



ON THE OFFICIAL PUBLICATION OF
THE YELLOWSTONE TRAIL ASSOCIATION

"A Good Road from Plymouth Rock to Puget Sound"



"REALLY" SEEING THINGS ALONG THE YELLOWSTONE TRAIL

by Dave Habura
Washington Correspondent

Introduction

The fun of traveling the Yellowstone Trail comes in several forms: First is the fun of visiting places and seeing things we would never have noticed from the Interstate. Second is the fun "participating," searching out the road to follow and seeking answers to questions: why did the route go there?; was that a garage?

And when you start to really look, you see different architecture and compelling geology.

Dave Habura, our Washington Correspondent, writes in this issue about an incredible event, actually a series of events, that shaped the scenery of today.

Driving across Central Washington between Spokane and Wenatchee on the Yellowstone Trail (now US 2 in this area), you are crossing a land sculpted by cataclysmic events. The roadside landscape alternates between rich wheat fields and raw barren rock, called "scablands." Near the road, strange basalt islands stand above small pools of water, then the road drops suddenly hundreds of feet into vast coulees with flat bottoms and sheer sides, the Grand Coulee and the Moses Coulee.

Nearby a waterfall 3.5 miles wide that would have dwarfed Niagara would be falling 400 feet into a massive water cut canyon, but where is the water? Dramatic evidence of the floods that shaped this area can be seen at Dry Falls State Park. Dry Falls is in the Grand Coulee on State 17, about a mile south of where the Yellowstone Trail crosses the Coulee.

This is the land scoured and shaped by the humongous Missoula Floods of the last ice age forming the alternating wheat lands and scablands of central Washington. Look especially between Davenport and Creston. The rushing waters, as deep as 200 feet here, scoured the land



Moses Coulee cliffs scoured by flood waters, viewed from the old Yellowstone Trail

across multiple channels miles wide, and reformed V shaped river valleys into coulees with vertical cliffs on each side. The Yellowstone Trail reveals this savaged land.

Struggling farm towns from the days of the Yellowstone Trail dot the road. A couple prosper, some hang on, while others leave only an abandoned schoolhouse in a field of wheat, or old road maps fading in an abandoned gas station window.

Originally the Yellowstone Trail in Washington made a long southern loop from Spokane down to Walla Walla and back up again to Ellensburg via Yakima before tackling the Snoqualmie Pass over the Cascades. The Trail was rerouted in 1925 to the more direct route via Davenport, Waterville, Wenatchee, and Blewett Pass on the way to Snoqualmie Pass. Motorist magazines of the period before 1925 suggest that the loop existed in part because before the mid 1920's the road across the scablands and over the old Blewett Pass was much the poorer in condition.

The author and friends have explored the post-1925 route, and discovered a "lost" Yellowstone Trail town in the bottom of Moses Coulee. An early Yellowstone Trail publication in the collections at Eastern Washington State Historical Society noted the town of Spencer about eight miles west of Coulee City, at the very bottom of the Moses Coulee. Not even the local historical society folks knew of its existence or location, but we did some "map work" and charted the site on our hand held GPS devices.

Con't next page



When did you last see a rack of free maps? Abandoned service station at Hartline, WA

Trail publication in the collections at Eastern Washington State Historical Society noted the town of Spencer about eight miles west of Coulee City, at the very bottom of the Moses Coulee. Not even the local historical society folks knew of its existence or location, but we did some "map work" and charted the site on our hand held GPS devices.

ARROW CONTENTS

Click on page #:

"Really" Seeing -----	1
What's On My Book Shelf? --	2
Biking the Yellowstone Trail -	3
Jacob's Ladder - Mass. -----	5
Hector's Tourist Camp -----	7
On the Trail with Mark -----	8
YT Travel Report -----	9
Trail-O-Grams -----	11

“REALLY” SEEING THINGS, CON’T.

At the time of the humongous floods the town site would have been under hundreds of feet of water that was rushing toward the Pacific Ocean.



Little Red Schoolhouse at Govan on the old Trail



Old abandoned auto beside old Yellowstone Trail alignment

But it is desert-like today. After a few minutes looking around the location we had mapped, we found a piece of stamped hotel table china from the old hotel, and pieces of the cook stove. Based on descriptions in a period Automobile Blue Book we determined the location of the post office. But the grand find was a 1916 Washington License plate protruding from the sand.. We left the site undisturbed.

The old road winding out of the coulee was still drivable on the west side as it navigates up the cliff face along a narrow cut. It leads to an even older, and faint track that was the stage coach road and earliest auto road. Views into the coulee are spectacular, and an old deserted car with "western ventilation" added interest. ▣

WHAT'S ON MY BOOKSHELF?

Third in a series.

This book is not on my bookshelf; the author, Malcolm "Mac" Nelson, provided a review copy for me to read. Mac is a long-time member of the Yellowstone Trail Association and is one of our new contributors to the Arrow.

The book is: *Twenty West, A Great Road Across America*, State University of New York (SUNY) Press, 2008.

The book covers just about all you need to know about US Route 20, which covers 3,300 miles from Boston, Massachusetts to Newport, Oregon... right through the middle of the country. In the 1920s, the Yellowstone Trail followed much of the route that later became US 20 through Massachusetts, New York, along Lake Erie in Western Pennsylvania and Eastern Ohio, and parts of Indiana and Illinois. If you are planning to travel portions of the Yellowstone Trail East of Chicago, you will be driving on US 20 for much of the time.

I'll let Mac tell you, in his own words, why he wrote about US 20.

..."I know US 20, live on it, grew up near it, commute to work on it, and have run on it most mornings for twenty-five years."

Holy cow! Does Mac ever know US 20. This is not a book about a single road trip; it is a book about a lifetime, seventy-some years, of road trips. The chapters are arranged from East to West, and there are points of interest, historical notes, and trivia for just about every town along the way. Each chapter has a different emphasis along with the westward progress: literature, politics, native Americans, religions, the American dream, captains of industry, Lewis and Clark, wide-open-spaces, and wilderness.

A Professor of Literature, Mac includes a lot of references to literary and political links with the road. And, you will not have to wonder about his viewpoint on things; they pop up on almost every page, but that is an added personal perspective to the historical connections. He certainly earned the right to express his opinions, as he notes that he is in his "eighth decade".

As I progressed through the book, I found myself enjoying it even more in the Western States. Maybe that's because I am a mid-western guy and I have that "westering" urge that Mac explains so well. I've driven many sections of US 20 between central Ohio and Yellowstone Park, but I missed a lot of the points of interest presented here. His section on Yellowstone Park alone is outstanding, and it will enhance my return visit there this summer.

This book is filled with wonderful literary quotes, street slang, and "tongue-in-cheek" humor. I may not always agree with Mac's opinions, but as all good professors do, he stimulated me to think about things in a way I had not considered before. I recommend this book to anyone who lives near US 20, wants to travel a portion of it, or just enjoys an in-depth armchair road trip. And, if you visit a section of US 20 that follows the Yellowstone Trail, it's a bonus. ▣

by Mark Mowbray
YTA Executive Director



BIKING THE YELLOWSTONE TRAIL COAST-TO-COAST - PART 3, THE MIDWEST

by Jim Marx
Peripatetic Correspondent

By the time I reached the Dakotas, I had pedaled my bicycle along the Yellowstone Trail corridor, from the Pacific Ocean, over the mountain passes, and across the high plains; and was now getting comfortable with putting in 60 miles a day. The terrain turned from mountains, to rolling hills, to flat. The scenery changed from mountain views, to ranches, to farmland. I'm now biking the Yellowstone Trail through the Midwest; this is home to me, and the birthplace of the Yellowstone Trail. I even bike on stretches of Hwy 10, the same US 10 that borders the back 40 of the dairy farm I grew up on near Appleton, Wisconsin. This ride through the Midwest is going to be a lot of fun for me.



Jeff Perkins and his 1914 Model T giving Jim an authentic experience.

The Yellowstone Trail cuts through the southwest corner of North Dakota in an area looking a lot like the badlands, and then dips into South Dakota and traverses along the northern border of South Dakota. The best part of this journey has been the people I meet along way, and the things I learn from them. A good example is Bob and Leona Freymiller near Bowman, South Dakota. They kindly treated me to a baked dish dinner and a great home made angel food cake with fresh strawberries and whipped cream. The Yellowstone Trail follows along the railroad that was developed before the roads were. Bob explained if you look at a map, there is a town about every seven miles; because that is when the steam engines needed to be re-supplied with water, and towns grew up around the stops. Bob told me about a Yellowstone Trail monument in Gascoyne, so I headed there for the night. I

camped across the street from the monument, a large upright stone painted yellow with a sign marking it.

I mentioned that the Midwest is the birthplace of the Yellowstone Trail because the trail's founder, Joseph W. Parmely was from Ipswich, SD. His home has been turned into a museum, and I recommend you stop by if you ever get in the area. The day I went through Ipswich was one of those days when all the elements were in my favor, a cool day, no rain, flat roads, and a tailwind. My original plan was to camp in Joe Parmley's yard. Now I was thinking of taking advantage of the favorable conditions and move on to Aberdeen, 26 more miles. This would give me over 100 miles for the day, which I easily made that evening.

All through this wheat belt, I've noticed the old grain elevators next to the tracks in every city along the way. Even in the abandoned cities, the grain elevators still stood next to the tracks. It always reminded me of a Terry Redlin painting. In a local paper, I saw a story of a grain elevator in Florence, SD that burned down. The story said it was used as a backdrop in a Terry Redlin painting. Later in Webster where I stopped for dinner, I mentioned the grain elevators. I was informed Terry Redlin was from Watertown, South Dakota, just 40 miles down the road.



Washington crossing the Delaware? No! It's Jim crossing the St. Croix where the YT crossed on a toll bridge, now gone. The existing Interstate bridge has no provision for bicyclists.

He has a studio there to tour with many of his original paintings. I would have liked to take a day trip down to Watertown, but I had already made a commitment to be at the St. Croix River on Saturday, July 3rd, and could not lose a day. I'll come back another time to see it. There is so much to see along the Yellowstone Trail, it is difficult to take it all in.

I biked through Minnesota to Minneapolis and St. Paul slugging it out against headwinds. Whatever happened to the theory of the prevailing westerly winds? I conclude it is a myth. After a couple long tough days against the wind, I have to bike through the Twin Cities. This is the first major metropolitan city I biked through since leaving Seattle on a Sunday morning when the streets were quiet. Having heavy traffic zoom by on narrow streets, and the constant stop and go for traffic lights, takes some of the fun out of biking through a city.

But there is a huge reward for all the hard work at the end of Minnesota; I get to meet Jeff and Diane Perkins whose home is on the west bank of the St. Croix River between Minnesota and Wisconsin. This is where the Yellowstone

Introduction

by Mark Mowbray

The first two parts of this article appeared in *Arrows* #16 and #17. The story started one night last winter when 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 3 of Jim's story in his own words.



Jim peddling the flat, windy Mid-west.

BIKING THE AUTO ROAD, CONTINUED



Would you believe that the St. Croix princesses just happened to be at the river crossing to meet Jim?

biking in territory I am familiar with. By the time we got to Knapp it was time to stop for a cold beer. There, Dann and Nancy Kann drove from Rice Lake to join us. From Knapp, Dann used Bill's bike and rode into Menomonie with me. It was fun having Bill and Dann to ride along with for the day. Of course we had to have a beer at the Silver Dollar in downtown Menomonie. Then we checked into a motel for an evening of fun, laughter, a few more beers, and talking foolish.



Jim at Mark Mowbray's dad's once-upon-a-time Yellowstone Garage, now a battery company in North Fond du Lac, Wis.

Trail crossed the river on a toll bridge from Hudson, Wisconsin. The bridge, there from 1913 to 1951, has been dismantled; so Mark Mowbray, Executive Director of the Yellowstone Trail Association, has arranged for Jeff Perkins to ferry me across in their boat. Early in the YT history, it was not uncommon to be ferried before bridges were constructed. After an excellent dinner of grilled pork chops, corn on the cob, and potato salad, we went for a ride in Jeff's 1914 Ford Model T. This was a real treat for me. All along the route, I pictured vintage cars traveling the roads, and now here I was riding in one.

The next morning we put my bike and packs in Jeff's 12-foot rowboat and he rowed me across the St. Croix River. Mark was waiting on the other side along with a friend, Bill Murphy, who was going to ride part of the day with me. It was great to see some familiar faces when I got into Wisconsin. We headed to Menomonie, home of the University of Wisconsin Stout, my alma mater. I'm now

From Menomonie I will follow the Yellowstone Trail along its route to the Fox River Valley, and come within five miles of the farm I grew up on. This is along roads I traveled often from home to college, although I never knew I was on the Yellowstone Trail at the time. When I arrived in Stanley and stopped at a Chinese restaurant for dinner, I met Denise with her three daughters, Becca, Jewelz, and Ellie. Seeing my bike, they had a lot of questions about my ride across the country. They were as curious, as they were cute. I was asked where I was staying and I mentioned the campground. Instead, I was invited to stay at their home. This appealed to me, rather than setting up in the rain and more possible rain over night, I get to sleep inside. When we got to their house, I met two more daughters; turns out there are nine children in the family, all girls. I had a really nice time with the Lahners, talking about the bike trip, and learning about how they are home schooled, and teaching them some Chinese to use next time in the restaurant.

I attended grade school at Holy Angels School in Darboy, Wisconsin along with the Hopfenspergers. Ken and Mike Hopfensperger (Hoppy) also went to Stout, and were fraternity brothers of mine in Phi Sigma Epsilon. Mike knew that my Yellowstone Trail route would take me right by his sister Ellen's house east of Thorp. He gave me her number and asked me to call her. When I called, I was invited for breakfast the next morning. I arrived and had a great breakfast and very nice visit with Ellen, whom I had not seen in about 40 years. She also invited Annaca from the Thorp newspaper, and Sue from the Thorp Historical Society.

As I got closer to Appleton, along roads I traveled often, I was remembering the farms along the way through Readfield, Dale, Medina and Greenville. What I didn't recall was how hilly it was; at least it seems more hilly on a bike, than in a car. All of a sudden it struck me; while I was enjoying the familiar scenery of green fields and red barns, I was not seeing any black and white Holsteins in the fields. Where are the cows? I am traveling through the middle of Wisconsin's dairy land and not seeing any cows. Was that commercial true about Wisconsin cows heading to California? Actually I know the answer; mega dairy factories are replacing family dairy farms with cows housed by the thousands in large barns.

At Appleton, I was interviewed by WFRV-TV. The next morning I was encountering people who saw the TV interview and recognized me. Leo Udee, an old fraternity brother was with Mark Mowbray at North Fond du Lac's Yellowstone Trail Park waiting for me along with Dan Buretta. After greetings, pictures, and a couple donuts, I head for Milwaukee. At Menomonee Falls, the Yellowstone Trail route turns into Fond du Lac Ave. I lived on Lily Road, just a hundred yards off of Fond du Lac Ave; I lived so close and never knew about the Yellowstone Trail. I headed to South Milwaukee, and spent the night at Dave and Christy King's house. They also live two blocks off the Yellowstone Trail and didn't know about it.

Every part of this journey has had something special, but sharing it with family and friends through Wisconsin has been the most special part of biking the Yellowstone Trail.

Happy Trails. Jim ▣



St. Bartholomew Church on a county road west of Stevens Point, Wis. Little architectural gems pop up when traveling off the main roads.



JACOB'S LADDER TRAIL – THE YELLOWSTONE TRAIL IN WESTERN MASSACHUSETTS

by Steve Hamlin
Massachusetts Correspondent



Between the two valley roads lay Morey Hill, with its summit 1000 feet above the floor of the valley on either side. There being no natural or pre-existing path for the road over the summit, the local farmers who built it laid the road out straight over the summit, connecting the valley roads in the shortest distance possible.

The road they laid out was reasonably satisfactory while the traffic on it was mostly limited to the farmers who lived along it, driving their buckboards and ox teams. But as the 19th century waned, first bicycles, then automobiles, began to ply the roads. The road over the summit of Morey Hill quickly gained a widespread reputation for its hazards.

Dubbed “Jacob’s Ladder,” the two-mile-long stretch that was bisected by the summit was incredibly steep – about 17% on the east and 22% on the west face, according to a 1910 Boston Globe article. Besides the steepness of the grade, the eastern assault was further complicated by routing travelers straight through a bog before the climb. Any momentum developed by the motorist quickly disappeared on hitting the paste-like mud. Descending the east face was probably no better, as the vehicle hurtled down the steep slope to land in the mud, its narrow wheels cutting cleanly into the slough.



*From a period postcard
showing the “old and new roads” of Jacob’s Ladder*



*Jacob’s Ladder section of the Yellowstone Trail
at Greenwater Pond, now US 20
between Lee and West Becket, Massachusetts (1920).*

The west face was an equal, if different challenge. Climbing the 24% grade was a test for the autos of the day under the best conditions. Throw in an unexpected snowfall, or runoff from a rainstorm or spring melt and it became impossible. But if the climb was difficult, the descent would have been downright scary. Picture driving a car with a high center of gravity, rickety, narrow wheels and tires, sketchy steering and even sketchier brakes, down the slope of a rollercoaster. Then scatter some large stones, and punctuate the descent with wheel-grabbing ruts. Finally, visualize a deep trench on either side of the narrow path. Hold onto your hats and aim for the bottom!

Probably the road over Morey Hill would have remained just an insignificant backwater with a dangerous reputation had it not been for the fact that it lay between the population and commerce centers of easterly Massachusetts and the well-heeled residents of Lenox, Stockbridge and Great Barrington. The elite of southern Berkshire County – mostly summer residents who made

Con’t next page

JACOB'S LADDER, CON'T.

their livings in New York City – began to clamor for good roads on which to drive their automobiles.

As they looked eastward, the South-County residents, led by Cortlandt Field Bishop, studied the Jacob's Ladder crossing. Alternative routes to the east were much longer and almost as arduous. Bishop and his cronies believed that the road traversing Morey Hill was the best route over the mountains, if only the summit crossing could be tamed.

Bishop was a well-known adventurer and was not put off by the hazards of Jacob's Ladder (he is credited with bestowing that name on the road). Business and social engagements frequently took Bishop over the Berkshires to the Connecticut Valley. A New York Times article from October 24, 1904 reported ironically that, while driving the auto he had used on a recent tour in Africa, Bishop became hopelessly stuck in the Becket quagmire. He quickly became an outspoken advocate for an improved route to the east.



Observation Tower at summit of Jacobs Ladder Trail, Massachusetts

Previously, in 1880, a group of bicyclists had gathered to form the League of American Wheelmen at a national meeting in Newport, Rhode Island. The group formed around the need for improved roads on which to ride the new invention. The meeting was a springboard for what became known as the “Good Roads Movement,” a cause that was quickly taken up by motorists with the advent of automobiles.

In 1893, as a direct result of pressure from the Good Roads Movement, Massachusetts became the first in the nation to take up the task of highway construction and maintenance on the state level, forming the Massachusetts Highway Commission (MHC). Prior to that commission, road construction and maintenance was very much a local affair.

Beginning with the “low-hanging fruit”, the new commission began to knit together a network of roads connecting population centers across the state. Jacob's Ladder was not considered for improvement, nor was any road connecting Berkshire County with the rest of the state. The Berkshires were more of an obstacle than the MHC was prepared to take on.

By the middle of the first decade of the 20th century, major roads had been improved across most of the state and the clamor from Berkshire County was building. Bishop enlisted the help of Allen Treadway, a businessman and state representative from nearby Stockbridge, also in Berkshire County. The two men launched an ambitious campaign in favor of an improved Jacob's Ladder as the first highway



From a postcard with the inscription “Cairn on Pinnacle, Jacob's Ladder Roadway, Becket, Mass.” Some tourist problems don't change!

crossing the Berkshires.

The road proposed by Bishop would require a departure from the policies established by the MHC. They had restricted themselves to only improving existing roads, refraining from laying out and constructing new ones. Bishop envisioned re-routing the existing road to circumnavigate the summit, rather than attacking it frontally, requiring about 2 ½ miles of new road to be constructed. The MHC was reluctant to consider the plan.

Instead they set about surveying alternative routes. Ultimately, Bishop won over the state engineers, partly by providing private funding for the project.

On September 25, 1910, the new road, christened “Jacob's Ladder Trail” was officially opened to great fanfare. The road that had struck fear into the hearts of motorists throughout the Northeast was tamed. Its grades of 17 and 22% had been reduced to a much more manageable 8%.

The trail system of roadways was developing across the country and within a few years, Jacob's Ladder Trail had been adopted as an integral part of the nation-spanning Yellowstone Trail.

Visit www.jacobsladderscenicbyway.org to learn more about the Jacob's Ladder Byway. □

HISTORY RESEARCHING THE TOURIST CAMP CORNER IN HECTOR MINNESOTA

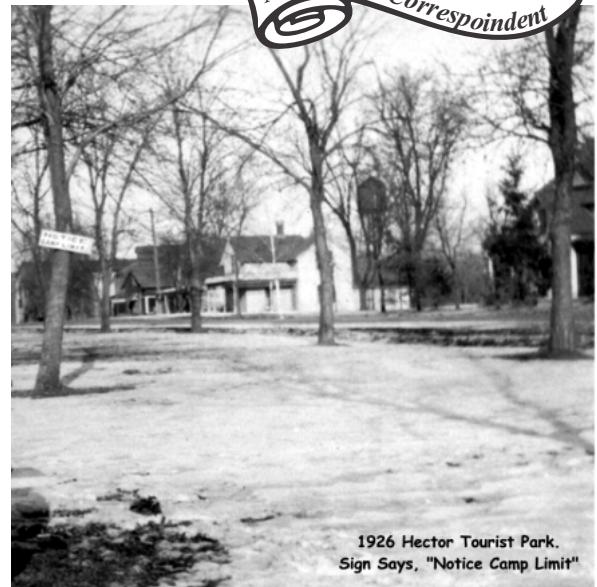
by Lance Sorenson
Minnesota Correspondent

Did you ever wish you could locate something after you read about it? This happens to me all the time. I have been researching the Yellowstone Trail and Hector history for several years now. When reading the old newspapers, I would come across items that would interest me and much later I would wonder what ever happened to these items or pictures. I have often thought these things are probably gone, tossed in the trash after lying around for years

One example of this happened to me recently. I had read this several years ago in the June 30, 1921 Hector Mirror, our local newspaper at that time:

Hector Best Camping Place on The Trail

Every day tourists from west and east going over the Yellowstone trail stop at Hector to camp and all are delighted with the splendid camping place provided for them in the Village Park. The Community Club with the active support of the Village Council has provided toilets, good water, a place to do cooking, fuel, tables and electric lights. With plenty of shade trees and all these conveniences the traveler, who comes our way welcomes them with glad acclaim and are loath to leave such pleasant surroundings. A register is kept of all visitors and many of them after writing their names have added the postscript "Best camping place found, Many Thanks!" Tuesday night there were tourists camped from Ohio and Florida. One-night last week six cars were using the grounds. Tourists are all fine people and Hector extends to them the right hand of fellowship, glad they are stopping off and hope they can come again.

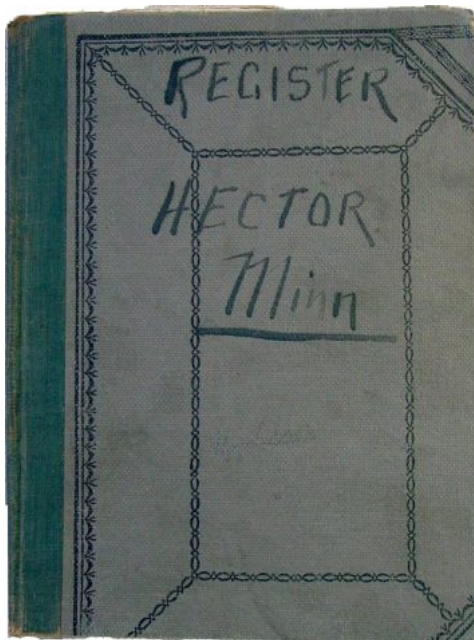


1926 Hector Tourist Park.
Sign Says, "Notice Camp Limit"

The Hector, Minnesota, tourist park in 1926. Maybe the snow on the ground has something to do with the lack of campers?

If only I could find those registers, I thought at the time. Who would have them and where could they be? I had already checked with the city offices and they had made many moves over the years and, understandably, not much had survived. From past experience, I knew that these things can show up. But when?

Recently I stopped at the Hector History Center, in downtown Hector. Sometimes Hectorites drop off items of interest or just stop in to talk about history. The local fire department had recently dropped off their collection of old documents and early fire fighting items, such as pictures, helmets, uniforms and records.



And there it was! Two tablets that simply said "Hector Register" on them. I recognized immediately what they were.

E. J. Butler had written his name on the cover of one of them. E. J. (Ed) Butler, who had retired from active duty at the age of 83, had served for 22 years as chief of police in Hector. It was probably his job to monitor the tourists in the park, since the park at one time advertised itself "with daily care and police protection." Since the police and fire departments were in the same building at one time, it is not surprising that the registers ended up in the fire department files. What is surprising is that they survived, since the fire department has moved several times.

The registrations that survived started in July 1923 and ended November 11, 1923. I guess we are fortunate to have found a taste of what the books were like, as this doesn't even cover a complete summer. It is also interesting that people were still camping so late that year.

The first interesting entry was on July 5th; two gents registered from Cincinnati, Ohio, by the names of Curly Fitschen and Martin Sullivan. Curly wrote, "Fine park and dandy campgrounds. Especially the girl that flirted with us by the name of Gretchen." Martin then added, "Good scenery, especially one girl with dark hair by the name of Gretchen Koehler." Dr. Koehler of Hector did have a daughter named Gretchen, who would have been 15-16 years old at this time.

J. L. Stansfield of Marinette, Wisconsin, wrote on July 10th, "This is indeed one of the very choicest camp sites on the Yellowstone Trail. We thank you!"

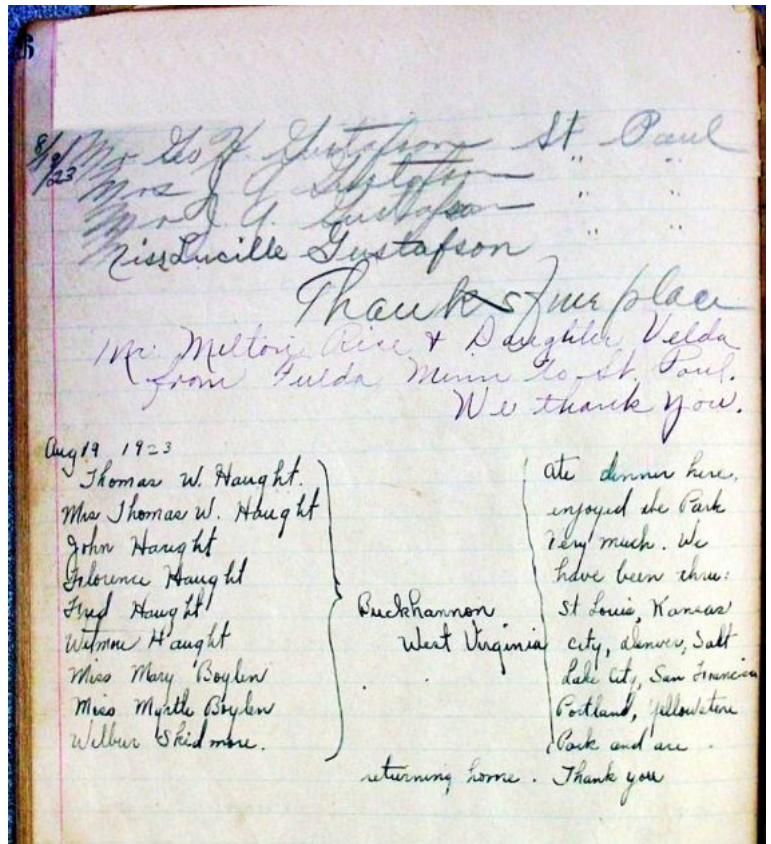
Two doctors, driving a Ford Touring car, wrote, "Hospitality is the life of friendship."

The tourist park in Hector had not always been much. Land had been put aside as a park years before but it was more of a slough, until, in 1910, the Ladies Improvement Club held their annual meeting. A newspaper account of the meeting reports, "The ladies are working on a park project for use by the public. During the past year this club has raised \$432, which has been spent in improvements and they expect to put at least one-fourth of this money into a park which they hope to have in presentable condition by this spring. Archie Hirt and his team [horses] have been engaged for work on the park. It is estimated that it will take about 600 more loads to put the place in good condition. Eleven hundred loads have already been put in." In 1911 they requested that water be added and it was granted.



Left: The Hector, tourist park without the snow.

Right: One page from the Register.



My story then jumps to 1921 where we read in the Hector Mirror that the Commercial Club [predecessor of the Chamber of Commerce] had sent a delegation of men to the State Yellowstone Trail Association meeting in Olivia, Minnesota, and Mr. Cooley, secretary and general manager of the Yellowstone trail association came to Hector and spoke to the Commercial Club on matters of the YT. Mr. Jerpe as chairman of the campsite committee reported that signs had been erected east and west of town advising tourists that Hector had provided a place at the public park for travelers.

Some people even took the trouble to write letters after passing thru here, commendatory of our village park.

We know that the story of the park doesn't end here. Some years very little was reported. Looks like I will never get the whole story until I sit down and read some more. Maybe, just maybe, a picture will turn up of some old cars sitting under the trees, in the Hector Tourist Park! □

ON THE TRAIL WITH MARK

It's Spring! That was an awfully long winter, and I am happy to see it gone. Everything is green, the fish are biting, and I'm planning a big road trip, so things look pretty good in my little part of the world.



- * I am pleased to note that we are now featuring articles and short notes written by our members. In this issue, or in the near future, you will be reading articles about the YT in the Eastern states, a historical find in Minnesota, the far West perspective, local and long distance road trips, and historical tidbits...all written by our members! If you would like to contribute, please contact us.
- * The YTA was formed in 1912. That means that this is our 99th year, and 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?
- * IT'S ALMOST TIME TO RENEW MEMBERSHIPS: We will be sending out renewal notices in May and we will also be contacting many others on our e-mail list that may be interested in joining. We welcome any donation you can spare and we are seeking corporate sponsorships. Tell your friends about our group...encourage them to join.
- * We are working on our revised website and hope to launch it soon. Even though we are working on the improvement, it already has hundreds of pages we have already developed. Feel free to explore! [Click Here](#)
- * Our Facebook page now has 180 "fans" who are following our posts and interacting with us, and each other. It's interesting and fun. Please note that you have to "join" Facebook, and give them minimum information about yourself. But, they have set up many new privacy rules so that you will not have to share personal information beyond your name if you do not want to. Click here for our [Facebook page](#) or [contact me](#) for more info.
- * Starting in mid-June, I will be taking an extended road trip from far Eastern Washington through Idaho, Montana, the Dakotas, and Minnesota on the YT. I'll be visiting some of our members and friends along the way and will report on my adventure in future Arrows. I will write occasional reports from the road and will post them on Facebook and I may set up a blog. I'll also send out a Blazing Arrow covering some details before I leave. I will NOT have an itinerary, it would be way too limiting. I plan to "highball" West to Spokane, then wander east on the YT and take various side trips on the way back to Wisconsin.

I think it will take about six weeks.

I welcome your comments and suggestions. E-mail me at mmowbray@yellowstonetrail.org or call 608-436-3978

Happy Trails. Mark □

YT TRAVEL REPORT

SLIPPERY MUD, HAILSTORM, DESOLATE AREAS AS WE WANDER ACROSS FIVE STATES



This is the second in a series of articles in which the Roehls reflect upon their auto trip along the Yellowstone Trail from Wisconsin to Yellowstone National Park and back.

The old Yellowstone Trail (YT) across four other states, after we left Wisconsin, brought new adventures. Parts of the YT were rerouted at various times as new roads were built. Some of the YT is entombed under four lanes of interstate concrete and rumble. Yet, 90-plus years after it became the first route to cross the northern part of the country, a surprising amount of the trail and number of mementos still exist.

Heavy traffic discouraged us from finding the YT starting point in the Twin Cities



Carl Roehl at the welcome arch in Ipswich, South Dakota, the home of YT founder, Joseph Parmley.

near St. Anthony Falls on the Mississippi River. We took MN Hy. 5 west with its paved two lanes, lush and green farms, trees, ethanol, sugar beets and corn. Lakes and ponds completed the quiet scene.

Through much of Minnesota, the YT follows US Hy. 212 and MN Hy. 7 corridors. We relied on John and Alice Ridge's maps and descriptive information in the "Yellowstone Trail Guide" published by the Mobridge, S. Dakota Tribune. Also the Ridges' book, "Introducing the Yellowstone Trail: A Good Road from Plymouth



Yellowstone Trail era autos on the Trail once more.

Rock to Puget Sound-1912-1930." "On the Road to Yellowstone" by Harold A. Meeks was also very useful.

Glencoe and other Minnesota communities have old, interesting churches, grain elevators, windmills plus photogenic, dilapidated outbuildings.

"Corn Capital," Olivia, has "the world's largest cob." The YT draws tourists, partly with celebrations now replacing the old YT "Trail Days," which aimed to publicize the YT, and to encourage counties to connect roads. Whole communities went out to work on the trail one day a year on "Trail Days."



Mildred, Montana, a once thriving rail stop on the Milwaukee Road.

Below: Petrified Wood Park in Lemmon, South Dakota.



Another scene in Mildred, Montana.

This trip was not one where you'd ask "how long did it take you to get there?" or "how many miles?" Rather, you would ask "what did you do and see?" or "who did you meet?"

In Aberdeen South Dakota, the Oz festival was underway. L. Frank Baum, author of the "Wizard of Oz" spent some time in Aberdeen at the turn of the 20th century and is honored annually at the festival. At Ipswich the Yellowstone Trail was born, the brainstorm of surveyor J. W. Parmley. We ate sandwiches in a park near the YT arch which originally extended over the YT.



Con't next page

At Mobridge, we crossed the Missouri River and Lake Oahe, entering huge Standing Rock Indian Reservation, mostly fenced rangeland. Walker is a two-house town near the North Dakota border.



Barber Auditorium in Marmarth, North Dakota. A relic of a much better bygone day. Marmarth is just east of the Montana border at the Little Missouri River near badlands.

Other than two trucks, we saw no other vehicles for half an hour. Most traffic was on the Interstate 94, many miles to the north. At 2:30 p.m. the sky darkened like dusk. Then intense distant lightning. We wouldn't want to be in this storm in an open-top touring car. The storm passed overhead, evidenced by several small hail dents on our hood. We continued west through wheat fields and sunflowers.

At the Petrified Wood Park in Lemmon, temperature dropped 20 degrees and wind gusted in the storm's wake. We discovered part of the YT, which, 98 years later is still not always passable. Where Railroad St. extends west of Perkins County Hy 19 west of Lemmon, we attempted to drive through some gumbo (muck made slick by the rains) and up a knoll. Starting to slide sideways, we backed down and left the old YT for a paved road.

Ten miles west of Hettinger, North Dakota, a teepee and historical marker depict Custer's encampment at "Hidden Meadows" on his way to his last stand in 1874. The last great buffalo hunt took place here in 1882. Teton Lakota Sioux with rifles killed 1,000 the first evening and were so exhausted they just let carcasses lie in the field. The next day, the hunters, women and children came back and took what they could. In three days they killed 5,000 of the estimated last 50,000 wild range buffalo in this country.

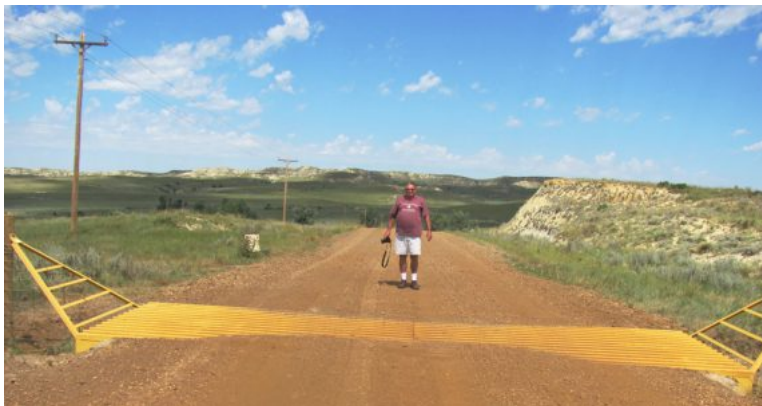
Janet counted 120 coal cars on an eastbound BNSF train near our road. Sachs Motor Co., Bowman GM dealer, had a sign in their window: "We have repaid our TARP loan five years early."

Range Riders Museum at Miles City, Montana, has a huge, diversified, collection dating to 1939, in 11 buildings with displays of military life, the livestock's industry, cattle drive, wagon trains, homesteaders, river boats, and railroads; 1,500 pictures and biographies of leaders and ranchers round out this area history. A life-sized frontier town with 11 different shops ala Old Main Street is featured, plus Sioux, Cheyenne, Crow Indian artifacts, Hattery reproductions of early Fort Keogh and Bert Clark's gun collection of 400 firearms.

We lunched while sitting in empty bleachers at a ball diamond in Billings, the biggest city since Minneapolis. At Big Timber, near YT, we caught up with two gents from Livingston with their 1923 Model T. "My granddad bought this Model T," said one. "Four cylinders and a magneto." The other added, "No speedometer, holds nine gallons, gets in the 20s (mpg)."

Sunday, we left the east-west YT and headed south of Livingston on a "spur" toward the Gardiner, or "north" entrance to the Yellowstone National Park (YNP). A YT era rockslide area is still visible. Everybody's in a hurry along nearby US Hy. 89. It was a hazy, but otherwise beautiful drive thru the valley. Part of the old Northern Pacific Railroad bed is now a bike trail south of Livingston. Interestingly, bicyclists in early 1900s were among those seeking better roads.

The original YT gravel section is probably similar to what it was 90 years ago, except for the gravel. Now a few newer homes, a mobile home and cabins dot the area west of the Yellowstone River. We saw just two cars in this whole stretch in an hour. We ate dust, driving 30 mph on this washboard, with no cutoffs for miles back to the paved highway. Yankee Jim Canyon is narrow and beautiful, and on a narrow ledge on the west side now a hiking path where the railroad and treacherous YT had been. We viewed the paved US 89 on the east side of the river with mixed emotion. We were reliving rugged auto life almost 100 years ago while secretly eyeing the more convenient and speedy road we viewed across the river. ▣



The Yellowstone Trail traveling through Rangeland on federal public lands

Next Issue: The Roehls visit YNP & Clyde & the Wind Turbine Cemetery.



*Rusty carcass of Model T along the Yellowstone Trail
Hope it wasn't a tourist car.*



TRAIL-O-GRAMS

Ipswich Trail Days June 10, 11, 12.

Ipswich, South Dakota, home of Yellowstone Trail founder Joe Parmley, has celebrated Trail Days annually for decades, even through the Great Depression years. The whole town turns out and it is a big draw. Each year there is a bull riding contest (how cool is that?!) and a concert by a popular musician. This year Jack Ingram will headline the concert. The hometown atmosphere features home made pies and pork sandwiches (yum) and lots of arts and crafts displayed in the shade of the downtown park. The parade always has horses, and the two museums dedicated to Parmley will be open. Do stop at the Yellowstone Trail Café while you are in town. ▣

Wenas Road, Washington.

We knew that the Yellowstone Trail was going on 100 years old, but now we wonder. We have just learned that mammoth bones have been found along Wenas Creek, near Wenas Road, Washington. Wenas Road was the Yellowstone Trail. It carved a circuitous path from Yakima northwest to Umtanum Road where it turns north to Ellensburg. This was part of the southern route the Trail took in Washington. In 1925 the Trail was re-routed to a shorter, more northern route along what is now US 2 to Cashmere, and then south through difficult Blewett Pass to Ellensburg. The bones are the focus of an on-going “dig” by archaeologists from Central Washington State University. They are hoping to find human bones in the same area. Let’s hope they were not early travelers on the Yellowstone Trail! ▣

Things are popping in Hudson and Hammond, western Wisconsin.

Come to Hudson in May

The Hudson Chamber of Commerce will be sponsoring the second annual Yellowstone Trail Heritage Days May 13-15. In previous years Hudson had featured a “Heritage Weekend” in May with a different theme each year. They are now using the Yellowstone Trail as their single theme.

Activities planned include a car show and auto “Sociability Run” on the Yellowstone Trail, period costumes, historical walking tours, period lemonade and rootbeer stands, geocaching, live music, an old fashioned carnival. The Octagon Historical Museum will be open with a video about the Yellowstone Trail and a Yellowstone Trail Association display. Barry Prichard will be there to speak and sign his book about his grandfather, Michael Dowling, president of the original Yellowstone Trail Association, 1917-1918. ▣

Or Come to Hammond in June

Hammond is again incorporating the Yellowstone Trail theme in its annual Father’s Day event. The Second Annual Yellowstone Trail Social on June 19, Father’s Day, is a family affair. It will feature a vintage fashion show, a 5k walk/run on the Yellowstone Trail, vintage toy tractor show, antique car show and a Retro-Menu served at the Hammond Hotel with vintage prices. Live music and children’s entertainments will round out the day. ▣

The name Trail-O-Grams comes from the original *Arrow newsletter* published during the days of the original Yellowstone Trail Association. That was when THE method of sending quick short messages was the telegram!

And come to Hamlet, Indiana, in August

Audrey Wood announced the upcoming Yellowstone Trail Fest in Hamlet, Indiana, August 19, 20, and 21. It will be at the Starke County Fair Grounds.

They will have history displays, a chili cook off, town-wide yard sales, food vendors, a flea market, gospel music, a silent auction and more in addition to a motorcycle cruise-in on Saturday and a car cruise-in on Sunday.

Audrey, vice-president of the Fest, can be reached at yellowstonetrail@yahoo.com ▣

Tin Lizzies Tour the YT On Saturday, June 4, the Dairyland Tin Lizzies will travel a 40 mile section of the Yellowstone Trail near Jackson in east-central Wisconsin. We will return by a different route. Ice cream stops are planned along the way, but bring your own picnic lunch to be eaten at a park, just as travelers might have done during the era of early auto tourism. (An opportunity to use your manifold cooker, if you have one.) We will begin our tour at Lamm’s Gardens.

The Yellowstone Trail will bring us to the community of Theresa. We will tour the home of early Wisconsin pioneer Solomon Juneau, and historic Widmer’s Cheese Cellars, and Confections by Joel (ice cream). Then Lakeside Park in Fond du Lac, where we will eat our lunches, win door prizes, see the lighthouse and the park train ride. For more details, call Jim Rodell 262-629-9734; jicerodell@netzero.net ▣

Agribusiness Innovation Center/Park

U.S. Commerce Secretary Gary Locke announced a \$4 million Economic Development Administration (EDA) grant September, 2009, to the city of Owen, Wis., (on the Yellowstone Trail) to help build the Central Wisconsin Agricultural Innovation Center. The project is expected to create 330 jobs and generate \$18 million in private investment, according to grantee estimates. This grant will help build an energy-efficient innovation center that will enhance central Wisconsin’s competitiveness in agribusiness and bio-economy.

The matching grant proposal was written primarily by Clark County Economic Development Corporation Executive Director Sheila Nyberg (also Vice-President of the Yellowstone Trail Association). Groups involved have been working hard to raise the matching funds. Ground has been broken for this three-pronged venture. The first component of the proposed Agribusiness Innovation Center/Park will be the Agribusiness Innovation Center. The second is a nearby 71 acre commercial park which will have an emphasis on agriculture related companies. The third is a possible permanent home for Farm Technology Days. The overall development not only has the potential to provide new jobs, but the Innovation Center will be available to train people for jobs in agriculture and green technologies.

With luck the Yellowstone Trail might be able to establish some permanent presence there. ▣

TRAIL-O-GRAMS, CON'T

One Small Village...One Big Addition

Little by little the Trail in Wisconsin is being marked - 300 signs up so far. We hope some day to have the entire 409 miles of it marked. It was the small towns that depended upon the Trail as their main connection to others. It is the small towns that remember. It is the small towns that still have much to offer the "Blue Highways" traveler.

Sara Brish, Executive Director of the Stevens Point Area Convention and Visitors Bureau and Interim Treasurer of the Yellowstone Trail Association, reports about another small town addition to the Trail of yellow signs. She writes glowingly of Amherst:

The Yellowstone Trail signage now marks the Trail as it enters Portage County from the east in the quaint Village of Amherst. The village is located along the shores of the Tomorrow River and offers a picturesque landscape once shaped by glaciers. Pack your bags; the Amherst Inn Bed and Breakfast awaits you. Hungry? Try Ambrosia's Pub & Grill, Morning Star Coffee and Bistro, or New Village Bakery. Thirsty? Just on the outskirts of town you'll find one of the fastest growing microbreweries in the state, Central Waters Brewing. The 11-mile Tomorrow River State Trail is great for biking, hiking or horseback riding. Canoe or kayak the Tomorrow River. Just west of the Village sits the 143-acre Lake Emily County Park & Campground. Need a boat? There's Amherst Marine. Need a trip souvenir? See Tomorrow River Gallery & Gifts.

Bob Rausch is owner of the 123-year-old Amherst Bed and Breakfast which sits right on the Yellowstone Trail (Main Street). He is a village mover and shaker. After instigating the plan to mark the Trail, he now plans a media event this spring for unveiling the new signs. Not bad for a village of 1052 people. ☐

Help find a stolen YT highway sign. William Dirnberger, a YTA member from Brooklyn Center, Minnesota, informed us of the theft of this historic sign from along the Yellowstone Trail. While not an official YT sign it guided YT travelers for decades.

The Wanted notice reads: *Reward offered for information leading to the return of the historic road sign, pictured below, which was stolen from Sumter, Minnesota, at 9:30 PM the night of 30 December 2010, by two men in a pickup with covered box, using a chop saw, coming and returning down Hwy 212 to the east. All information leading to the recovery of this sign will be kept confidential. The return of this sign, dating to the 1920's is and important part of McLeod County history.*

Call 320-587-2109 with information of return the sign to McLeod County Historical Society (no questions asked), 380 School Road NW, Hutchinson, Minn. ☐



Notes from the Editor: We welcome the new writers to the *Arrow*. They add considerable interest for the reader. The YT Travel Report series from Bill and Teri Sherwood started in Issue # 17 will be continued in Issue #19.

If you have an interest in helping the Yellowstone Trail Association in any way, contact Mark Mowbray, or . If you don't have Internet, call Alice or John Ridge at 715-834 5992.

All the work of the Association is by volunteers. All sorts of assistance is needed. Reviewing newspapers from 1912 to 1930 for YT information is a great task that can be done locally. Inventorying area historical buildings, road sections, and local pictures is a great idea. If you have grant writing experience and some ideas for support for the YTA do let us know. Don't forget the need for memberships and donations! [Visit us on Facebook.](#)

JOIN THE YELLOWSTONE TRAIL ASSOCIATION!

Use this form and mail with a check OR Apply at www.yellowstonetrail.org and use either the online form with PayPal or the mail-in form with a check.

APPLICATION FOR MEMBERSHIP

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

An e-mail address is required because the *Arrow* newsletter is sent via email. If you need yours printed we'll make special arrangements.

e-mail address : _____

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

If this membership is for a business or organization:

Organization: _____

Your Position: _____

Cut off and mail this form with your payment. OR apply online at www.yellowstonetrail.org

Send to: Treasurer
Yellowstone Trail Association
340 Division Street North
Stevens Point, WI 54481

Membership category and annual dues:

Check one: _____ Regular (Individual or small business) ----- \$15

_____ Not for profit (museum, car club, historical) ----- \$25

_____ Tourism Promotion Agency ----- \$50
(C of C, CVB, Econ Development, similar)

_____ Corporate (Contact the Exec. Director for sponsorship details. mmowbray@yellowstonetrail.org) \$100

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 =	\$

Enter Amounts:

VISIT WWW.YELLOWSTONETRAIL.ORG