



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



COUNTY, LOCAL COMMUNITY CONTINUE THEIR EFFORTS TO PRESERVE RED BRICK ROAD

By Samantha Pak, Redmond Reporter, Redmond, Washington spak@redmond-reporter.com
 Photos courtesy of King County, WA Dept. of Transportation and Mark Mowbray

In 1913, a 1.3-mile stretch of road in unincorporated King County just outside of Redmond, Washington was paved with red bricks and the Red Brick Road was born.

One hundred years later, that road still exists, and King County officials, along with the local community, have taken steps to ensure that it stays that way for a long time. Recently, King County crews built a turnout with an informational kiosk for visitors to learn more about the Red Brick Road's history. The road — also known as 196th Avenue Northeast — runs north-south from Northeast Union Hill Road to State Route 202 and the kiosk is located along the north end. In addition to educating passersby about the century-old road, the kiosk was constructed using salvaged bricks that were removed when a roundabout was installed where the road intersects with Northeast Union Hill Road.



Tom Minichillo, archeologist and cultural resource coordinator for the King County Road Services division, said when they built the roundabout, they needed to get permission to remove the bricks from two entities: the King County Landmarks Commission and the National Historical Preservation Act. He said in order to be able to remove the bricks; both entities required some sort of mitigation and saw a turnout with an informational kiosk as an appropriate use of the bricks. Tanya Rusak, who has lived on Red Brick Road for five years, said the residents along the road are very protective and passionate about the historical landmark. She said they were upset when they learned about the construction of the

roundabout and that bricks hidden under Northeast Union Hill Road would be removed. "It was a relief to us to see King County being so careful and protective of the Red Brick Road," Rusak said. "We are working very hard as a community to come together and build strong relationships with the county to ensure the preservation of our historic road."

Minichillo said they were able to salvage several-thousand square feet of bricks from under Northeast Union Hill Road and they only used a small percentage to build the kiosk — less than 200 square feet.

A SHORT ROAD WITH A LONG HISTORY--THE OLD RED BRICK ROAD

AKA THE YELLOWSTONE TRAIL, JAMES MATTSON ROAD, SNOQUALMIE-REDMOND ROAD, AND 196TH AVENUE NORTHEAST



FROM ROUTE TO ROAD
Native Americans have long used Snoqualmie Pass as a route between the Columbia Plateau to the east, and Puget Sound to the west. The path the Old Red Brick Road follows is part of this route.

The Old Red Brick Road was built in 1901 when James Mattson filed a petition with King County, which approved it on May 9, 1901. Constructed of dirt and gravel, it bypassed a steep grade that was usually so muddy as to be impassible.

...January 10, 1901
-Petitioner, James Mattson, Genl.-
vs. 1901, The Citizens of Snoqualmie
No. 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

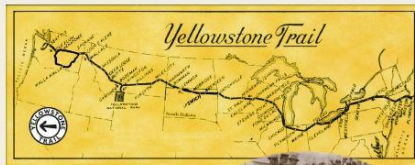
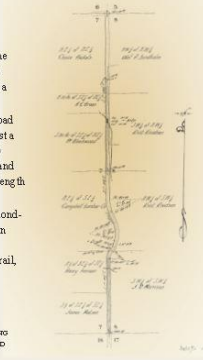
SNOQUALMIE PASS VIA OVERTON ROAD, CA. 1900. COURTESY OF EASTSIDE HISTORICAL CENTER.

The road's impact was immediate, as it became the major route between Seattle and all points east. While it was also muddy, it proved to be a better route for travelers and commerce.

In 1913, Mr. Mattson petitioned to have the road surfaced with red bricks. To pave the road, first a layer of concrete was laid down, and then two inches of sand, then the bricks were laid by hand in stretcher bond, with bricks staggered by a length of half a stretcher.

After it was paved, it was re-named the Redmond-Snoqualmie Road, however, this road has been called many things throughout the years--The James Mattson Road, The Yellowstone Trail, the Old Red Brick Road and most recently 196th Avenue Northeast.

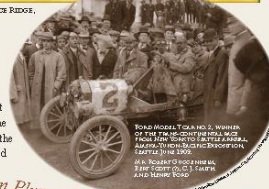
JAMES MATTSON ROAD SURVEY TRAIL, MAP NOS. 5-57, 1900 SURVEY, 7-5-5-6 AND 8-25-6, FOLDER NO. C-156, KING COUNTY ROAD SERVICE HAS VALUE WHEN DRAWING UP THE MAP, BUT FROM THE QUOTATIONS HERE ASSEMBLED THE NAME OF THE ROAD IS "TRAIL".



YELLOWSTONE TRAIL MAP BY JOHN AND ALICE RIDGE, YELLOWSTONE TRAIL PRESERVERS.

YELLOWSTONE TRAIL

Now that the road was well-surfaced, it became a part of the Yellowstone Trail, the northernmost of four major highways crossing the nation in the early 1900s. Linking the Atlantic to the Pacific it connected Boston to Seattle.



"A Good Road From Plymouth Rock To Puget Sound"

As described in the Mohawk-Hobbs Grade and Surface Guide, a popular touring manual, "A Good Road From Plymouth Rock To Puget Sound," the Yellowstone Trail was paved together, using existing roads constructed across the northern part of the United States.

By 1923, it was possible to drive from ocean to ocean, and travelers were advised to allow three weeks. This is the only link of the Yellowstone trail in King County still untouched since the hardy tourists of the 1920s rumbled over it on their adventures.

To the local residents, by the 1930s, the road was important as a practical route for their commerce--logging, produce, and livestock all traveled the Red Brick Road, on the way to market in Seattle. It was no longer a wagon road; it was a busy highway for cars and trucks.



PAST, INTO THE FUTURE

The Old Red Brick Road is a memorable historical site because it played a vital role in the development of the Puget Sound area; it earned settlers and commerce from Snoqualmie Pass to Seattle.

The first Transcontinental Automobile Race was held in 1909, as part of the Alaska-Yukon Pacific Exposition held in Seattle. On June 22, 1909, Bert W. Scott and C. James Smith took down the James Mattson Road in their Model T and on to Seattle. They were met with cheering crowds, marching bands, and Henry Ford himself.

In 1915 a steam tractor with spiked metal wheels came down the road and one can still see its route, since the spiked tracks broke the bricks on the west edge of the road and slightly off-center on the other side. Trucks and traffic have contributed to the bumpy surface, but the road has well withstood constant use.

In 1962, the Cadman Gravel Company covered a portion of the road on today's Union Hill Road with asphalt--from the Keller home site to Deval Men's Corner--because the road was too narrow for the large trucks needed for their business.

The remaining 1.3 miles long road was designated a King County Landmark in 1983. In 1989, it was restored as a Washington State Centennial project. The road has been patched in places, but largely retains its original red brick and rugged character. The brick used to build this kiosk was salvaged from the original road when the roundabout to your right was constructed in 2012. Additional bricks are being saved for the long-term maintenance and repair of the road.



DEVELOPMENT OF THE OLD RED BRICK ROAD, MAY 13, 1900, PHOTO BY SCOTT BEAVER, COURTESY OF EASTSIDE HISTORICAL CENTER.



SALVAGED BRICKS FOR BRICK DUKERS PRESENT DAY PROJECT AT NORTH END OF THE ROAD, JUNE 2013, PHOTO BY KING COUNTY.



That leaves us more for the long-term maintenance," he said, explaining that they would use these salvaged bricks if and when sections of the road need to be repaired and/or replaced. Rusak said the kiosk will remind people of the road's special history and the "strength of this community, which has come together over the decades to protect this historical treasure."

"The residents of this road are a tightly knit community that is committed to preserving the historic road and its critical habitat that supports salmon, eagles, heron and other wildlife," she said. "We are a passionate community that is organized and actively works together to celebrate and protect this historical landmark ecological oasis and rural lifestyle among the growing urban sprawl. We are an official state landmark. It is important to the community that we share our landmark with others and we believe that the kiosk is a great opportunity to share this treasure." She said the landmark certification gives residents hope that they will always be able to work with King County and other governmental and private entities to preserve and protect the Red Brick Road.

Minichillo said the Red Brick Road is a unique road and was part of the Yellowstone Trail, which ran from Seattle to Boston. The road is also one of the few segments of the trail that has the same surface and uses the same materials that were used back then. "It has a lot of the same feel to it," he said about the road and its rural roots. Ψ

TRAIL-O-GRAMS Latest news from the Trail

Edited by Alice Ridge (Editor Emerita)



Photo courtesy of Jim Marx

- Fort Pease, Montana, (1875-1876) was a small short-lived US Army palisade fort on the Yellowstone River about 6 miles downriver from the mouth of the Big Horn River. The fort was 3/4 mile east off the Yellowstone Trail (now called Myers Road) at about 7 miles west of Myers, Montana. That point is about 10.5 miles northwest of Custer, Montana, following Pease Bottom Road that becomes Meyers Road. Pease Bottom Road is a particularly pleasant drive.

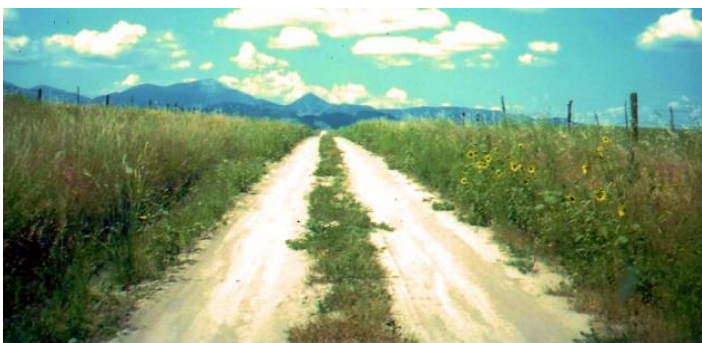
(Continued on next page)

(Cont.) The Sioux burned the Fort down after the troops abandoned it. While easy to get to from the Yellowstone Trail, the satellite view in Google Maps suggests that a private farm now occupies the site. Readers with any knowledge of the area are asked to let us know if there is a reason to visit the site.

- Time and old age are catching up with Alice and John Ridge, main producers of the *Arrow*, so, with this issue, Executive Director Mark Mowbray has accepted responsibility for producing the *Arrow*. The Ridges will turn their attention to completing a mile-by-mile book about the whole YT. Although they have fielded hundreds of requests for materials, spoken to over 50 groups, written books and guides, developed extensive maps, and produced columns for the *American Road* magazine, the real glue that has held the organization together has been the *Arrow* with its news of friends of the YT. To this we can now add the new *Yellowstone Trail Forum*, a 21st century interactive way of carrying on the conversation about the Trail. See Mark's "On the Trail" column to communicate news to him.



John Ridge (left) and Mark Mowbray



- Long-time YT member, **Dianne Hunt**, is quite the amateur photographer. On trips along the Trail she captured a segment of the old YT near Willow Creek, Montana and



YT founder Joe Parmley's Land Office Museum in Ipswich, South Dakota. Ψ

TRAILRUNNING 2013 –TIN CAN TOURIST STYLE

Article and Photos by Dal Smilie, our very active Montana correspondent

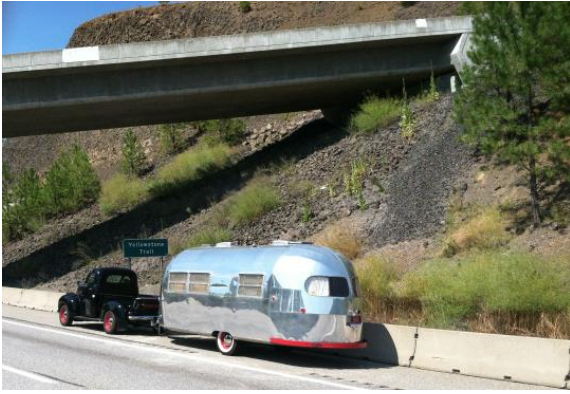
Our summer "on the trail" started with me flying to South Bend, Indiana to pick up our "new" 1972 Cayo Motovator motorhome. The Cayo family had built Avion trailers in Benton Harbor, Michigan until selling the brand in 1971. As you can tell, we are into vintage camping and belong to the Tin Can Tourists tincantourists.com and the Vintage Airstream Club <http://vintageairstreamclub.com/>.



While in the area I had to take in the Studebaker Museum in South Bend <http://www.studebakermuseum.org/> as we pull our 1949 Curtis Wright travel trailer with our 1948 Studebaker M5 pickup. Of course South Bend and Plymouth, just to the south are a convergence of some of our favorite highways; **The Yellowstone Trail, Lincoln Highway, Dixie Highway, Grand**

Army of the Republic (US6) and the Michigan Road. Be sure to drop by the Marshall County Historic Crossroads Center museum in Plymouth which highlights this convergence. From there I travelled back to Montana with our "new" rig, not rejoining the Trail again until Billings. Even though it was late March, I went through the worst blizzard I have ever experienced. (Continued on next page)

Hundreds of cars between Paris, IL and the Nebraska border are off the road and sometimes averaging 20 mph



but that all is a different story. That was the beginning of a summer that saw lots of travel on the Yellowstone Trail. Next we took our Studebaker and Curtis Wright to the huge vintage trailer rally in Pismo Beach, CA. We took portions of the YT and some of its alternates from Garrison, MT (named after the famous Civil War era anti-slavery activist William Lloyd Garrison) to Spokane, WA and down to Walla Walla, WA on the way out and back.



Father's Day weekend saw us

on the Trail from Garrison, MT to Roslyn, WA for a vintage trailer rally. We stopped in Wallace, ID at the Last Red Light Garage, which claims to make the best Huckleberry Shake anywhere. The small mining town of Wallace was famous for two types of red lights. There were a dozen or so brothels during the heyday of silver mining; and the last traffic light on I-90 (which has largely replaced the Trail in these parts).

Wallace is in a narrow canyon and fought off the devastation the interstate system would do to it through the early 1990s. The Last Red Light Garage stands on the corner where the last red traffic light on I-90 was. Now you don't have to stop, but you should.

From Wallace, we stopped by the huge car show named "Car d'Alene" at Coeur d'Alene, ID. They get about 800 cars over the weekend and it is a fun event on the Trail. Coeur d'Alene even marks the Trail with road signs. The night before the Roslyn rally started several of us got together at the Easton, WA State Park to camp with our old trailers. Easton was right on the Trail and Roslyn is just off the Trail near Cle Elum. Roslyn was the site of the TV series "Northern Exposure" and is quite a neat little "retro" town. 136 vintage trailers were to be seen camping at this free event in the City Park.

Late June found us on US 12 (another of my favorites; I was born on this highway in Michigan and still live on it in Montana) and on the Trail between Forsyth, MT and Aberdeen, SD. This took me through Ipswitch, SD where the idea for the trail was first conjured up. I was on my way to the Wally Byam Caravan Club International's big annual rally which was at Huron, SD in 2013. We go for the Vintage Airstream Clubs events within that bigger rally. We left a bit early to hit the 100th anniversary celebration of the Lincoln Highway in Kearney, NB. Forrest Bone led a vintage trailer caravan of Tin Can Tourist members to the event. What a show, I saw two Tuckers in attendance (the cars of course). Then home via Billings and the Trail for several miles.

July 6 had us at the "Bullshippers Car and Tractor Show" in Drummond, MT, on the Trail. Early August found us back on the Trail in Livingston, MT at the 39th Fiddlers Picnic Vintage Trailer Gathering, reported in Arrow, #27. The 40th event is the first weekend of August this year - fiddlerspicnic.blogspot.com. The next weekend found us on the Trail again heading for Monitor, WA just outside Wenatchee and squarely on the Trail. We had followed the Trail from near Garrison, MT to Monitor and took an earlier version for part of the way back. We were attending a Vintage Airstream rally in a wonderful county park wedged between the Trail (US 2) and the river and railroad. You are certainly invited to this event for 2014 also, check the VAC site for details.

(Continued on next page)

While in the area we stopped by the Cider Works at Orondo, WA which marks an early alternate of the Trail as reported in the last Arrow. Lots of good cider, cheese and local products and homemade ice cream made to order. Oh, and some fine hard cider!

Just past Labor Day we hit the Trail again, this time heading for the huge Mt Baker vintage trailer rally in Lynden, WA. While Lynden is off the Trail, we took it to Seattle before turning north for Lynden. About 150 vintage trailers were in attendance at the wonderful fairgrounds right in the little Dutch themed town of Lynden, with beautiful Mt Baker in the background. Contact maxandchip@aol.com for more info on this rally. We left a bit early trying to travel over the North Cascades Highway (WA 20) to the Tin Can Tourist rally in Winthrop, WA at the Pineneer Campground info@pineneerpark.com. This is a retro campground, restored that way on purpose. You have full amenities but camp on grass right near the center of this little tourist friendly town. A huge car show is in town the same weekend and they all parade through the vintage trailer rally. But on our way over the North Cascades huge rainstorms caused avalanches that closed the road for miles. In a frog strangling downpour we backtracked to the trail near Seattle and back over Steven's Pass through Wenatchee to get to Winthrop. This was the long way around the barn for sure. On our return we caught the Trail again at Coeur d'Alene, ID and followed it home.

During the middle of September we followed the Trail from Livingston, through Yellowstone to Willard Bay State Park just south of Brigham City, UT for the "Watts up by the Bay" Tin Can Tourist rally there. The short spur of US 89 from Livingston to Yellowstone was part of the Trail. US 89 (formerly known as the **National Parks Highway**) is another of our many favorite roads.

Friday September 20th found us at the "Hot Rod Art & Hot Rod Gathering" artist reception at Aunt Dofes gallery in Willow Creek, MT. Willow Creek is a tiny little historical town on the Trail. It is just south of Three Forks (where the three rivers that make the Missouri come together). There is a great little café there, the Blue Willow. You have to try to find this little town because it is pretty much not on the way to anywhere anymore and that makes it special.

It was a very full summer with lots of "trailrunning". It is great to take the time to drive the old highways and byways, or the "blue highways" as William Least Heat Moon called them.

We'll see you somewhere on the Yellowstone Trail again this summer. Ψ

Road Trip Surprises make it an Adventure

Article and photos by Tom Morehouse, Eastern States Correspondent

What's that old saying – men make plans, and the gods just laugh?

Several years ago I planned to drive from Connecticut to California and back, in an old Mercedes-Benz I was



restoring. The trip was in memory of my parents, who had planned the same trip when they retired, in a similar car. Unfortunately, cancer ended their dream. Well, a few months before I was to leave on my own trip in 2009, I learned I had cancer. One man's plans were laid aside, and medical adventures followed. I had to park the old Mercedes. In 2013 I thought I'd try the trip again; this time to include Mount Rushmore, Yellowstone and Grand Teton national parks. My original route included much of the Yellowstone Trail out west - a bit in Wisconsin, but mostly beginning in South Dakota and on to the Park.

I should have listened for the laughter of the gods again. I enjoyed visiting family, friends, and former students in Pennsylvania, Ohio, and Illinois. (Continued next page)

Then, using information from the Yellowstone Trail.org website, I drove from Fond du Lac, Wisconsin north on WI 175 and US 45 to Oshkosh, then on to visit friends in Appleton. We visited the excellent EAA (Experimental Aircraft Association) museum in Oshkosh, which I highly recommend if you're in the area. Here's an EAA museum surprise; they had a replica of the only aircraft designed by the great French automobile legend Bugatti on temporary display. It is currently on display at the Mullin Museum in Oxnard, California.



On leaving Appleton I followed US 10, which parallels the original Trail westward to Fremont, and enjoyed beautiful productive farmland all along the way. From Fremont I had to cut south to visit friends in La Crescent, Minnesota, and then head west to the parks. I would pick up the trail again once I reached South Dakota.

From Sioux Falls, I had planned to drive northwest and catch the Yellowstone Trail, now US 12, at Aberdeen. I watched the weather forecast during my overnight in Sioux Falls; "light snow" was in the forecast for northern and western South Dakota and into Wyoming and Montana. A few hours later, the forecast was changed to "Well, that blizzard closed all the highways beyond Sioux Falls."



I spent four days of my planned trip vegetating, just east of the worst early October blizzard in over 100 years. Power outages, blocked roads, stranded travelers – and over 80,000 cattle frozen to death, still in their summer pastures. What a nightmare. And that was only some of the laughter from the gods! In Washington DC, Congress had reached an impasse on financial matters, and most federal agencies were closed. That included the National Parks. So Mount Rushmore, Yellowstone, and Grand Teton parks were shut tight.

As there was no indication of how long this shutdown would last, I had to change my travel plans and head south toward central California. Following the Yellowstone Trail to the parks would prove impossible during my trip. If you'd like to follow my entire adventure, you can visit: <http://nutmegflyer.wordpress.com/>

When I got home to Connecticut, somehow I felt I wanted to keep driving. When you restore an old car and drive it 7300 miles across the USA – well, the car becomes part of the family. In addition, I still need to experience more of the Yellowstone Trail. So I contacted members of the Yellowstone Trail Association, and learned that the Trail actually runs across Massachusetts just a few miles north of where I live in Connecticut.

I've decided that when the weather clears (it's currently 5 degrees outside, with heavy snow), I'll experience the Trail in my own neck of the woods. In other words: **Keep the car, and keep exploring.** Ψ

Yellowstone Trail Forum Update

Our Forum Moderator, Dave Habura, reports that we are off to a healthy start, with over 1450 visitors and 150 posts! A lot of folks have shared stories and photos of their experiences, collectables, road trips, and Trail



vehicles. If you haven't visited, you can now at <http://yellowstonetrail.ipbhost.com>. Anyone can visit and enjoy the stories, old photos, artifacts, and road discoveries. If you want to post on the Forum you will need to be a member of the Association. We are still adding members to the Forum, so if you are a paid up member and have been left out, contact dave.paul@yellowstonetrail.org and we will move you to the front of the line! If it is true



that a picture is worth a thousand words, enjoy some of the photos from the forum.... and if you want to "get the rest of the story," visit the Forum!





By Today Sotheby's International Realty, Tour Sponsor

News Release, December 9, 2013

Luke Rizzuto from the San Francisco Bay Area organized and completed the 2008 American leg of the 100th Anniversary of the automobile "1908 New York to Paris Great Race" and has now planned the ultimate auto adventure, the "Auto World Tour 2014", with his organizing partner John Quam. The auto tour will commence in Yokohama, Japan on May 14, 2014 with the recreation of the original second leg of the Great Race and will end in mid-July in Paris, France. The second leg will follow, the Paris to Iceland Tour. **The world tour will conclude with the third leg, the United States Tour, from Plymouth, Massachusetts along the Yellowstone Trail to Seattle, Washington** then on to San Francisco, California.

Each of the three legs of this world tour offers unique adventures and historical significance in that it is the only other multi-automobile tour covering the world since 1908.

The American Leg will be open to anyone who wants to participate at no cost from the organizers or MIR Corp. Just as they did in the first United States 2008 tour, participants with their vehicles can join in for any part of these two legs of the tour at their own expense and for any duration.



For the last leg, cars going to America will be shipped to an east coast port as close as possible to **the kickoff point in Plymouth, Massachusetts. This starting point was chosen for two significant reasons - the Pilgrims landed here in 1620 from Europe and this was the start of the Yellowstone Trail, the first cross country automobile road in the United States.** This last leg will provide the beautiful scenery associated with the autumn across the northern US. Luke and John both agree that the attention and excitement of the first adventure in 2008 will be magnified 10 fold. Mr. Quam smilingly said, "On that trip word of mouth of our

adventure spread in front of us as we traversed America and we were welcomed as if we were VIP guests in town after town along our route.

For more information visit these web sites: www.LARWorldTour.com and www.WorldAutoTour.com Ψ

ON THE TRAIL with Mark

Since becoming the Executive Director in 2010, I am the person who has been emailing the Arrow to you for almost four years. I also write an article occasionally and have done a web log of my YT road trips the past three summers. I manage memberships, send reminders and certificates, and generally do a lot of the YTA office grunt work. It's a great retirement "job" with no pay but many rewards. I love it!

Beginning with this issue, I am now also the editor of the Arrow. Mistakes will be made, but I'm trying; it will all work out in the end and you will continue to receive a quality Arrow newsletter as always. Alice and John Ridge have done a thoroughly professional job of creating graphics, writing and editing the 27 previous issues of the Arrow, so I have very large shoes to try to fill. They will be available to help me though, and they are not leaving us; they just need more time to devote to updating maps and writing their upcoming book on the YT.

So far I have been blessed with the great articles and photos found in this issue; sent by our friends and submitted early enough to let me tinker with them to make it all fit. This is your newsletter, so help me out by writing an article or a news item, send me a photo, whatever you can share. (Continued on next page)



How are we doing? I asked this question in the last issue, but I am still waiting to hear from you. 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 is all yours. Of course, you can still call us, send a card, or email us. All you have to do is use the contact information below or reply to the email that delivered this issue.

Update – GPS Software for YT

We have received a stimulus to complete the GPS (Global Positioning System) mapping for the Trail. We have committed to providing the full YT routing to the “Around the World Tour” when they follow it across the country this fall. You read more about the tour in article on page 6.

John Ridge is continuing to work with River Pilot Tours, known for Route 66 tours and well established in creating many other GPS assisted tours. Work continues on converting files, adding updated information, and cleaning up a few questions on routing. It’s a lot of work; over 3,500 miles of turn-by-turn mapping that has to be very carefully confirmed so we don’t send you into a river or over a cliff.

We hope also to eventually have the maps available on Google Earth and Maps, as well as our website. If you would like to volunteer to “test drive” a portion of the YT in your area this summer before the World Tour, please contact me. You will be able to follow any portion of the drivable route of the Yellowstone Trail, anywhere it exists in the country, while walking, biking, or driving! We hope to make the GPS files available to you within the next year. Happy trails!

Mark Mowbray, Executive Director
 Yellowstone Trail Association
 707 Rockshire Drive, Janesville, WI 53546

Please feel free to write, or email me at mmowbray@yellowstonetrail.org you can also call me, afternoons and evenings only please, at 608-436-3978.

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.																
<p>APPLICATION FOR MEMBERSHIP</p> <p>Name: _____</p> <p>Address: _____</p> <p>City: _____ State: ___ Zip: _____</p> <p>An e-mail address is required because the <i>Arrow</i> newsletter is sent via email. If you need yours printed we'll make special arrangements.</p> <p>e-mail address : _____</p> <p>Phone: _____ (Required if you do not use email.)</p> <p>If this membership is for a business or organization:</p> <p>Organization: _____</p> <p>Your Position: _____</p> <p style="text-align: center; color: red; font-weight: bold;">VISIT WWW.YELLOWSTONE-TRAIL.ORG</p>	<p>Cut off and mail this form with your payment. OR apply online at www.yellowstonetrail.org</p> <p>Send to: Treasurer Yellowstone Trail Association 340 Division Street North Stevens Point, WI 54481</p> <p>Membership category and annual dues:</p> <p>Check one: <input type="checkbox"/> Regular (Individual or small business) ----- \$15</p> <p><input type="checkbox"/> Not for profit (museum, car club, historical) ----- \$25</p> <p><input type="checkbox"/> Tourism Promotion Agency ----- \$50 <small>(C of C, CVB, Econ Development, similar)</small></p> <p><input type="checkbox"/> Corporate (Contact the Exec. Director for sponsorship details. mmowbray@yellowstonetrail.org) \$100</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Dues for 1 year (June -May) –</td> <td style="width: 10%; text-align: center;">\$</td> <td style="width: 40%;"></td> </tr> <tr> <td>Gifts are tax deductible.</td> <td></td> <td></td> </tr> <tr> <td>Dues for 2nd year – <small>Same rate. Optional.</small></td> <td style="text-align: center;">\$</td> <td></td> </tr> <tr> <td>Additional contribution – <small>We are a nonprofit 501c3 corporation.</small></td> <td style="text-align: center;">\$</td> <td></td> </tr> <tr> <td style="text-align: right;">Total =</td> <td style="text-align: center;">\$</td> <td></td> </tr> </table> <p style="font-size: small; margin-top: 10px;">Enter Amounts:</p>	Dues for 1 year (June -May) –	\$		Gifts are tax deductible.			Dues for 2nd year – <small>Same rate. Optional.</small>	\$		Additional contribution – <small>We are a nonprofit 501c3 corporation.</small>	\$		Total =	\$	
Dues for 1 year (June -May) –	\$															
Gifts are tax deductible.																
Dues for 2nd year – <small>Same rate. Optional.</small>	\$															
Additional contribution – <small>We are a nonprofit 501c3 corporation.</small>	\$															
Total =	\$															