Connecticut and central Pennsylvania. By 1919, however, the YT was established on the more favored northern route Dowling had chosen.

In the last Arrow we introduced you to Bill and Teri Sherwood who packed up their RV and took a leisurely trip across the US, starting from their home in Tieton, Washington. After visiting family and friends and creating other excursions which took them to the east coast, they turned west from Plymouth Rock and traveled the YT toward home. This is the first in a series of articles based upon their great blog, thesherwoodstravelblog.blogspot.com. Go look at it. They take great pictures.



TRAIL-O-GRAMS

Tom Barrett Named Trailman The Executive Committee of the Yellowstone Trail Association named Tom Barrett, retired Treasurer of the Yellowstone Trail Association, as Honorary Trailman in recognition of his six years of service to the association. Tom served as liaison between our organization and the Wisconsin Department of Tourism, keeping both groups apprised of the activities of the other. He also aided in getting YT signs put up in Portage County, Wisconsin, in hosting two Trail Days, and in hosting many, many YTA meetings. His most memorable contribution was in sponsoring a seminar/workshop entitled "Marketing Historic Roads in Wisconsin Through Partnerships" in 2008. Representatives of groups such as the Great River Road, Harbor Towns Initiative, Highway 51, American Scenic Byways, *American Road* magazine, and the Yellowstone Trail spoke. It drew a large crowd.



Hudson, Wisconsin, to Have Another YT Weekend The community of Hudson will celebrate the first cross-country highway with Yellowstone Trail Heritage Days, May 14-15. In 1915, the Trail reached Wisconsin, eventually connecting the state to both coasts. A variety of activities are planned including an historical walking tour, an architectural treasure hunt and geocaching on the trail. (715-386-8411; www.hudsonwi.org)

We Have a Song! We Have a Song! We Have a Song!! It's called "On the Yellowstone Trail" - what else? We told you about this in the last Arrow and we're telling you again. After Jerry Way, experienced composer, read a copy of the book *Introducing the Yellowstone Trail*, he deftly lifted out the essence of life along the Trail 1912-1930 in three verses. The music has a slight western sound. Although the Trail crossed the whole of the US, it was the West that embraced its importance and promoted it.

Jerry and his group, "The Swampers," are very popular folk singers, specializing in songs Jerry writes. Mandolins, autoharps, banjos, guitars, violins and clear voices tell the stories of life in the past lane, tunes that stay with you. As a life-long musician and school music teacher, Jerry knows what makes a song memorable. "On the Yellowstone Trail" is one of them.

[Click here](#) to hear it. If you are not on the Internet, you'll just have to believe that it is worthy of the YTA. Jerry has given the YTA permission to use his song free of royalties on our website and at YTA presentations. If you wish to own the song and others on his latest CD, it will cost you \$15. Let Alice and John Ridge know at P.O. Box 65, Altoona, WI, 54720 and they will get a copy to you.



THE YT WILL BE 100 NEXT YEAR!

The clock is ticking. It is time to put on thinking caps, tell your Chamber of Commerce or civic leaders, think outside of the box, talk to your historical societies and come up with ideas for your area's commemoration of this wonderful feat of 100 years ago.

Without computers, Facebook or Twitter, and with undependable phone service and clunky typewriters, a small group in a small town in rural South Dakota motivated 8,000 people to mobilize their county leaders to create linking roads which became a national treasure - the Yellowstone Trail

Today we have instant communication (even though our grandchildren have to teach us how to use the dang things). Surely we have the imagination of those visionaries of 100 years ago.

If the founders of the Trail had said to themselves, "I am only one person. I can do nothing." The Trail would not have existed. Today, we can say, "I am only one person, but I have contacts, friends in high places. I can do something."

As little as putting a sign up on your portion of the Trail is a step forward in reminding or informing others of the part your town played in transportation history. There is a YT sign painted on a fence in Reed Point, MT. School children have painted rocks yellow and placed them along the Trail in small towns. Speakers have introduced school children in the 4th, 5th, and 6th grades to the YT. A small display in your local museum would help. More ideas will appear in next Arrow.

You know what to do and you know that you have the tools to do it. Let us know your plans.

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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: _____

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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.

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

If this membership is for a business or organization:

Organization: _____

Your Position: _____

VISIT WWW.YELLOWSTONETRAIL.ORG

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 =	\$