



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



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## ANOTHER 100TH FOR THE TRAIL

**DID YOU KNOW?** This is another 100th anniversary! Last year we all celebrated the Yellowstone Trail's 100th. This year it is the 100th celebration of a more personal event. Michael Dowling traveled the Yellowstone Trail route from central Minnesota to the Yellowstone National Park, June-July, 1913.



Dowling.

Traveling 1000 miles then was pretty Herculean. Roads and autos were often at war with each other: roads, such as they were, did their best to tear tires, springs and the living daylight from Tin Lizzies. In 1913 there was no long distance auto route to the West; few roads even connected one county to the next! Roads were routed along section lines, bridges were often non-existent and campgrounds usually consisted of a farmer's field or a wide spot along the side of the road.

As if that prospect were not daunting enough, Dowling stoically faced them while physically challenged.

As we wrote in a former issue of the Arrow, Dowling had frozen off both legs below the knees as a child in a snow storm, in addition to losing his right arm and three fingers of his left hand. However, that hardly slowed him down from a career as a teacher, newspaper editor, banker, garage owner, stimulating public speaker, founder of a school for underprivileged kids, friend of President McKinley, and president of the Yellowstone Trail Association. Barry Prichard, grandson of Dowling, tells the tale of this amazing adventure in his small but illuminating book, *We Blazed the Trail: Motoring to Yellowstone in Mike*

*Dowling's Oakland*. It is comprised of his mother's remembrances, a daily diary she wrote on the trip, and many pictures.



On the road to Yellowstone.

Dowling's purpose for the trip was "to show that the dream of family travel by automobile had become reality and to make headlines for the proposed new Yellowstone Trail and the growing movement for America to build "A Good Road from Plymouth Rock to Puget Sound," says Barry Prichard in the book's introduction. So, Dowling piled his family of three young daughters and wife into his specially equipped 1913 Oakland 6-60 touring car, and, accompanied by the Bill Winhorst family in their 1911 Buick and the Jim Empey family in their 1912 Ford, took off.

The trail that Dowling blazed for the Yellowstone Trail Association was almost exactly the route adopted by the Association. However, his route in Montana from Ismay to Miles City through Knowlton was changed to a more northern route to Terry in order to shadow the Milwaukee Road railroad. Also, his route through the grass of the Standing Rock Indian Reservation in South Dakota is anybody's guess. It was like the covered wagon days. There were no roads, period! Even the "official" Yellowstone Trail route adopted later posed questions then and even today.

That they succeeded at all and were able to return to a heroes welcome from the press and community is a wonder, given the experiences of fixing flat tires, fording rivers, backing up hills, and negotiating mountainous paths. Gas was, apparently, available and hostile Indians were a thing of the past. It helped that the Oakland had greater ground clearance, like the Model T, but it was a much heavier vehicle and withstood the shakes, rattles and rolls.

So, as you travel the Yellowstone Trail west today in your air conditioned SUV with great springs, on rock-less roads, on bridges and with conveniences, think of intrepid Michael Dowling with family and friends paving the way.

You can order a copy of Barry Prichard's fascinating 98-page book *We Blazed the Trail* (\$9.95 + \$3.00 postage) by writing to:

Barry Prichard, 890 Durand Dr. NW, Puposky, MN 56667, or to Yellowstone Trail Publishers, P.O. Box 65, Altoona, WI, 54720-0065. To order online, go to [www.yellowstonetrail.org/id20.htm](http://www.yellowstonetrail.org/id20.htm)

And stay tuned: 2014 marks the 100th anniversary of Dowling's Yellowstone Trail pathfinding adventure east to Boston. «



The hero's welcome home to Olivia, Minnesota.

# THE YELLOWSTONE TRAIL FORUM

*A Forum: A public meeting place for open discussion.*

People interested in the Yellowstone Trail are spread far and wide across the country and quite a few in foreign lands. While we have used the *Arrow* as an information source, we haven't had an easy way to have two-way conversations, to ask questions, and to share what members know. Now we do! Our very active member, David Habura, in Washington State, has helped us launch the online Yellowstone Trail Forum.

Give it a try at [www.yellowstonetrail.ipbhost.com](http://www.yellowstonetrail.ipbhost.com) Explore on your own or scroll down to, for instance, **Enjoying the Trail Today**, click on **Trip Reports**, then choose **Twin Tunnels on the Yellowstone Trail** to see the notes and pictures of a little known short-lived part of the Yellowstone Trail.

Anyone in the world can read and view the "posts," the notes you or we send to the Forum. HOWEVER, only members and approved supporters of the Yellowstone Trail Association can post to the Forum. Those people will receive an invitation (by e-mail) with instructions to join in. We want the forum to be fun for folks of all ages and persuasions, so the only rules call for what we all consider appropriate behavior.

Enjoy the dialog, photos, and stories your Trail friends have posted. Then after you have the directions in your e-mail invitation, try posting a comment to an existing post. Everyone values a positive comment or compliment! And when you have something new or exciting to share, start a new "thread" under one of the categories.

Those of us operating the forum are amateurs so we probably can't answer most technical questions. But when we get several on the same subject we will try to post some relevant advice. So far as we can tell, you can't break the forum, and if what you post doesn't suit you, just hit the "delete" and it will disappear.

The Forum is still experimental until we see how well it meets your needs and interests.

You may contact Mark Mowbray ([mmowbray@yellowstonetrail.org](mailto:mmowbray@yellowstonetrail.org)) or John Ridge ([jridge@yellowstonetrail.org](mailto:jridge@yellowstonetrail.org)) if you miss your invitation, have questions, or are a non-member with an interest in joining the discussion.

Watch your e-mail for your invitation. Have fun, and we look forward to sharing with each other...and the world!

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## TRAIL-O-GRAMS

Edited by Alice A. Ridge

*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!*

■ Your Yellowstone Trail officers were hard at work this past summer. Mark Mowbray, Executive Director, went east, following the Trail. (See his notes, page 8). John and Alice Ridge attended the Montana Historical Society Conference in Sidney in September to further the name of the Yellowstone Trail and to learn about Montana's "Boom and Bust" history. (eg: Butte's copper, eastern dry farming, etc.) Montana Governor Steve Bullock dropped in unexpectedly.

The main "boom" topic was the emergence of oil in neighboring North Dakota, affecting Montana border communities. We toured a working oil field, viewed the horrendous traffic and the frantic building of housing in North Dakota. No "bust" in sight for that industry for an estimated 40 years.

■ The Ridges also met with the group "Northern Route to the Black Hills" located in Aberdeen, South Dakota. Their purpose is to get people off of the Interstate and to see northern South Dakota. We have similar goals, so working with them may be advantageous to all.

■ The Mobridge, South Dakota, Tribune newspaper has been publishing a Yellowstone Trail and Highway 12 Guide for several years. The Ridges met with publisher Larry Atkinson and staff to discuss enlargements in the Guide, which uses the Ridges' YT materials.

*John and Alice Ridge (right) of the Yellowstone Trail Association conferring with Larry Atkinson (center) and members of the Mobridge Tribune staff.*



*Continued on page 12*



# MAIN STREET AMERICA ON THE YELLOWSTONE TRAIL

By David Habura, Washington Correspondent

Main Street America is a favorite experience on the Yellowstone Trail. The trail is rich in tradition, and it ran through dozens, perhaps hundreds, of main streets on its coast to coast route. Waitsburg, Washington, is about as Main Street America as it gets, complete with ornate buildings from more than a hundred years ago, and businesses that still operate as they did when the Trail was Waitsburg's Main Street.

When my wife, Sheila, and I drove the Trail late this summer between Walla Walla and Colfax in eastern Washington, I had no idea of the surprise that awaited me. The old route between Walla Walla and Colfax is fairly easy to follow. There are at least two fine abandoned YT bridges and one abandoned ferry crossing for those in the know. Visit the new Yellowstone Trail Forum on line if you want more details and some photos ([www.yellowstonetrail.ipbhost.com](http://www.yellowstonetrail.ipbhost.com)). But the attention here is on Waitsburg.



*Main Street Waitsburg with Hardware Store behind Flag*

I know Waitsburg fairly well and stopped there many times years ago when I was a student at Washington State University in Pullman. It hasn't changed much since the 1910's image from the days of the Yellowstone Trail. The photographer who took the real photo post card image (below) was standing in the middle of the Yellowstone Trail looking north, which, as you might guess, is also Main Street.



*The Yellowstone Trail & Main Street through Waitsburg - Early 1900's*

Many of the buildings in the photo are still standing, and one of the most interesting features several share is Mesker iron fronts. In the late 1800's and into the period of the early Yellowstone Trail, the Mesker firms of Missouri and Indiana produced ready made ornate iron store fronts. These iron fronts could cover the entire face of the building or be used as ornamental trim on such features as columns.

No respectable and prosperous merchant relied on a plain wooden facade, and the evidence of these wonderful old cast iron fronts is still

quite easy to find today in many small towns along our Trail. The Meskers weren't the only ones making iron fronts, but they were probably the best known and most prolific. They produced catalogs each year of their designs and you will find examples across America, and of course, along the Trail.

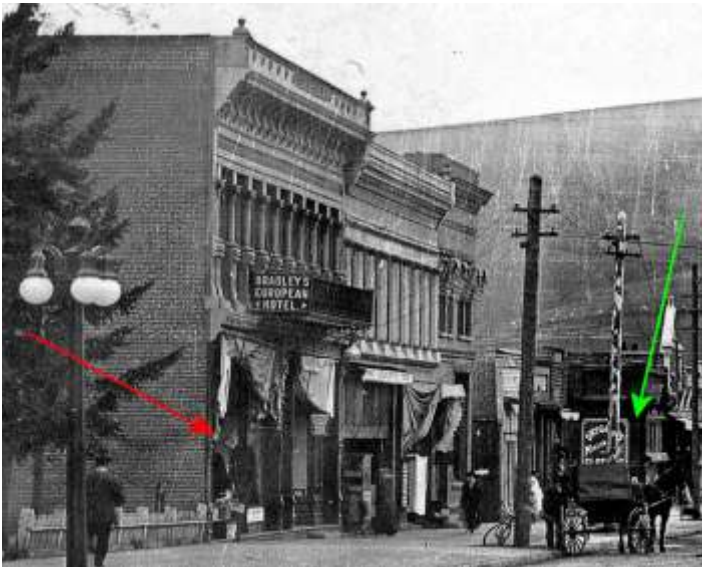
Waitsburg has four such Mesker's store fronts that are still standing, including the former Bradley's Hotel. The building looks in better shape today than a hundred years ago, and the cast iron is still evident, even down to the Mesker's label!

*Mesker's Label on the Bradley Hotel Building*



*Con't next page*





*Bradley's Hotel (red arrow points to Mesker cast iron front) and Hardware Store at the green arrow.*



*Bradley's Hotel today showing Mesker's Cast Iron Column Piece Enlarged*

I photographed some of the other buildings in town, and as we were about to leave, I noted that the hardware store had an amazingly authentic look with period stock on display in the windows, so I thought it would be interesting to step inside.

Once in the door, I was taken back to the days of the Trail. Three people sat around a table in the back talking, and the man at the counter stood behind an old fashioned cash register. This was a real, working hardware store, not a recreated, make believe operation. Customers were buying nails and faucets just like at your local hardware outlet.

I stepped up to the man at the counter who was looking down at the newspaper, and commented on how great a job he had done creating the feeling of 100 years ago. He didn't look up and his cap hid his features, but he thanked me for the compliment. I was shocked....."I know your voice," I blurted out, "You're John S...." John looked up with a start, and practically shouted "Dave!"

I hadn't seen John for about 15 years. He was a senior executive at an organization I was responsible for, and a good friend. We had been through some good and some tough times together. His skills and knowledge had pulled me and the organization out of some difficult situations, but I had lost track of him in the intervening years after we each retired.

It was a moving reunion for me, and all because we took the Yellowstone Trail through Waitsburg! As we left the store a customer leaving at the same time said "I see you know John. He is important to this town." A man doesn't often get a higher compliment than that!

John's hardware store in the days of the Yellowstone Trail shows on Sanborn Map Company insurance maps of 1909 as a "general merchandise" establishment. Next door (north) is a drug store, and across Main Street is City Hall, the fire cart shed, and a billiards room with a card room in the rear. The real Main Street America!

If you want more about Waitsburg, Mesker cast iron fronts, or more views and tales along the Trail, visit the new Forum at [www.yellowstonetrail.ipbhost.com](http://www.yellowstonetrail.ipbhost.com)! We will be posting more there in the days ahead. You don't need an account to view the posts, but if you are a member of the Yellowstone Trail Association, you can comment, or post your own Trail experiences. «



*Waitsburg Hardware and Mercantile and 1892 Drug Store (also has a Mesker's Cast Iron Front)*



*The Waitsburg Hardware and Mercantile interior.*



# WATERVILLE, WASHINGTON, TO THE COLUMBIA RIVER ON THE PINE CANYON ROAD

By John W. Ridge

During June, 2013, we visited with Lori Ludeman, Director of the Douglas County Museum in Waterville, Washington, and we suggested (well, pressured) her to write up a bit about the Pine Canyon Road, a most interesting part of the 1925-1930 Yellowstone Trail, as well as a part of the National Parks Highway and the Washington's Sunset Highway. She responded admirably – and her report answered many questions but raised others that intrigued me. This is a report of her material, other material found on-line (especially the historic maps), and my attempt to piece it all together. Questions remain; I hope some reader can find answers to them!

During 1925, the Yellowstone Trail between Spokane and Cle Elum in the State of Washington was rerouted from the southern Walla Walla through Yakima route to the northern Waterville, Wenatchee, Blewett Pass route after Blewett Pass had been sufficiently upgraded.

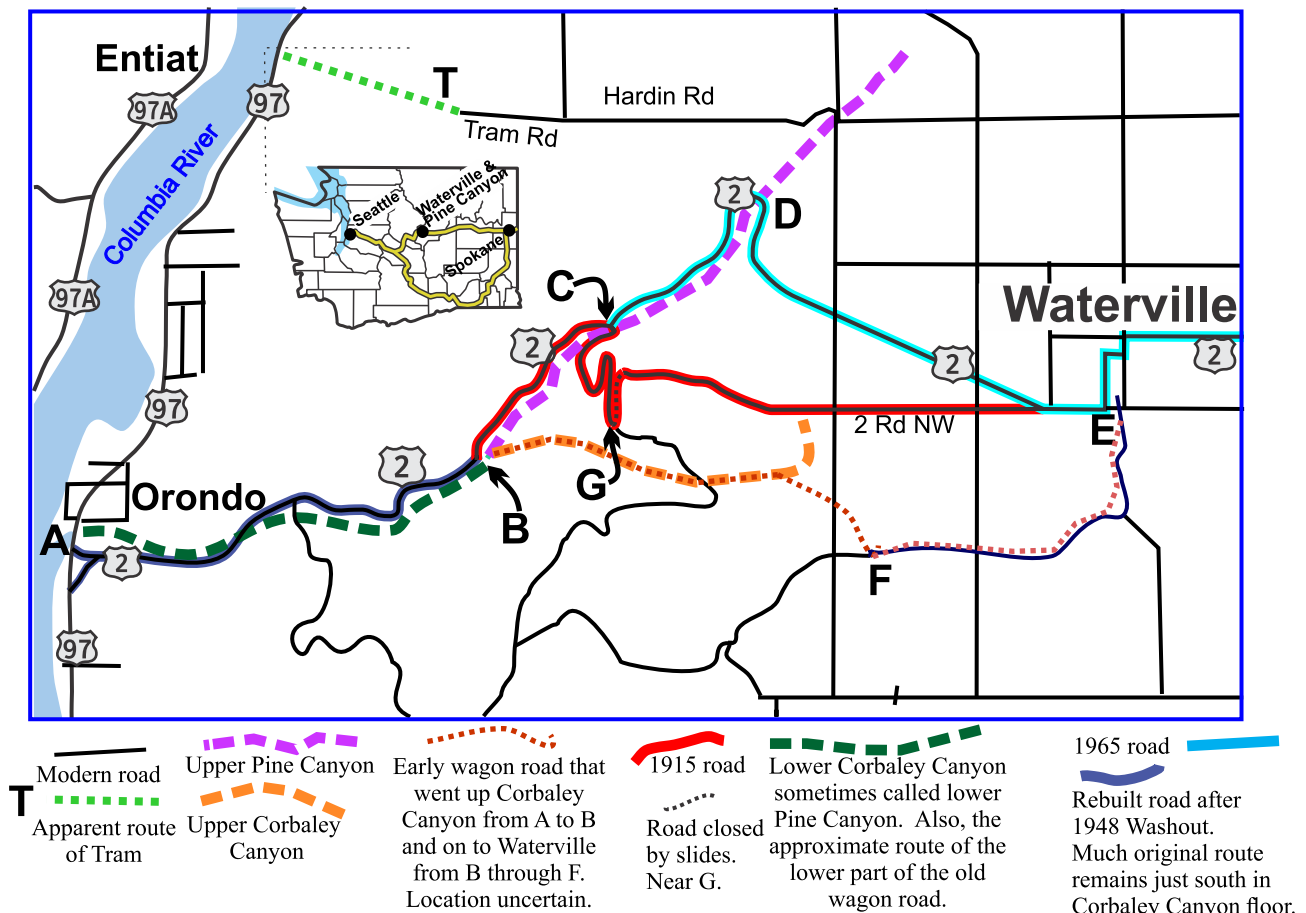
The northern route includes Pine Canyon, between Waterville and the Columbia River. There the road drops 2000 feet and includes some dramatic scenery. The road was a challenge to build and is a delightful area to explore in the 21<sup>st</sup> Century.

That area is marked by several canyons formed as the Columbia cut 2000 feet down below the altitude of Waterville. In addition to the major Columbia canyon are two tributary canyons of interest. The larger, Corbaley Canyon, is marked on the map by dashed green and orange lines. The other, Pine Canyon, is marked by a dashed purple line. Pine Canyon meets Corbaley Canyon at the point marked B. There appears to be continuing ambiguity about those names; some commentators include the canyon marked with a green dashed line as part of Pine Canyon. The USGS does not help the ambiguity by recording the name Pine Canyon at the coordinates of the canyons' intersection at B.

Transportation around Waterville developed from the immigrant routes from the east and the extension of railroads from the midwest. Only the eastern routes were vital initially. Inevitably however, the 2000 foot drop to the Columbia River had to be faced to develop transportation to the west towards the Pacific Ocean. One of the early attempts resulted in a tramway described in an article in [www.historylink.org](http://www.historylink.org) written by Laura Arksey, June 8, 2010:

*Wheat farming was not without some continuing problems, transportation being a major one. Waterville's position high on the plateau above the Columbia made access to the river ports barely possible for heavily-loaded wagons. A solution was found in*

*Con't next page*



1902 when the Columbia River Tramway Company began operating trams from the edge of the bluff down the breaks to a steamboat landing three miles north of Orondo. Large steel buckets on cables supported by wooden towers carried wheat sacks the two miles down and returned laden with freight and merchandise for Waterville stores. At first gravity operated, it soon became obvious that the tram needed a steam engine as well. There are local tales of a few intrepid souls riding the giant buckets, on one occasion being stranded for many hours because of a mechanical malfunction. The tram operated until 1910. One of the buckets salvaged by helicopter in 1973 is on display outside the Douglas County Historical Museum at Waterville next to murals depicting the tramway era.

The probable route of the tram is marked with a T and a green dotted line on the map. The "Tram Road" name appears on some maps instead of the modern Hardin Road, indicating that that was the location of the road from the tram to Waterville. The tramway was near the area with coordinates 47.676631,-120.194036.

Arksey also reports that beginning around 1885 a wagon road was created running from Waterville, through Corbaley Canyon to the Columbia River. (Through A, B and F on the map.)

*The fledgling Douglas County assisted in constructing a road along an old Indian trail from the Waterville plateau down to the river through Corbaley Canyon, named for members of the Corbaley family ... who had begun arriving in 1883 to homestead three miles from Waterville at the foot of Badger Mountain. On this difficult route George W. Blair (d. 1928) and C. C. Rickman established a stage and mail service in 1886, linking Waterville with Ellensburg. It was "a nightmare for men and horses alike, going and coming, steep and treacherous, and winters turned the route into an icy bobsled run. They had to wrap chains around the runners of the loaded sled to prevent it from shooting downhill out of control." During the 1890s another company, the Broadhead and Buchanan stages, operated on the portion of this route between Waterville and Orondo on the Columbia. The road from the east, roughly following present U.S. 2, was only marginally better, involving steep grades at Moses Coulee and Douglas Creek Canyon.*

Although a few intrepid early motorists did traverse Corbaley Canyon, and as early as 1914 an automobile "stage line" was transporting passengers and parcels in a Maxwell and a Buick, it was obvious that a new route was needed.

And the new route (red line on the map) was created. As reported by Ludeman:

*A major improvement came in 1915-16 from a road gang of state prison convicts selected by Highway Commissioner William R. Roy. \$59,036 had been appropriated from the legislature for construction of five miles of road from a point 2 miles west of Waterville down Pine Canyon to a point where it runs into Corbaley Canyon. Honor men from the penitentiary at Walla Walla were used as a cost cutting means.*

*The road was 30 feet wide, with a maximum grade of five percent. Hillside material was the base. Work began in June 1915. The convicts worked both summer and winter months and were, with the exception of some blasting powder, equipped with only hand tools.*

*The men were housed in an honor camp that provided food, clothing, and medical needs. They were paid 50 cents a day in wages that was withheld until the work was completed. Freedom awaited those who worked. December 2<sup>nd</sup> 1915, twenty-five men secured their discharge. In June of 1916, 60 more men were given their walking papers. Following a farewell dinner, in appreciation, the men presented camp superintendent Walter Bowen gold cufflinks and stickpin.*

*Completion of the road was greeted enthusiastically both by travelers and commercial interests. The route was said to not have a "single turn around which cars cannot be seen." The original wagon road was in the canyon bottom and two years later spring runoff water from Pine Canyon Creek wiped out two miles of the road's lower section. Repair work was completed soon after and in 1923 and 1927 improvements were made. In 1930, the first Bituminous coating was laid on the road.*



Two early scenes of the highway through the lower Corbaley Canyon.



Con't next page



Apparently, the 1915 five-mile road together with the existing lower Corbaley Canyon road (along the green dashed line) became known as the Pine Canyon Road.

Ludeman continued:

*The early route had a roadside attraction in Beaver Den Springs. Developed in the early 1920's, there was a tent area, ice cream and fresh fruits. A telephone was also available.*

*In 1942, a stone monument was built, by the highway department, honoring Fred Carpenter for service spent mostly on the Pine Canyon road. Fresh water spouted from a spigot in the monument center and a bronze plaque thanked him for his 32 years of service.*

*In 1948, a flash flood hit the canyon, destroying the original Pine Canyon highway [area along the dashed green line on map] and what remained of the honor camp. State highway officials surveyed and rebuilt the road on a higher level. The new highway is 10 to 150 feet above the old flood washed road. Workers built a stone drinking fountain on the new highway and secured the plaque from the original monument. Closed at some point because of water quality, nothing remains.*

Much of the earlier lower road (A to B) can still be viewed from the existing road, now known as US 2. Turn offs along US 2 are available to provide a view of that earlier road. Some of those early sections can be seen from the parking area at coordinates 47.63166, -120.18614 and from others nearby. Online, from within Google Maps satellite view, you can zoom in along just south of US 2 and see the remains of the old road.

Ludeman continues:

*Later a new upper portion of the canyon road and a new approach to Waterville were made. The first section of the new road was completed during the summer of 1950, the second section in 1965. (That modern alignment of the road, US 2, is the route through C, D, and E.) David Habura found that the new road was dedicated 8/4/1965 and that David Guilbert, Frank's son, attended. [Frank Guilbert and the National Parks Highway is another story. Curious? Ask about it on the new YT Forum! See page 2.]*

Because of washouts and debris on the road, the upper horseshoe of the 1915 road (red line on map) was closed at a fairly recent, but unknown, date. It can be seen at: 47.64371, -120.14724.

Again in Google Maps, you can zoom in along the upper horseshoe in Satellite view and see the blocked road.

The reader is invited to provide clarifications, corrections, additional information, travel diaries, and stories to help document this section of the Yellowstone Trail. «



*A late 1950's picture of the Pine Canyon route undoubtedly taken at point G on the map.*

*A 2001 picture of the "old US 2" apparently taken between A and B on the map. Anyone know for sure?*



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# Yellowstone Trail Association

**"A Good Road from Plymouth Rock to Puget Sound"**

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





# ON THE TRAIL WITH MARK

## Hello? Anybody Out There?

We get very few comments or questions from our *Arrow* readers, but we are always interested in hearing from our many friends. To make it easier for you to ask questions or share stories and photos, our new Forum (see page 2) is all yours; we are waiting to hear from you. Of course, you can still email us any time you want.

## Exciting News – GPS Software for YT in Progress

You may recall, from reading previous Arrows, the fun adventure my buddy Jim Marx had in 2010 when he rode his bicycle across the entire United States on the Yellowstone Trail. He used a small GPS (Satellite-Guided Global Positioning System) unit to track his exact route, down to mere feet in accuracy, and he saved those “tracking files”. He has generously agreed to share those files with us, and we are now working on creating a GPS-guided YT route that we hope to make available to our members...but it may take a while.

We are being assisted by a gentleman who goes by the name of “River Pilot”. He is known for his Route 66 tours and is well established in creating other GPS assisted tours. We first have to convert files, add some updated information, and clean up a few questions on routing. We hope to have, at the least, a test version available next year for a few pioneers to download into their own GPS unit.

Some day (we hope soon) you will be able to follow any portion of the exact route of the Yellowstone Trail, anywhere it exists in the country, while walking, biking, or driving!

## Driving the YT from Plymouth Rock to Wisconsin!

To continue pursuing my goal of traveling the entire route of the YT, this year I explored our East Coast routing during the years of 1915 - 1930. Throughout the East, road development and construction quality were well advanced by 1915 for the simple reasons that there were many more cars and a much greater population than in the sparsely settled West. For most roads east of Chicago, the YT followed accepted “best roads” already established. Many miles of the YT route in the east became, after 1926, US 20.

If you look at a US map, you will see that this distance is less than one-half of the distance I traveled last year from Seattle back to Wisconsin. It was also much easier, as there are no gravel roads over mountain passes, no deep-forests, and no muddy trails across the open prairie...doggone it!

I highballed to the Boston area and nearby Plymouth Rock, and then returned to Wisconsin following the westbound route of the YT. I left on May 11, spent a total of fourteen days on the road, and logged 3,150 miles including side trips that I’ll tell you all about in my blog.

I spent almost all of my time on two-lane blacktop US and state highways through mostly developed and heavily populated areas that are not my favorite places to drive. The weather was fantastic for a few days, lousy for a few, and mixed for the rest. Prices for everything except gas seemed much higher in the eastern states than in the west. That tempered my fun a bit, but I enjoyed the less-populated parts of New England, the Berkshires in western Massachusetts, up-state New York, and the farmlands of Ohio and Indiana. It’s a great drive on an historic route.

Here is the link to my blog along with more select photos. [CLICK HERE](#) or, copy and paste this address into your address bar:

<https://dl.dropboxusercontent.com/u/4032786/2013Trip.pdf>

Happy Trails,

Mark Mowbray

Executive Director, Yellowstone Trail Association

Please feel free to contact me any time by e-mail at

[mmowbray@yellowstonetrail.org](mailto:mmowbray@yellowstonetrail.org) or call me, afternoons and evenings only please, at 608-436-3978.

«





# TRAVELING ON THE TRAIL

by YTA member Dal Smilie, of Helena, Montana

## THE 39TH OLD TIME FIDDLERS PICNIC & VINTAGE TRAILER GATHERING, AUG 1-4, 2013

Livingston, Montana is a great travel destination on the Yellowstone Trail, even though the trail has now been supplanted in this area by I-90 for modern-day travelers. Livingston has some great museums including the [Yellowstone Gateway Museum](#) with its Yellowstone Trail information tent from the late '20s and the [Livingston Depot Center's](#) great railroad museum. The 1954 "Mark's In and Out Burger" is not part of the In-and-Out Burger chain but it sure takes you back to the proper era of great milkshakes and burgers and is a must stop for this part of the Trail. Hollywood director, Sam Peckinpah used to rent the top floor of the Murray Hotel, which was good since he shot the occasional hole in the ceiling.

In the days when the Yellowstone Trail passed through Livingston, a spur ran south to the Northern Gateway of Yellowstone National Park at Gardiner. Along the route of that spur, just south of Livingston, is the Mercier Ranch. It is the site of the annual Old Time Fiddlers Picnic [fiddlerspicnic.blogspot.com/](http://fiddlerspicnic.blogspot.com/).

The Picnic was started 39 years ago by Doc Allison, a local MD and fiddle player, as he hosted some fiddlers in his back yard. After 30 years or so it had expanded beyond the space Doc had, and Doc is now more than happy to just come and just play and not have to undertake all the tasks necessary to host such a great event.

For the last eight years it has been hosted by Virginia Cain, her daughter Candi Payne, and Candi's husband Dave and is supported by a great team of volunteers. There were 500-600 pickers this year, players and lovers of old timey, bluegrass, western, cowboy, Celtic and other traditional roots music who gather at this jam.



*1948 Studebaker M5 pickup pulling '49 Curtis Wright Clipper, both owned by author*

This year a Tin Can Tourist vintage trailer gathering was held within that event. There was a great representation of Vintage Airstream Club, WBCCI members, and Sisters on the Fly. In addition to the 60 or so trailers/RVs and tents of the regular pickers we had another 35 or so vintage (and some a bit newer) rigs gathered together, with some interspersed around the ranch. Neither the Picnic nor the vintage trailer gathering seemed to bother the momma moose and calf hiding all weekend in the trees by the river. The Picnic, camping, and playing area is normally the home to one mule and several horses; quieter neighbors for sure.

Note that the Tin Can Tourists were originally formed in 1919 and were certainly heavy users of the Yellowstone Trail in its heyday. This was, and still is, a group of campers using their travel trailers. Now the TCTs sanction rallies for vintage-trailer oriented members. They provide many other services to the vintage travel trailer/RV community. For more information on vintage trailers, go to [TinCanTourists.com](http://TinCanTourists.com)

The sun shown, the pickers picked, several TCT attendees brought and played instruments, fun was had.

The Yellowstone River runs down one side of the property, which served to both cool off attendees and to offer fly fishing access. Pickers and players, some young, some in their 80s or more, played into the night and started up early again in the mornings. Livingston is always a fun town and with Yellowstone National Park and Chico Hot Springs just to the South it is hard to beat this spot.

Another group of vintage travelers of the Yellowstone Trail who stopped by were a group from the Vintage Chevrolet Club of America who were on their way over nearby Beartooth Highway, the "All American Road" as it was dubbed by Charles Kuralt many years ago.

The 40th Fiddlers Picnic will be held next August 1-3, 2014 and you are invited, especially if you pick or play! For information contact [dalsmilie@aol.com](mailto:dalsmilie@aol.com).

Lots of good things happen on the Yellowstone Trail! «



## TWO INTREPID TREKKERS

TrailTrekkingers Bob Blakney and Cameron Goetz have come in from trekking the Trail in unrelated excursions and have reported in to us their adventures.

Cameron Goetz of Wisconsin broke his Trail trek into parts: Wisconsin and east in 2012 and west this year. Cam reports that "This trip was good for meeting local people and getting wonderful stories about Yellowstone Trail history and legend." He has also written, "I really believe the Trail is a sacred highway that defined our country and our people in the 19teens and 20's. I found that there are periods of high energy and there are periods of low motivation when you are on the Trail, i.e. almost manic depressive in nature."

Cam claims that he is not a writer, but the above quotes reveal a real poet on our Trail. He has said, "I love the interrelationship of highway anthropology and photography." Cam sent along a few of his pictures of the

*Con't next page*



*Olivia, MN at sunset*



*The Trail runs next to the Yellowstone River near Yankee Jim Canyon*



*Much of US Hwy 12 in South Dakota is laid on top of the Trail.*

**Yellowstone Trail Association**  
[www.yellowstonetrail.org](http://www.yellowstonetrail.org)  
[info@yellowstonetrail.org](mailto:info@yellowstonetrail.org)

Help get the word out

**Join with us — just \$15/year**



*Some of the Trail as it looked 100 years ago*



**TWO INTREPID TREKKERS** *Continued*

Trail.

Bob Blakney and his wife, Kaye, of Alabama made a stylish but quick trip along the Trail, Seattle to Boston, in two weeks in a glorious, recently restored, yellow 1966 Corvette C2 roadster. Bob's flying trip was sandwiched in between family obligations, but he "wanted to discover as we go from town to town," following the route supplied on the original Yellowstone Trail Association's 1919 Folder and John Ridge's maps. Following the Trail through Washington, Bob reported "It's been a great ride so far," and "beautiful scenery" in western Montana.

Eastern Montana was a different story. Dirt roads and mud did things to the pretty yellow Corvette as he hunted for old Trail markers. "I just kept moving and did not get stuck, but sure got some looks from the railroad repairmen!"

Ipswich, South Dakota, home of Trail founder Joe Parmley, proved to be a very friendly town for Bob with a private tour of the Parmley Land Office Museum and the Parmley House Museum. Even dinner with the tourguide. As the Trail frequently gets swallowed up by big cities and takes time to follow, Bob avoided the Twin Cities, the Milwaukee area, and Chicago proper, but had a nice visit with YTA Executive Director, Mark Mowbray off the Trail.

Bob's trip on the east part of the Trail was marred by rain, drizzle and snow, so picture-taking and perambulating were at a minimum. However, his Corvette at the Red Brick Road (YT in Washington) made it into the Team Corvette of Birmingham [Alabama] Newsletter (see right). Bob reports that many members asked about his trip, "So now more people in our area know about the YT." Three cheers for two trekkers!!! «



*Bob's car on the Yellowstone Trail at the Red Brick Road east of Seattle*

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## TRAIL-O-GRAMS CONTINUED FROM PAGE 2



Several members of the YT Association met in Fall City, Washington, in June to discuss Yellowstone Trail business. David Habura (left with wife Sheila) and Curt Cunningham (back, right with wife Leona (back, left) with John and Alice Ridge (officers of the YTA). All sporting YT hats provided by Curt and Leona.



Further discussions took place with member Ray Alkofer (right) in Ellensburg, Washington.

Good news! Allyson Gommer, a good friend of the Yellowstone Trail Association and an author of a successful Wisconsin Passport program along the Trail, was appointed to the Governor's Council on Tourism. This group of 20 advises the state Department of Tourism. Way to go, Allyson!

The Coffee Pot restaurant in Kenosha, Wisconsin, has advertised itself as being on the Yellowstone Trail and participates in the Passport Program. The Pot hit the Kenosha News with the August headline "Yellowstone Trail Makes a Stop at the Coffee Pot." The article gave a bit of the YT and Passport story. Good on ya, Coffee Pot! Their "Lunch" sign is reportedly the first neon sign in Kenosha.



The little YT town of Marmarth, North Dakota, has an additional offering for the tourist. There is a great restaurant, the Pastime, and an auto museum, and now there will be a paleontology museum! For the last few years Tyler Lyson has been digging and finding dinosaur bones and various fossils in the area. He founded the Marmarth Research Foundation and it has attracted amateurs and professionals alike. The work has attracted the attention of groups such as Yale University's Peabody Museum of Natural History. It is entirely private and amateurs must pay a fee to dig and careful attention is made to maintain scientific integrity. Next time you are on the Trail in Marmarth, North Dakota, take a look.



This just in! The Yellowstone Trail Passport program won an award! The Wisconsin Association of Convention and Visitors Bureaus presented the 2013 Wisconsin Tourism Trailblazer award to the three CVBs responsible for creating the successful program: Andrea Jorgenson of Hudson, Lisa Montgomery of Menomonie, and Allyson Gommer of Chippewa Falls. The award recognizes tourism organizations for outstanding marketing and partnership efforts. Congratulations!



One of our corporate sponsors, Northern Battery has one of its five locations in North Fond du Lac, Wisconsin on the Trail in an historic building, almost as old as the Trail itself. Note the picture showing how little the building and its purpose have changed in 93 years, still serving customers.



*Northern Battery (Yellowstone Garage) with Jim Marx during his transcontinental bicycle trip over the Yellowstone Trail. Remember that?*



Yellowstone Trail signs, poster, and books being presented to the Theresa Historical Society. L-R Jim Widmer and Jerry Beck of the local Historical Society, Andy and Karen Schnitzler of River View Hills, and John Battell, Yellowstone Trail Trailman and River View Hills resident. The group raised funds to purchase the Trail-related items to keep the memory of the Trail alive in Theresa, Wisconsin. «