



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



Vintage Maps and Guides for the Yellowstone Trail

By Dave Habura, YTA Board Member and Northwest Correspondent, photos by author

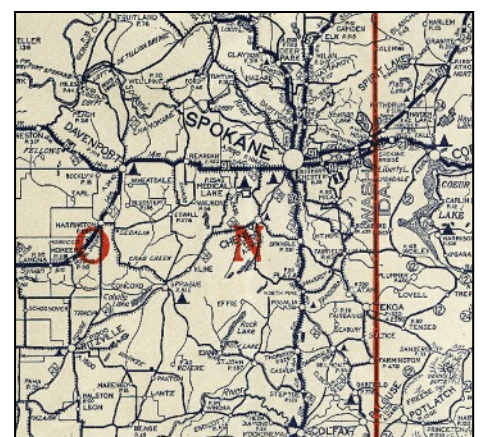
Over the years I have collected several hundred maps and travel guides, and have looked to see where our Trail is cited by name in a guide or on a map. The original Yellowstone Trail Association did not publish a guide showing the Trail in detail. In fact when we try today to determine the exact route of the Trail in some parts of the country, the experts have to rely on a variety of resources from a hundred years ago.

I am not an expert! But over the years I have collected a variety of resources that I enjoy using. I want to share some of them here and give a very short elaboration on where you might find many like them.



Clason's Map Co. Example

Let's start with **Rand McNally Auto Trail** maps, or perhaps **Clason's Maps**. Both identify the route of the Trail by name, either on the map, or by number and trail blaze. Rand McNally also attempted to show the road surface with little hash marks on one side or both sides of a road. Both are available on sites like eBay, and both are in single sheets and atlases.



Rand McNally Map Example

You will quickly discover that small scale maps like Rand McNally and Clason's are great as a starting point, but they don't give you much detail.

For detail you will want to turn to publications that provided turn by turn descriptions or more detailed strip maps. The best source for turn by turn descriptions is the **Automobile Blue Book (ABB)**. They covered the entire country in several volumes. Scarboroughs, Mixers, and Kings also provided excellent turn by turn descriptions, mostly in the eastern half of the country.

The ABBs were updated and published annually and in most cases routes were based on actually traveling the roads. In fact, towns often created work parties to fix up the road before the ABB folks came through. The descriptions can often be applied using modern digital maps such as Google Maps and Earth. The short excerpt on the right is from a 1919 volume.

(Continued)

Route 483—Spokane, Wash., to Wallace, Ida.—88.0 m.

Reverse Route 642.

Via Coeur d'Alene, Fourth of July Canyon and Kellogg. Macadam and concrete to Coeur d'Alene; then rough road across mountains, excepting 5 miles of graded highway crossing the summit; last 25 miles gravel. Thru fine agricultural district from Spokane to Coeur d'Alene; balance very scenic, crossing timbered mountains and running along shore of beautiful Coeur d'Alene lake. This is a section of the Yellowstone trail.

MILEAGE

Total Intermed.

For this and other exits see City Map, page 348.

- 0.0 0.0 SPOKANE, Howard St. & Riverside Ave. Go south with trolley on Howard St. one block.
- 0.1 0.1 Sprague Ave.; meeting cross-trolley, turn left. Cross RR at Dishman Sta. 6.4. Thru Opportunity 8.4. Thru Vera, Wash., 10.5.
- 11.8 11.7 Left-hand diagonal road; bear left with poles, along RR. Avoid right-hand diagonal road at trolley crossing 14.8. Diagonally right at mileage 14.8 leads to Liberty Lake.
- 16.3 4.5 End of road; turn left, leaving RR.
- 18.1 1.8 Left-hand road; turn left across bridge over Spokane River.

1919 Automobile Blue Book Example

You should be cautioned that roads change, and they change a lot in 100 years! Names change, roads are rerouted, turns are straightened, etc. That is especially true in built up areas. None the less, often times you can discover the old Trail route on the ground. Finding a site or mileage control point (building, hotel, school house, depot, etc.) described 100 years ago can be rewarding.

It is a bit like a treasure hunt. I have had several wonderful encounters with building owners when I show them that their site was a control point or recommended stop 100 years ago.

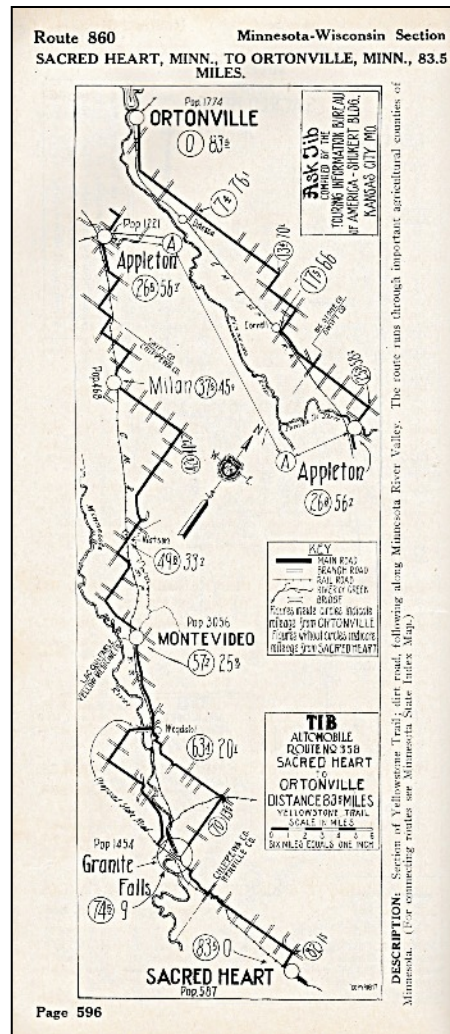
I have spent 40 years accumulating perhaps 75 Automobile Blue Books, but you can get access now to many on Google Books and Archive.org for free.

Another source is the strip map. **TIB (Touring Information Bureau) Guides** provide strip maps which may be matched against the Automobile Blue Books from the same era, so you have both turn by turn directions and a detailed strip map from the same period.

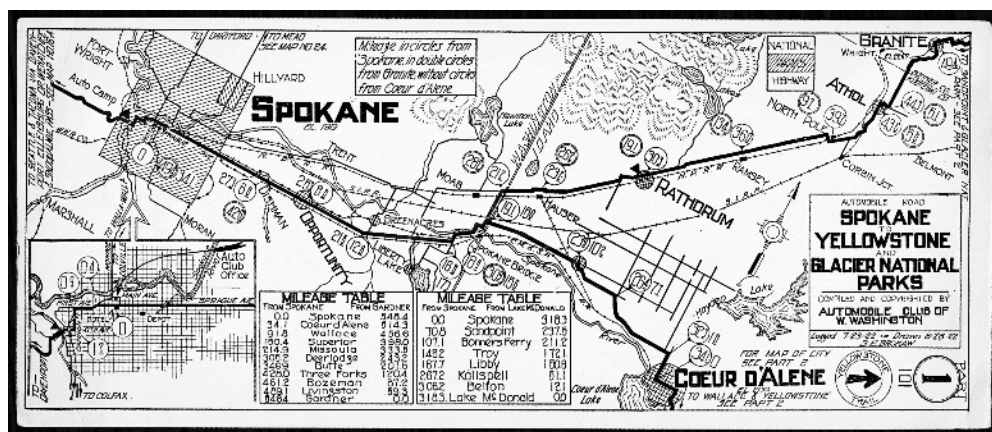
I am both delighted and disappointed with the TIB maps. I am delighted because they are the only strip map source available in many cases, and disappointed because they were not regularly updated, and perhaps less accurate than I wish. But they are forgiven, considering the task they faced.

Remember that road map makers like TIB and the auto clubs compiled their maps by driving the roads with notebook, compass, and odometer. No aerial or satellite images in those days!!! The example (right) is early (1916) and definitely shows how the old road followed section lines.

In my state of Washington auto clubs also published detailed strip maps. Can you spot the error in the Yellowstone Trail blaze on this strip map?



Page 596 Tourist Information Bureau Example



Automobile Club Of Western Washington Example

Often the best maps are the USGS topographical maps. The USGS now provides access to many on their site. Just search on USGS Historical maps. Combined with the sources noted above, you can often match roads quite readily. And as a huge bonus, the USGS historical maps are displayed overlaid on a modern map, so you can easily compare the two and locate sites readily.

And if you are interested, you can download the USGS map and overlay it on Google Earth. Finally, Historic Map Works, a commercial site, offers a wide range of county and local maps that can be invaluable.

Also, years ago I posted some materials on the web at historicalroadmaps.com, but like many of my projects, I got excited about something else and it has languished for ten years. None the less, you may find a map there not available elsewhere.

My large collection took half a lifetime to accumulate, but you can get much of it now on the web as I have noted above. Happy hunting!! Ψ

2016 Marks the Centennial of Autos in Yellowstone Park

By Alice A. Ridge, Arrow Editor Emerita, Arrow file photos

Most readers know that August 1, 1915 was the date that autos were finally admitted into Yellowstone National Park. But the tourist season was almost over for that year, so 1916 became the first full season for autos in the park.



Yellowstone Nat'l Park Welcome Arch - YNP Photo

Up until that time, if one drove to the park, your prized automobile had to wait outside and the happy tourists were shuttled about by stagecoach. If they arrived by train, the stagecoaches were there at the station to carry tourists to their hotel in the park or to the famous Wylie Campground's walled tents.

The battle to allow autos into this sixth and last national park to do so was quite long and arduous. The army was still in charge of the park and felt that making the roads ready for autos as well as stage coaches was a Herculean and expensive task.

There were no gas stations or repair garages, and safety could not be guaranteed. Transportation and hotel concessionaires were, understandably, strongly opposed to autos. What would they do with their

1400-1600 horses who gave the park a Wild West feel? However, Wylie Permanent Camping Company, providers of wood-framed tents for the wealthy as a back-to-nature experience, saw the potential of autoist "sagebrushers" and pushed for their entry.

Citizens of Cody pushed for their eastern entrance, AAA famous trailblazer A.L. Westgard shook his fist at the Roosevelt Arch annually, the governor of Colorado, through President Taft, could not budge Secretary of War Robert Oliver. It was the enormous amount of public pressure from the citizenry and also from auto clubs of every stripe, including a mighty push from the Yellowstone Trail Association, that finally made Oliver give up in April 1915. He declared August 1 as the date to allow time for roads to dry. He also set a high entrance fee of \$7.50 per car. In today's dollars that would be at least \$100.



Autos and horses sharing the same routes on narrow, steep, unimproved roads was a recipe for problems, so strict rules were laid down. Autos had to stay 150 yards from horses; autos had to adhere to strict time schedules (checked by guards) to avoid horses on their route; if autos met horses, the horses got the inside lanes, etc., etc. By the next year, 1917, most of the cumbersome rules were dropped and the famous yellow busses appeared.

The Yellowstone Trail Association had issued a medallion with a picture of the Roosevelt Arch with a small car under it on the obverse side with the words "We

Want In." We assume that they were sent to Association members to arouse them to write letters about the topic.

So, if you encounter heavy park traffic today, ponder the problems of 100 years ago. Maybe the Army had a point in prohibiting autos. Ψ



Medallion photos by Mark Mowbray

Many Yellowstones - Part 1 of 3

By YTA Member Malcolm "Mac" Nelson, Brocton NY



Photo by Mark Mowbray

Most of our YT articles are about the main Yellowstone Trail; but how wrong it would be to ignore Yellowstone, the world's first and greatest national park. What follows is one traveler's appreciation of the crown jewel of our Trail.

So what is the real Yellowstone? Kipling wrote:

"There are nine and ninety ways, Of inventing tribal lays [poems], And every single one of them is right."

There are maybe nine-and-ninety Yellowstones, too. I will deal with those I know and love.

Yellowstone's Volcanic Geology

No, don't skip this. It's important and interesting and I will keep it brief. Yellowstone is what it is for one big reason. There is a geologic hot spot, a magma core, a mass of molten rock only about a thousand feet below the earth's surface, closer than anywhere else on earth. "Hot" means maybe 2000 degrees Fahrenheit. Big volcanic explosions are rare. There have been three in the past two million years. Don't wish for another. Little eruptions and steam emissions occur all the time. Half of the geysers in the world are here. Fire and molten rock have made the Yellowstone we know. ("Geyser" is an Icelandic word, which tells you where most of the rest are.) Geysers erupt because of constricted passages under the earth, which produce superheated steam.

The process is active, ongoing. My old favorite thermal feature, Echinus, is a pool geyser. It used to fill its pool slowly, and then blow every two hours or so. Its latest eruption time would be posted at the head of the trails. Bleachers were built there to accommodate Echinus's many fans, who would often get wet in the spray. On a trip in 2003, my canoeing friends and I were kept out of part of its Norris Geyser basin, the hottest in the Park, because significant seismic and geothermal activity was occurring. Next year, when I went back, Echinus was almost dormant, and its eruptions have remained sporadic, unpredictable, rare, to this day. The bleachers, which are still there, are empty. Sad. "Oh, there used to be a ball park right here..."



Echinus in Norris Geyser Basin - YNP Photo

Right next to Echinus is the world's tallest active geyser, Steamboat, so named for the chugging sounds it makes when erupting. Three hundred feet high! Don't wait for it. It has blown about once a year in the 21st century, more frequently than in the 20th. Still, its small spouts and puffings are good to watch. That's the way of geothermal areas: dynamic, quirky, fascinating, here for only a little while. Like us. OK. But I do miss Echinus. The rest of the story is pretty standard geology: mountains rising and falling, rivers flowing, climate and erosion and time making and remaking the landscape, just as they do in Wyoming today. Just as they once did on Mars. I told you I would be brief.

The First Yellowstones: Indians* and Explorers: to 1872

We have no record of what the first human beings thought of the strange place we now call Yellowstone. Indians, specifically the Sheepsteer Shoshone, lived in or near what is now the park when white men got there in the nineteenth century. There had surely been human use and at least seasonal habitation there for thousands of years before that. Obsidian, a black volcanic glass that makes excellent spear- and arrow-points, was traded from here as far east as Ohio.

(Continued)



Sheepeater Shoshone - YNP Photo

A friend told me where I might see some very old abandoned Absaroka (Crow) tipi poles. I'm not saying where. * I use the term "Indians" because that is the term most of my Native American/Indian friends use.



John Colter -YNP Photo

The first white man to see Yellowstone may have been a former member of the Lewis and Clark expedition of 1803-5. John Colter, captivated by the West, asked and was granted permission to leave the expedition and return and live as a trapper. His hair-raising tales are too long to retell here. He survived mortal dangers, and passed alone (in 1806) through country much like Yellowstone, later telling of steam vents and possibly even geysers. He told tales of fire and brimstone there, which were largely discounted, derided as "Colter's Hell."

Some historians think he went north and east of the present Park, along a branch of the Shoshone River called the "Stinkingwater," named for the hydrogen sulfide from sulfurous vents in its bed. I hope Colter saw the real thing. (I've rafted that river, and it's still stinky. Pleasantly stinky, but stinky.)



Jim Bridger - NPS Photo

Colter's stories, and tall tales from great tall-tale-tellers such as Jim Bridger, attracted attention. The US government decided to investigate this place after the Civil War. After two official expeditions, in 1872, the federal government, with little fanfare or debate, set aside 2.2 million acres as a "public park or pleasuring ground for the benefit and enjoyment of the people." It was a revolutionary idea—"the best idea America ever had"*—the first national park in the world. Yet nobody knew quite what it was or might become, and there was no budget or staff for maintaining and governing it.

*This fine phrase is sometimes attributed to Lord Acton, the historian and British ambassador to the United States.

The Yellowstone of Wonder: Thomas Moran and the US Army: 1872-1918

A supreme romantic landscape painter, Thomas Moran, had been a member of the 1871 expedition. His paintings, and reproductions of them, and later the great photographs of William Henry Jackson, soon created a yearning for people to see this fabulous place.



Lower Yellowstone - oil painting by Thomas Moran - YNP Photo

Where there is a need, there will be those who fulfill it. By the time the Union Pacific had pushed through to West Yellowstone (1906), touring the park by stagecoach had become a standard commercial experience, though not cheap, not easy. Large hotels were built in the park. 21,000 tourists were estimated to have toured the park in 1915, the end of the "stagecoach era." More than 300,000 visited between 1872 and 1915. These seem to me to be remarkably big numbers.

It had become apparent that some regulatory force was needed in the park. The first "ranger," Harry Yount, hired in 1880, had quit after a year. It was just too much for one man to do. The US Army moved in to its HQ, Mammoth Hot Springs, in 1886. (Mammoth is low, warmer than most of the park in winter.) The Army stayed until 1918, caught poachers, laid out the figure eight road system which still exists, and wrote a splendid chapter in its noble history. Service there was regarded as good duty, though the winters were long, hard, cold. The uphill five mile walk, after visiting the bars and very limited fleshpots of Gardiner, Montana, was known as "the wages of sin." The handsome row of native stone buildings at Mammoth is the physical reminder of the good work the Army did there. Ψ

This article is first in a series by Mac Nelson. His prize-winning book TWENTY WEST: The Great Road Across America (SUNY Press) is now out in paperback.

Tin Lizzies Tour the YT in Wisconsin

By Jim Rodell, photos by author unless noted

The Dairyland Tin Lizzies chapter of the Model T Ford Club of America met on Saturday, June 4, 2016 to tour a 45 mile section of the Yellowstone Trail in south-east Wisconsin.

The tour began at Lamm's Gardens, a picturesque landscape and garden center operation located one mile south of the village of Jackson. After a tour of the grounds led by business owner John Lamm, eight Model T's fired up and crossed two relocated historic iron bridges spanning Cedar Creek on the property, and then headed west ½ mile to Gumm's Corners, a crossroads which had two auto service garages directly on the Yellowstone Trail route. From Gumm's Corners, the Model T's were met with raindrops as they headed west on Sherman Road, the leg of the Yellowstone Trail connecting County Hwy. P with St. Hwy. 175. At Ackerville, the group turned northwest on Hwy. 175, following the Trail through Slinger, and then through Nenno, arriving in Theresa at 10 a.m.



Model Ts at Lamm's Gardens



Model T Fords at Theresa - Arrow Staff Photo

Joined by a couple more Model T Fords along the way, a group of ten Tin Lizzies was welcomed by the Theresa Historical Society at their museum grounds, which includes the original 1847 home of Solomon Juneau, founder of Theresa. Before settling Theresa, Solomon Juneau and his wife Josette helped to found Milwaukee by estab-

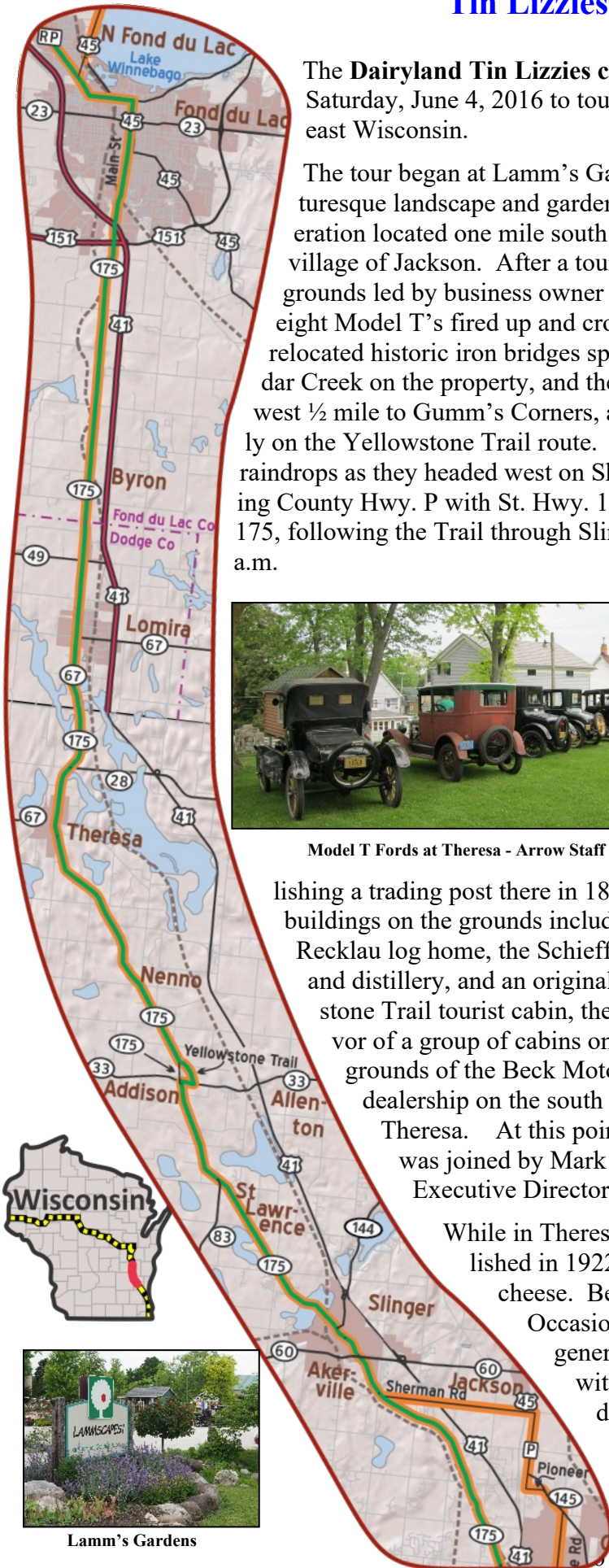


Visiting Solomon Juneau House - Arrow Staff Photo

lishing a trading post there in 1818. Other buildings on the grounds include the Recklau log home, the Schieffer home and distillery, and an original Yellowstone Trail tourist cabin, the last survivor of a group of cabins on the grounds of the Beck Motors auto dealership on the south edge of Theresa. At this point, the tour was joined by Mark Mowbray, Executive Director of the Yellowstone Trail Association.

While in Theresa, tour participants visited Widmer's Cheese, established in 1922 and best known for producing award-winning brick cheese. Before leaving Theresa, a stop at Confections for Any Occasion was a must. Housed in the former Bartelt & Loehrke general store, walking through the door is a step into the past with the hardwood floors, tin ceilings, and bells on the door. A glass freezer contains tubs of various Cedar Crest ice cream flavors ready to be scooped, and the counters and shelves are filled with molded chocolates, old-fashioned candies, and various Wisconsin specialty foods.

(Continued)



Lamm's Gardens

Owner Joel Bernhard and his friendly staff of young ladies also have a complete grilled lunch menu. Along with historic pictures of the village covering the walls, an original Yellowstone Trail tin sign found in the area is on display. While we were inside the store enjoying ice cream, a rainstorm passed through. When it was time to leave Theresa at 11:30 a.m., the rain stopped, and the tour headed north.

The Yellowstone Trail route, now known as St. Hwy. 175 in this section, took us through the village of Lomira, and then north through the rural township of Byron. The spirit of the Yellowstone Trail is alive and well here, evidenced by the numerous yellow-painted rocks with the YT arrow adorning the front lawns of many homesteads along the route.



Above - Fond du Lac's Lakeside Park in the rain.
Right - Shelter and Bandstand Arrow Staff Photos

Continuing north, the Yellowstone Trail travels over a ribbon of land between two limestone quarries straddling the road. These quarries, established on "the ledge" of dolomite limestone known as the Niagara Escarpment, were mentioned in King's Official Route Guide, published in 1915. The quarries are still very active after a century of production.

Four miles north of the quarries, the Tin Lizzies followed Main Street in Fond du Lac past many of the same buildings YT travelers had seen a century before, including the Retlaw Hotel and the Crescent Motor Company (now a NAPA store). We

then headed to Lakeside Park on the southern tip of Wisconsin's largest inland lake, Lake Winnebago.

100 years ago, Lakeside Park included a campground for the thousands of automobile tourists passing through on the Yellowstone Trail. Today, it is known as one of the most beautiful parks in Wisconsin, with its own park train, carousel, picnic areas, athletic fields, and a WPA-constructed lighthouse. We had a picnic lunch at Lakeside Park under a park shelter as another rainstorm passed through. After lunch, tour leader Jim Rodell, Jr. awarded door prizes consisting of Yellowstone Trail books, t-shirts, and pennants.



Yellowstone Trail Park, North Fond du Lac, Wisconsin

The rain stopped, the sun came out, and the group toured northwest to the village of North Fond du Lac to visit **Yellowstone Trail Park**. Yellowstone Trail Park was created in 2002 after a change in the roads left a green space adjacent to an area known as Yellowstone Corners.

On one of the corners was the former Yellowstone Garage, which was owned and operated from 1949-1966 by Jim Mowbray, the father of YTA executive director, Mark Mowbray. A visit to the park gave the group the opportunity to see the building which was once the Yellowstone Garage

and to hear Mark's stories of the other businesses in the area.

It also gave the guys the opportunity to fix a leaky freeze plug on the engine of Rich Edler's 1924 Fordor sedan. With the combined tools, knowledge, and skills of our members, along with a spare freeze plug club president Gregg Zangl happened to have along, a parking lot repair put Rich's car back in shape for the 45 mile drive back to Jackson.

After topping off gas tanks in Fond du Lac we headed south, with intermittent rain, along a route east of the Yellowstone Trail through Eden, Ashford, St. Kilian and West Bend.



Northern Battery now owns the former Yellowstone Garage

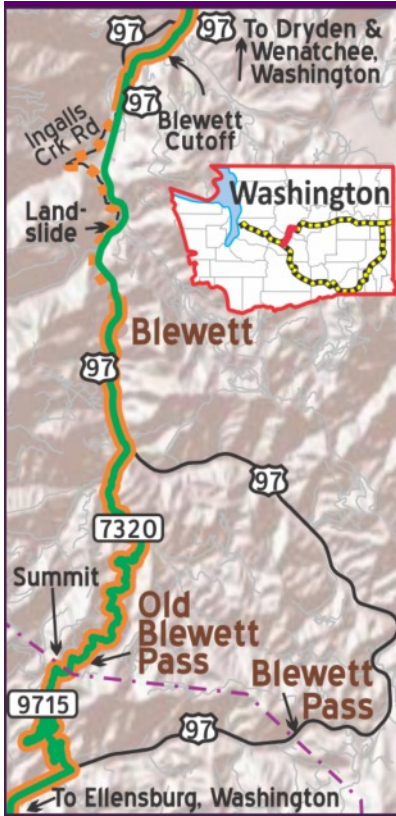
We even had time for another ice cream stop at Honey Grove Ice Cream factory just south of West Bend.

A wonderful time was had by all who participated, reliving life on the Yellowstone Trail in a Model T Ford. Ψ

Ingall's Creek and the The Old Blewett Pass Highway

By Curt Cunningham, YT Washington Correspondent, photos by author, map by J. Ridge

The Old Blewett Pass Highway is located between Peshastin, Washington on the north end and the junction of US-97 and SR-970 at the south end. One section of the old highway is a 13 mile spectacular drive. Yet it was a harrowing ride with 248 curves on a narrow roadway and heavy truck traffic when it was still the main route. With no guardrails, you climb along the side of a mountain to the summit at 4,070 feet.



Blewett Area Map courtesy of John Ridge

An old newspaper article from 1916 in the Leavenworth Echo quoted Mrs. Durban who said to a reporter, "The scenery was simply grand, affording many thrills, as the car glides along with one fender almost scraping the bank, which is perpendicular on one side, and the other fender apparently sticking out over a precipice, making one instinctively lean toward the bank and hold your breath."

The Blewett Highway became part of the Yellowstone Trail in 1925 when the route was changed to follow the Sunset Highway across Washington State. Today's road mostly follows the old alignment except in a few areas.

The route first began as an Indian trail. In the 1870's gold was discovered and miners began to use the trails to travel between mining camps. In 1891 a wagon road was constructed by the miners who donated one week of labor a month. By 1898 the road was completed from Cle Elum, to Peshastin, Washington. Autos began to cross Blewett Pass by the mid teens. In 1922 the road became a part of the Sunset Highway. In 1956 the road was upgraded and rerouted over what was then called Swauk Pass. The locals kept referring to Swauk Pass as Blewett Pass and in 1995 the name was officially changed to Blewett Pass and the original Blewett Pass was renamed Old Blewett Pass.

Abandoned Ingall's Creek Section

Before we drove southbound over the pass in August of 2016, we took a side trip to the Ingalls Creek Trailhead for a three mile hike along an abandoned part of the highway. Just before the trailhead we stopped at the old Brender gas station which opened in 1926. A few years later a campsite was built called

Brender's Park which featured rooms for rent in one of the three cabins. The deer antlers above one of the cabins have been there since the cabin was built. We met Dean the caretaker who lives in the building. He told us some stories about the area. One was about a Bigfoot that was spotted here. He also said that the Brenders still own the property. We told him we were going to hike up the old road to the landslide. He warned us about the rattlesnakes as they were molting this time of year. You need to see them before they see you. He says the best defense is a shovel.

After we thanked him and said goodbye, we continued on to the Ingalls Creek trailhead. Ingalls Creek was named for Capt. Ben Ingalls, who as the legend goes, found gold near here while on a scouting trip for the US Calvary. He had to return to his company and did not tell anyone what he'd found. He wanted to return later and mine the gold. When the Captain and his partner were riding through some thick brush on their way to find the gold, the Captain accidentally snapped back a branch and it hit the Captain's partner which caused his gun to discharge and it ended up killing Capt. Ingalls. The gold was never found.



Old YT Route - Ingalls Creek Section

From the Ingalls Creek trailhead you can hike 16 miles up to the Stuart Mountain range. We took the much shorter route up the old roadbed 1 1/2 miles to where a landslide had destroyed a section of the road. This section is closed to vehicles and is not maintained. As we walked up the road, the single white line was still very visible. There were many rocks that have fallen onto the road and it looked like an earthquake had happened. There were a few places that gave you excellent views. You had to be careful taking photos as not to fall off the cliff.

(Continued)



Landslide on old Ingall's Creek Roadbed - YT Route

After a 45 minute hike we reached the landslide. I believe it happened in the 1960's. You can still see the impact from satellite maps. The hillside collapsed and thousands of tons of rock slid down into Peshastin Creek and took the highway with it.

We then continued toward the summit, where you can see parts of the old highway still clinging to the side of the mountain. In places it has fallen into the creek and others just a sliver of pavement. All the bridges were one lane. They have all been removed but the abutments remain.

Old Blewett Pass Road

The abandoned town site of Blewett is one and one-half miles north of the turn off from US-97 onto what is now Forest Service Road 7320, which is the start of the 13 mile stretch of the Old Blewett Pass road. It is maintained by the US Forest Service. The road is smooth and it is easily passable by a car though it is basically a one lane road. We continued on to the Old Blewett Pass road. I was wondering what it was like to drive on this road in 1925. It gave me great concern as I rounded each curve. If another car came from the opposite way it would make for a very scary encounter, as you can't see around most of the curves. We were so grateful we never encountered another car the entire 13 miles, just a pair a bicyclists who were struggling up the 5% grade.

We finally made it to the 4,070 foot summit and stopped at the former site of the "Top-O'-Th- Hill" Inn and Tavern built in 1920. The resort burned down a few years later. Later, in the 1930's and 40's, a restaurant, called Stu's Lunch, gave travelers a place to rest and get a bite to eat. No sign of either now exists.



"Top-O-Th-Hill" Tavern, Blewett Summit

The pass wasn't friendly to the automobile. It wasn't uncommon for motorists to have to push their cars over the summit in hot weather due to vacuum problems. Many a traveler burned their brakes descending the pass. One driver's brakes failed and his two daughters jumped out while he rode it to the bottom. Minor injuries resulted. Before the road was paved a motorist tied a log to the back of his car to help slow him down. There were accidents as well. One accident happened when a car took a curve too wide and crashed head on into an oncoming car. Luckily no one was hurt. Unfortunately there have been accidents that resulted in cars going over the grade and killing travelers.



Echo Point Switchback

A few miles south of the summit we stopped at Echo Point, the upper most of the switchbacks on the south side of the pass. Echo Point offers some excellent views. It was named after the Leavenworth, Washington Echo Newspaper because they were influential in boosting the route for travel and tourism.

While I was taking photos, the bicyclists we passed earlier came down the hill toward us. As they passed I called out to them "Are you enjoying the ride". They both answered with glee: "We are now" as they coasted past us on down the hill. It was 88 degrees out so I'm sure it wasn't pleasant going up. From Echo Point, it is not far to the main highway, two more switchbacks and we were down.



Old Road (left) looks down on Modern Highway 97 (right)

All in all, this part of the road was clear and passable and there were surprisingly very few potholes. The road is no longer "a harrowing ride", because you are not facing other cars and logging trucks roaring down the narrow highway. Any car (or bicycle) can make this trip today. Ψ

"Trail has as many ways to travel as it does miles"

By Steve Hill, Assoc. Professor, University Wisconsin, Stevens Point, Wisconsin. Photos by author

When Alice Ridge contacted me on behalf of the YTA in August, asking if I'd cook up a short article combining three longer and wildly different trail-associated articles I'd written, I readily agreed. As brevity isn't always my strong suit, she fortunately suggested a unifying theme.

"I realize that they are about disparate areas, but you already have a linking thread in the YT ... three different ways of using the YT," Alice wrote.

Alice and her husband John, of course, are shining stars in the trail's recent history, and it was their book "Introducing the Yellowstone Trail, A Good Road from Plymouth Rock to Puget Sound" that sparked my own involvement with the trail. I'd been wanting to go to Yellowstone National Park, but like so many, I needed a push, and it was my reading of their book while on a camping trip that provided the first good shove.



Chippewa County Road "X" / Yellowstone Trail in Wisconsin

I've yet to actually make it to the park, and it may be a while before I travel that far along the trail, but Alice is right: there are plenty of ways to enjoy the route. In my efforts to learn more about it over the past two years, I've already been to a number of really fine places and enjoyed meeting a lot of great people, starting with Alice and John.

After reading "Introducing the Yellowstone Trail" I had the ambitious plan of putting together an undergraduate class that would study the relationship between road developments and enjoying nature while actually traveling the trail out to Yellowstone Park.

The Ridges' book, of course, details how important economic development was to early YT advocates. That's a natural focus around which to build a class.

Putting together such a class is easier said than done for reasons not worth detailing here. Since that time, though, I've poured more energy into learning about and visiting some places worth including on an itinerary. Most fortunately, in the ensuing period, I've also become a regular columnist writing about outdoor recreation – primary camping, hiking and other related pursuits – for our local weekly paper, which has provided a wonderful excuse for learning and an even better outlet for writing about the YT.

One of the first YT places I went to was Greenville, Wisconsin, home of an effort by a number of folks who hope to use the trail as a centerpiece for an agricultural enterprise area, a state-assisted program that helps preserve open lands. A key proponent is John Julius, a wonderful man with a deep commitment to preserving open space where he grew up – in the landscape surrounding Greenville, which has become a bedroom community for the expanding city of Appleton.

His ties to the old trail couldn't be closer, as it runs down Julius Road past some of his family land. A more complete account of what's going on in Greenville will come in a later addition of the Arrow.

Although all my trail-related trips will help with the long-term goal of a group trip to the park, my "studies" are obviously chances for great entertainment. This summer I also took my first purposeful fun-oriented trips on the YT, heading for destinations closely identified with historic trail portions.

(Continued)



Lake Wissota State Park, Chippewa County, Wisconsin

The initial trip was to Danube, Minn., site of a historic depot that has been refurbished, including YT exhibits. It sits in a lovely downtown park, where the dedicated folks at the Danube Historical Society carefully plan its future as a centerpiece for promotion of the trail and town.

I visited there with Suzie and Cal Lueck, who did their own big YT trip to the trail's namesake park and love to talk about it. They also got me permission to camp outside the depot in late May, a trip I wrote about in my weekly column that I'll also revisit in a later edition of this newsletter.

A little later in the summer, my son and I took a quick trip to Chippewa Falls, Wisconsin, to camp at Lake Wissota State Park and see some of the sites described by the Ridges and the YTA in the mile-by-mile state guides that celebrated the trail's centennial. We stopped at such places as Yellowstone Cheese, which is in the guide, and Goodie's Sweet Treats, which is newer and on the County X portion of the YT just southeast of Chippewa Falls. We bought a good bit of cheese and still have some in our basement refrigerator. This will be yet another story for the Arrow.

There's still a lot to see, starting with Yellowstone National Park itself – a scouting trip we had hoped to make this summer, but couldn't. It will happen – we hope by next summer.

In the meantime, I have planning to do, and I think I hear some cheese calling my name. Ψ

Notice to Arrow Readers

We are always seeking stories about the Yellowstone Trail, road trips on any "old roads", and personal travel recollections. You do not have to be an accomplished writer; most of us are amateurs. Just tell your story in your own words, we will help edit it and make suggestions.

Photographs are especially helpful in explaining or describing a place or scene. Let us hear from you, drop us an email at info@yellowstonetrail.org or contact me at mmowbray@yellowstonetrail.org
Mark Mowbray, Executive Director,
Yellowstone Trail Association.



Trail-O-Grams

Compiled by Alice Ridge and others

* **YT in the News.** An on-line area news outlet asked for some history behind the Yellowstone Trail signs in the Eau Claire, Wisconsin, area. The result was a nice amount of space given to this national treasure. Check out <http://cvpost.org/>, and scroll down to reference to the article or use the search feature to find it. Ψ

* WQOW, local Eau Claire, Wisconsin, TV station interviewed artists about the 3rd Annual **Yellowstone Art Trail** set for September 9 and 10 which will feature 33 artists and 15 Chippewa County locations. The Yellowstone Art Trail is a free, self-guided art tour that consists of local artists displaying and selling artwork from their studios and participating businesses. This year's trail will go through Cadott, Boyd and eastern Lake Wissota, all on the Yellowstone Trail. Included in the art tour are historical places of interest including Yellowstone Cheese Shop and Cabin Ridge Rides in Cadott, all friends of the Yellowstone Trail Association as is the Cadott Area Historical Museum which welcomes the Art Trail. We include this as an idea for others on the Trail as a way to publicize the Trail as well as local artists. What about "Quilting along the Trail" as a group in South Dakota is doing, or "restaurants along the Trail," etc.? Ψ

(Continued)

