

AUGUST
2021

THE ARROW

NUMBER
50



Official Publication of The Yellowstone Trail Association

A Good Road from Plymouth Rock to Puget Sound



The Yellowstone Trail Association is:

. . . a charitable and educational organization with in the meaning of 501(c)(3) of the Internal Revenue Code with the following purposes:

- 1) Public Education: to increase public knowledge of the Trail and its importance in both local and national history,
- 2) Historical Research: to acquire information and stories about the Trail and its historical context,
- 3) Historical Preservation: to promote the preservation of appropriate sections of the Yellowstone Trail and buildings or other artifacts along the Trail,
- 4) Communication: to provide a medium of communication and support among its members,
- 5) Heritage Tourism: to promote heritage tourism along the Trail to support the above purposes, and
- 6) Related Events: to sponsor or support various events related to the history of the Trail to support the above purposes.

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As we convert to using an on-line membership management program it is possible that you will find some problems when renewing or joining. If so, do not hesitate to let us know. The ways to contact us are listed on page 2. The new program will give members an easier, faster, more useful contact with the YTA. The next Arrow will have information.

JOIN THE YELLOWSTONE TRAIL ASSOCIATION!

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

APPLICATION FOR MEMBERSHIP

Name: _____

Address: _____

City: _____ State: ___ Zip: _____

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

e-mail address : _____

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

If this membership is for a business or organization:

Organization: _____

Your Position: _____

VISIT WWW.YELLOWSTONETRAIL.ORG

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

Send to: Administrator
Yellowstone Trail Association
PO Box 65
Altoona, WI 54720

Membership category and annual dues:

- | | | |
|------------|--|-------|
| Check one: | <input type="checkbox"/> Regular (Individual or small business) ----- | \$15 |
| | <input type="checkbox"/> Not for profit (museum, car club, historical) ----- | \$25 |
| | <input type="checkbox"/> Tourism Promotion Agency ----- | \$50 |
| | (C of C, CVB, Econ Development, similar) | |
| | <input type="checkbox"/> Corporate (Contact the Administrator for sponsorship details. Administrator@yellowstonetrail.org) | \$100 |

Enter Amounts:	Dues for 1 year (from date paid)-----	\$
	Gifts are tax deductible.	
	Dues for 2nd year -----	\$
	Same rate. Optional.	
	Additional contribution -----	\$
	We are a nonprofit 501c3 corporation.	
	Total =	\$

Contact the Yellowstone Trail Association

Our corporate office:

Email: YTA@yellowstonetrail.org
USPS: Yellowstone Trail Association
Box 65
Altoona, WI 54720

To join or make membership payments:

Web: www.yellowstonetrail.org
click on "Memberships"
USPS: Administrator
Yellowstone Trail Association
Box 65
Altoona, WI 54720

Or Use form in www.yellowstonetrail.org

For questions about membership, address changes, or Arrow receipt questions:

Email: Administrator@yellowstonetrail.org
USPS: Yellowstone Trail Association
PO Box 65
Altoona, WI 54720

For Trail information and editorial communications:

Email: YTA@yellowstonetrail.org
USPS: Yellowstone Trail Association
PO Box 65
Altoona, WI 54720

For YT related signs and merchandise(not part of the YTA):

Web: www.yellowstonetrail.org
Email: YTP@yellowstonetrail.org
USPS: Yellowstone Trail Publishers
7000 S Shore Dr
Altoona, WI 54720

Its Ready!

Yellowstone Trail Publishers has announced a new book by John and Alice Ridge, *A Good Road From Plymouth Rock to Puget Sound* with a subtitle of *A Modern Guide to Driving the Historic Yellowstone Trail, 1912-1930*.

It will be released for sale by the end of August, 2021. It may not yet be listed on www.yellowstonetrail.org but, if you are reading this on a computer, it can be ordered using the button "Good Road" below.

It is the definitive, most complete book of the history of Yellowstone Trail.

25 years in the making (well, interrupted by two other books, a video, over 50 presentations, newsletters and a whole lot of transcontinental driving) it has a wealth of stories and information.

You will find:

46 **Trail Tales** that paint a picture of the Trail and the times.

History Bits yielding the context of the Trail.

An extensive **Mile-by-Mile Guide** for driving in each of the 13 states through which the Trail traveled.

300+ **Detailed Maps** to direct you along the original route.

Over 800 **Pictures** to bring the times alive.

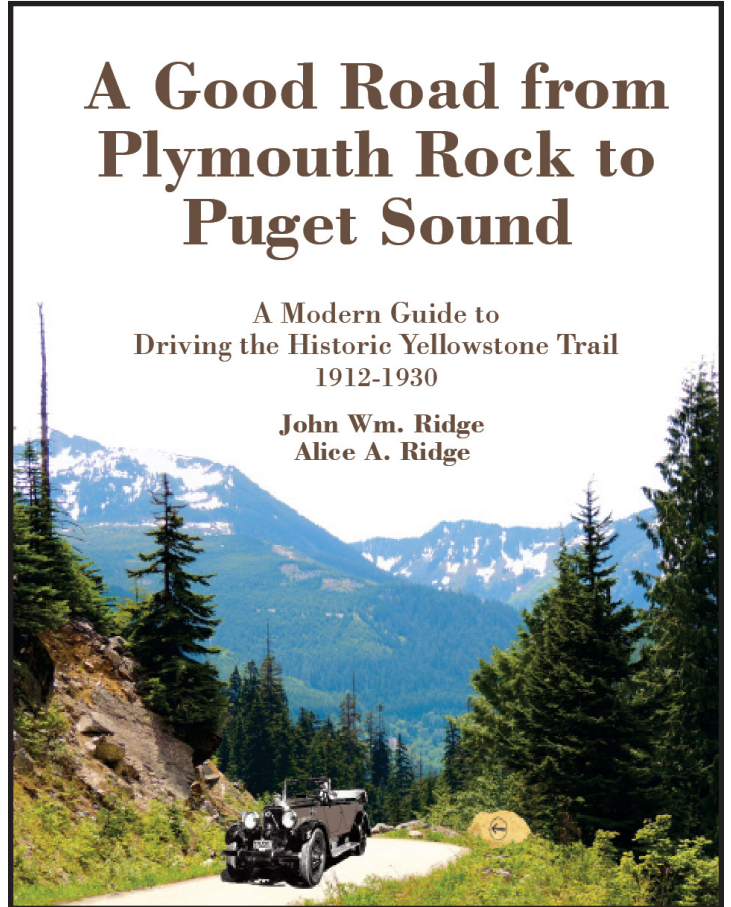
Driving Notes to help you through tough spots.

Come ride with us along one of the first auto routes across America, the 3,600 mile Yellowstone Trail. Whether traveling by auto or armchair, you will be guided along that 1912-1930 route. ❁

A Good Road from Plymouth Rock to Puget Sound

A Modern Guide to
Driving the Historic Yellowstone Trail
1912-1930

John Wm. Ridge
Alice A. Ridge



8-1/2 x 11 inches. 428 pages. \$37.95 plus \$ p&h

If you are reading an on-screen copy of the Arrow

Click here to order.

If not, send inquiry to YTP@yellowstonetrail.org

2021 Historic Military Convoy on the Yellowstone Trail

They are doing it! We announced the coming of this convoy along the Yellowstone Trail in the last *Arrow*. The Military Vehicle Preservation Association's fifth annual convoy formed up at Aberdeen, South Dakota July 26th in preparation for its July 28-August 31 run along the Yellowstone Trail to Conneaut, Ohio. A maneuver of this magnitude takes much planning - four years in this case. In previous years they toured, among others, the Lincoln Highway replicating Ike Eisenhower's 1919 convoy trip, Highway 66, and the Alaska Highway. (People of a certain age still call that the AlCan Highway.)

This convoy entails about 42 military vehicles and around 75 members (mostly veterans) traveling roughly 120 to 160 miles per day at 30-35 mph. Vehicles range from WWII Jeeps to mighty 10 ton trucks used in the Gulf Wars.

Established in 1976, the non-profit MVPA is dedicated to military vehicle enthusiasts, historians, preservationists and collectors interested in the acquisition, restoration, preservation, safe operation and public education of historic military transport. They report being happy to stop in small towns along their route and show the vehicles to locals, and, of course, to veterans. Stopping at VA military retirement homes and hospitals along the way is on their agenda.

Not only does this convoy draw crowds to their displays, the convoy this year may stimulate interest in the Yellowstone Trail.

The route they chose is along the Trail except near large cities with traffic. Thus, they diverted from the Trail a



bit in Minnesota in order to avoid the Twin Cities. In Wisconsin, the convoy avoided Milwaukee and Chicago traffic and left the Trail in Oshkosh going north over the top of Lake Michigan. Dropping down through Michigan, the convoy re-joined the Trail in Indiana to Conneaut, Ohio, for their extraordinary re-enactment of D-Day. →



5-ton Army Truck



1941 Packard Navy Staff Car



Trail-O-Grams



WW I Staff Car - YT Alliance of W. MN

Reports from South Dakota, Minnesota and Wisconsin say that the crowds were certainly out. Yellowstone Trail members and friends have knocked themselves out preparing for the convoy.

The seven small Trail towns in western Minnesota comprising the YTAWMN reported the route lined with cheering folk and the appearance of yellow painted rocks and little yellow flags marking the route. A video taken well east of Minnesota from inside one of the vehicles showed two small yellow flags within. Minnesotan Becky Heerdt can be proud that her flags have taken legs.

As reported elsewhere, Hudson, Wisconsin greeted their overnight convoy guests with a pig roast, a parade, and a pancake breakfast. Now that's hospitality! The next morning break found them at Lake Hallie, Wisconsin, where there were Trail T-shirts everywhere, an all electric car available courtesy of Chuck Nagel, and a good showing by the local VFW.

After four days at the MVPA National Convention in South Bend, Indiana, they were on the Trail again stopping for a morning break at the Hamlet, Indiana, Yellowstone Trail Fest. Check their Facebook page for pictures.

At this writing we have yet to hear from Trail towns in Ohio, but suffice it to say the convoy was appreciated by the Yellowstone Trail Association for showing crowds some history and they did it along the Yellowstone Trail! ❁

[Note:] Some newspaper printed laughable misinformation and another newspaper picked it up! They said that "the Trail began in the late 1900s and ceased after World War II." Think about it!



Juanita Ketcham meeting the convoy in Hamlet, Indiana

1. Non-profits are receiving grants! We reported in the last *Arrow* that Hamlet, IN Town Council voted to re-issue the \$1,000 grant extended to the Yellowstone Trail Fest group last year for its Fest, but Covid intervened, so the group gets it this year. The Fest also got \$500 from the Hamlet Park Board. The whole town seems committed to the Yellowstone Trail.

Speaking of grants, the Yellowstone Trail Alliance of Western Minnesota (YTAWMN) has received a Minnesota Historical Society Partnership grant of \$53,660 "to develop a cultural heritage tourism plan" for towns along the Trail. See the YTAWMN column in this *Arrow* for more information.

2. Reminder to those YT folks in the great Northwest - September 18 Car Show in Kellogg, ID. as part of their Yellowstone Trail Day 8AM - 4PM at McKinley Ave. (Yellowstone Trail). Sponsored by the City of Kellogg, there are trophies and no fees. To register your car, call Jim O'Reilly at 208-786-5662. Rumor has it that the Radio Brewery Co. will be donating pint glasses with the Yellowstone Trail logo during the car show.

3. Danny Gibson just completed a trek driving the Yellowstone Trail and US highway 20. He first went east from his home in Cincinnati to Plymouth Rock where he picked up the Trail and followed it to Seattle, taking highway 20 back to Cincinnati. Congratulations, Denny! Readers can find his story at www.dennygibson.com/yt20_2020/. ["River, rails and road all headed west" his picture title] For pictures click on the blue date for each entry.

4. A friend of the Trail has left us. Carol Ahlgren of Minnesota died this spring. She was active in the Lincoln Highway and Jefferson Highway associations. We heard her speak in Minneapolis about the Jefferson and preservation. She was an architectural historian and preservationist and spoke authoritatively. We found her delightful, intelligent and witty.

5. Billings Bridge The roads that were used by old routes, including the Yellowstone Trail, continue to be updated, to have turns converted to curves, to have new bridges erected not quite at the location of the original, and to be modified in all sorts of ways, making it harder, as the years go on, to experience the original. Billings, Montana, is making slight changes of the roads used by the Yellow- ➔

stone Trail to better accommodate traffic changes to the ongoing construction of a new “bypass” bridge over the Yellowstone River. The changes are apparently at the two intersections: Mary St. & US 87, and Dover Road and Five Mile Road. Visit interesting videos:

www.youtube.com/watch?v=vQ6sZYvQ3_E

DOT site: <http://video-monitoring.com/construction/mdot/slide-show.htm?station=BBP-Yellowstone%20River> I suggest setting it at 1 image per week, to start!

6. A shout out goes to Laubenheimer’s Garage, Richfield, WI. It is celebrating its 100th anniversary on the Yellowstone Trail just north of Milwaukee. Current owner, Todd Reinke, says, “When the garage was established in 1921 alongside painted stones that marked the Yellowstone Trail, cars were pretty basic. Today a 2021 Ford Explorer has a 559-page manual in its glove compartment.” Best wishes, Todd, as you begin your second century of life along the Trail.

7. Center of the Universe is on the Yellowstone Trail at Wallace, ID.???! Yes! The mayor of Wallace will proclaim on Sept. 18 at 10:00 AM this, the 17th anniversary of the declaration of Wallace being the Center of the Universe. They say, “A pure Wallace style event. Celebrate the anniversary with toasts, a Drum & Bugle Corps salute, reading of the proclamation, and guest dignitaries – including the Last Stoplight on I-90. Enter the raffle to win a one kilo round of silver (retail value \$4,200). Since you can’t disprove the fact, it must be true that Wallace is the Center of the Universe.” Click to see the piece the NBC Today Show ran on the event. www.wallaceid.fun/wallace-events/center-of-the-universe-re-dedication-affle.

The Center is actually a manhole cover located at the juncture of 6th and Bank Sts. Bank, now called Harry F.



Magnuson Way, is the Yellowstone Trail. We have trod that spot many times and neglected to pay due homage to it. We apologize to the people of Wallace. (Does that make them Universalists??)

8. Our friends of the Mullan Road are having their annual convention in St. Regis, MT September 10-12. Do plan to go. Hear about and actually walk the 1860 Mullan Road in that area. The Yellowstone Trail and its forerunner, the Mullan Road, weave together like braids in that area. Knowledgeable speakers and fun galore. ✿

Mullan Chronicles

When the Yellowstone Trail automobile route was conceived in South Dakota in 1912, good roads were still a goal, not a reality. Progressing west from South Dakota they found, or motivated, usable roads to Three Forks, Montana, 400 miles into Montana, by the end of 1914. From there to Seattle, Washington, the Yellowstone Trail officially opened for the 1915 travel season, but for most of that way the road was at best a somewhat improved old wagon road just beginning to experience use by autos. From near Garrison, Montana, to Spokane, Washington, what road there was had been built by the US military during 1859-1861. Without continued military use the road was not well maintained and provided only a crude route and framework for an auto road to become the Yellowstone Trail. A group of professional and local historians has held annual conferences to share information and to search for original locations of that Mullan Military Road.

The Mineral County Museum and Historical Society, Superior, Montana produced the MULLANCHRONICLES newsletter/journal from 1989 through at least 2007. We hope this column in the *Arrow* might fulfill some of its purpose as well as provide a background to the lengthy part (some 250 miles) of the Yellowstone Trail which followed the Mullan route.

Maybe the “Mullanites” will provide information/articles for this column?

RECOMMENDATION: Do join the Mullan Conference in St. Regis, Montana, this Fall. We have found the meetings and tours to be top notch and very rewarding. Their tours take place in magnificent nature with friendly, knowledgeable people with a real sense of exploration. The meeting is scheduled for September 10-12 in St. Regis, Montana, close to the Idaho border. I-90 provides access from east and west. See a copy of their conference program and information at www.yellowstonetrail.org/Mullan2021.pdf ✿

Four Great Highways From Sea to Sea

This article is from the *Literary Digest* of May 26, 1923. The article places named trails (early long-distance highways) in the 1923 perspective. Generally, the travelers were using mile-by-mile guidebooks (like the *Automobile Blue Books*) and had no road map. A few digressions are omitted.

“The majority of motorists dream of the time when it will be possible for them to cross the American continent in one continuous journey,” says Arthur Cobb, Jr. in *Motor Life* (Chicago), but many are deterred from undertaking this jaunt because “they visualize themselves hanging over the brink of a canyon on a winding mountain road or plowing hub-deep through sand for weary miles across the dry and dismal deserts.”

Mr. Cobb, who is manager of the Blue Book Touring Club, hastens to assure us that “the excellent work done during the past few years in improving coast-to-coast highways makes a trip from the Atlantic to the Pacific no more formidable than one from Chicago to Milwaukee, for instance, always provided you have sufficient leisure at your disposal. Obviously the duration of a transcontinental journey depends a good deal upon the motorist’s inclinations and, to some extent, upon the car he drives, but with a total distance of 3,300 miles to cover, it is safe to figure on three weeks for the trip, taking 150 to 300 miles a day as a good driving average.”

More important than the time is the route. It may be a surprise to some tourists to learn that the Lincoln Highway is not the only connecting-link between the shores of the two oceans.

[Ed. Note: The Yellowstone Trail Association was founded a year before the Lincoln Highway association was, but the Lincoln Highway was founded by eastern big manufacturers, businessmen, and financiers with philanthropic leanings. They knew how to promote, advertise and organize men with similar influence. The Yellowstone Trail Association was founded by small town boosters with but local promotional skills.]

Three other “trails” across this broad land are systematically blazed with road-markers throughout their length, and no one possesses any definite superiority over the others.

Mr. Cobb explains that while there are no transcontinental routes, or any possible combination of them,

that will provide paved roads every mile of the way, yet most of the highways are carefully maintained. There has been much grading and relocating of difficult grades and turns. Hotel accommodations along the routes are good, and tourists are often surprised at the high class of service offered by small hotels throughout the Middle West and Far West, as well as in practically the whole East.

The most important transcontinental highways which actually run from coast to coast and carry road-markers throughout their entire length are:

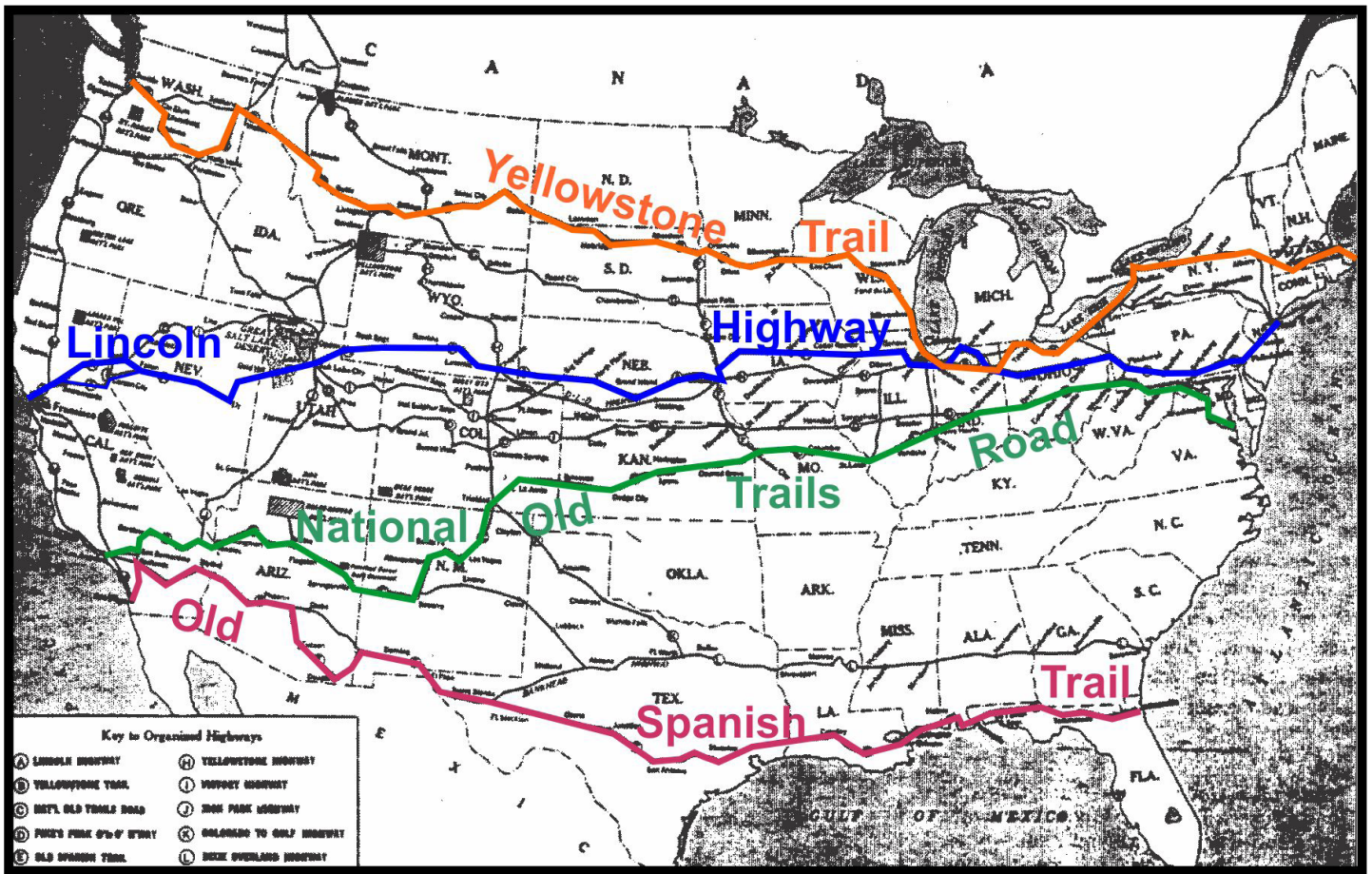
- The Yellowstone Trail – Boston to Seattle
- The Lincoln Highway – New York to San Francisco
- The National Old Trails Road –
Washington, D.C. to Los Angeles
- The Old Spanish Trail –
Jacksonville, Florida, to San Diego

Through the Middle and Far West there are several trails that parallel the main highways for a distance. Some of these are excellent roads, too, and make a strong bid in attempts to divert traffic. Among them are the Pike’s Peak Ocean-to-Ocean Highway, which is laid out from New York to the Pacific Coast, and marked clearly from Indiana to Utah; the Custer Battlefield Highway, Sioux Falls to Glacier Park; the Victory Highway, Kansas City to San Francisco.

Unfortunately, a great deal of confusion and in some cases deliberate misrepresentation exists. In many cases even nationally known highways coincide for a distance, tending to confuse the tourist who attempts to follow the markers; and in other cases, owing to sectional disputes or road construction, the exact routing is uncertain, the officials of the highways themselves not being able to give a straight answer to questions about the routing. The highway officials are in many cases not answerable, as these conditions sometime arise from causes beyond their control.

An interesting sidelight on transcontinental travel by automobile is supplied by Cobb’s remark that:

“Frank as the observation may appear to the native sons of the State in which the climate is more salubrious or the sunshine brighter than anywhere on earth, not all transcontinental tourists go West; not a few of them proceed in the other direction, to see what the rest of



The above map accompanied the article. It is difficult to read even in the original.

Color was added for this Arrow to identify the Four Great Highways:

The Yellowstone Trail, the Lincoln Highway, the National Old Trails Road, and the Old Spanish Trail

the country is like, and to be pleasantly surprised at the discovery that matchless beauty lies east of the Rockies.

“But whether you go east or west, a trip across the American continent is an education and a lesson in geography that will last throughout the remainder of your life. We talk a lot these days about Americanism and the Americanization of various elements of our population. What a boon it would be to the solution of these problems if our worth-while citizenship material could be shown the length and breadth of the country from an automobile, the only conveyance suited to so all-inclusive a purpose.

“Within the borders of the United States lie unexplored regions of scenic beauty that equal the best to be found anywhere on earth. Every mountain in Europe has its duplicate or superior here. And the Grand Canyon of the Colorado in northern Arizona provides a spectacle of sublime and majestic grandeur which, in the opinion of the most authoritative observers, has not even a poor second anywhere on the globe.”

Delving into detailed descriptions of the four transcontinental highways, writer Cobb says:

“The National Road and the Old Spanish Trail are usually open the year round; the others are not. Of these two the National Road is by far the better. The Lincoln Highway may be traveled any time from June 1 to the middle of October, but its reputation is suffering severely from conditions in Nevada and western Utah. The Yellowstone Trail should not be attempted west of Minneapolis before June 15 or after mid-October due to possible snow in the western mountains.

“The Yellowstone Trail connects Boston and Seattle by way of Buffalo, Cleveland, Chicago, Minneapolis, Ortonville, Billings, Livingston, Spokane and Walla Walla. It is hard-surfaced to Oshkosh, Wisconsin, and gravel from there to Ortonville, Minnesota [on the Minnesota-South Dakota Border]; dirt – with a few short stretches of gravel – from Ortonville to Billings; alternating dirt, gravel and hard surface from Billings to Seattle, with much pavement within the state of Washington.

Four Great Highways continued

“Side-trips to Niagara Falls, Yellowstone and Glacier National Parks, and to Banff and Lake Louise are in order if you have the time to take them.

“From Chicago, if you like, you may leave the Yellowstone Trail and turn south over concrete roads made through Illinois to join either the Pike’s Peak Ocean-to-Ocean or the National Road. Also, the Lincoln Highway may be taken to San Francisco.

“If you do decide to leave the Yellowstone Trail at Chicago but are still bound for Yellowstone Park, there are two good options, the Whiteway-7 Highway and the Detroit-Lincoln-Denver Highway to Sterling, thence northwest, or the Lincoln Highway to Cheyenne, then northwest over the Yellowstone Highway. Do not confuse this latter highway with the Yellowstone Trail.

“Motorists who would like to take the Lincoln Highway are warned by Mr. Cobb that, “through western Utah and Nevada there is a great deal of rough, unimproved road, and while passable, it is somewhat unpleasant.”

Conditions elsewhere along the route and its availability for tourists are summarized by Cobb in the following:

“The Lincoln Highway runs from New York through the lower part of Pennsylvania to Pittsburgh, Canton, Fort Wayne, Chicago, Omaha, Cheyenne, Salt Lake City, Reno, and San Francisco. It is hard-surfaced as far as Clinton, Iowa; from there mostly dirt with some short stretches of gravel to Auburn or Placerville, California; from these towns to San Francisco it is hard-surfaced.

“If you leave the Lincoln Highway at Pittsburgh, somewhat better road conditions may be obtained by going from Pittsburgh to Cleveland and following the Yellowstone Trail to Chicago. The Lincoln Highway is hard-surfaced across Ohio, but some stretches of this road are rough and will probably be under construction this year. From Pittsburgh connection can be made to Washington, Pennsylvania, joining the National Road to Marshall and then into Chicago, offering somewhat better road conditions than following the Lincoln Highway direct through Ohio.

“From Omaha either the Lincoln Highway can be used to Cheyenne or the Detroit-Denver-Lincoln Highway to

Sterling and then northwest to Cheyenne. Connection can be made from Denver to the Pike’s Peak Ocean-to-Ocean Highway at Colorado Springs. Be warned that from Cheyenne west drivers should be willing to undertake the difficulties of mountain driving in order to enjoy the thrill of some truly marvelous scenery.

“The National Road is hard-surfaced from Washington, D.C. to beyond the Mississippi River, then stretches of dirt and gravel alternate. Through the Mohave Desert it is sandy but always passable.” One advantage of this route, says Mr. Cobb, is that:

“This route goes through the Petrified Forest and furnishes a side-trip to the Grand Canyon. If you take the National Road and wish to visit Denver and Yellowstone Park and points north, you can leave it at Indianapolis and follow the Pike’s Peak Ocean-to-Ocean Highway through St. Joseph, Missouri, to Colorado Springs to Denver then north over the Yellowstone Highway (not to be confused with the Yellowstone Trail) to Yellowstone Park.”

Regarding the last of the four transcontinental trunk roads listed, Mr. Cobb says:

“The Old Spanish Trail, which runs from Jacksonville, Florida to San Diego, is mostly sand and clay as far as New Orleans. There are also several long ferries. If you take this route watch your ferry schedules closely as the boats across Mobile Bay and into New Orleans run but twice a day and plans should be made accordingly. From New Orleans to San Antonio the road is largely gravel with some stretches of hard-surface; from San Antonio to El Paso mostly dirt and gravel with forty-five miles of concrete on each side of El Paso; from there on alternating stretches of sand and gravel as far as Phoenix.

“You have two choices from Lordsburg to Phoenix, one via Douglas and the other through Globe. The Douglas road is in very good condition and always passable and includes about twenty-five miles of concrete. From Phoenix a concrete road extends thirty-six miles west through an irrigation district to Buckeye and enters the desert at Hassayampa near Prescott, Arizona. From here a fair desert road extends to Mecca, California, from which point pavement is almost complete to Los Angeles.” ❁

Hamlet, Indiana Annual Yellowstone Trail Fest

Like Hudson, Hamlet's Yellowstone Trail Fest was held the same time that the Military Vehicle Convoy was expected, August 14-15. The apt theme this year was Peace and Harmony 1950's-1980's. Good time to get out your wild 1970's bell bottoms.

And, like Hudson, many more things than the Convoy were going on during the Fest in Hamlet. This year was the largest Yellowstone Trail Fest ever. Go to www.yellowstonetrailfest.com to see the long list of activities. Some highlights were the famous auto scrap metal sculpture contest, lots of music, bike tour on the Trail, and a "skillet toss!"



The kids liked the professional-grade magic show and the "escape room." Add to this the Starke County Street Freaks Bike Show, Swap, and Cruise along the Trail and there was something for everyone.

Juanita Ketchem, our recent "Trail Woman of the Year," and dozens of her county colleagues are to be congratulated for their enthusiasm and dedication. ❁



A two-headed dragon won the scrap metal sculpture contest in Hamlet.

Hudson Annual Yellowstone Trail Heritage Days

Hudson, Wisconsin, really had a blow-out of a weekend July 30-31! Not only was that the weekend of their annual popular Yellowstone Trail Heritage Days but it also coincided with the Military Vehicle Preservation Association Convoy that went through on the Trail as it went from South Dakota to Ohio. (See Convoy article page 5.)

The list of activities, old repeated favorites and new, is long, so we will mention only a few of the highlights. This year featured three car shows: Model A Ford, Vintage & Classic, and something called Britfest (British Vintage) Car Show. Hm-m-m. Plus visitors had the opportunity to study and drive an electric car.

Geocaching is so popular, there were two events. The Poker Run & Sociability Drive on the Trail is another favorite, plus the ice cream social at the Octagon House Museum.

Of course, the main attraction this year was the Military Vehicle Convoy. A pig roast, a parade, and a pancake breakfast were highlights for the vehicle drivers and Heritage visitors. For a video of the Convoy in Hudson, go to www.facebook.com/St.CroixYellowstoneTrail.

Successful Trail Days do not just happen in small communities. Dedicated, interested residents spend many days during the year planning, and executing these events. Evy Nerbonne, Jackie Bradham and dozens more are to be congratulated for their efforts in Hudson. ❁



Getting the Yellowstone Heritage Days ready in Hudson

Murder on the YT

Here's a great idea! How about working with one of your local not-for-profits, perhaps your museum, to undertake a fund-raising dinner-theater with a play called Murder Along The Yellowstone Trail? It is a way of finding friends and raising funds that is enjoyable, popular, and with the potential of becoming a tradition.

Paul Warschauer owns a drama company called Murders 4 Fun, headquartered in Sleepy Eye, Minnesota. He has produced custom-made original plays for non-profits for years. They are murder mysteries but they are funny and family-oriented. They are interactive and lighthearted! The audience is allowed to cross examine the suspects at the end and even vote for their choice of murderer! He views his productions as ways for non-profit groups to raise funds.

Mr. Warschauer began "murdering audiences" 30 years ago in 1991 at an Italian restaurant in Klamath Falls, Oregon. Since then he has written and presented over 450 original murder mysteries in all 50 states in all kinds of spaces.

He will produce a "Murder along the Yellowstone Trail" original play for your event. Each unique play is custom designed for the sponsoring community. The purpose: to bring the history of your town and the 1912-1930 automobile route to life. He uses a small local community cast of volunteer actors and local aspiring thespians! And local lore and Yellowstone Trail history is used to flesh out the plot.

Your group will coordinate with him to find a venue for the performance. It might be a theater, banquet hall/restaurant, museum, hotel, etc. While having a dinner included with the play is not a requirement, it adds a great deal to the occasion. Your local group would ne-



Warschauer and the dinner theater attendees attempting to solve a murder mystery.

gotiate a contract directly with Murders 4 Fun, market the show, sell tickets, collect funds, and pay Murders 4 Fun its contracted fee. All profit goes to the sponsoring group. Your sponsoring group might chose to market local and Yellowstone Trail historical books and related historical material.

Paul will assist you by listing your event on his website and share his experience to make it a success. Paul will prepare scripts, acquire actors, and hold rehearsals and direct the play. If the play should run two or three days in the same community, the person "who dunnit" would change so there could be no spoiler.

Think about it. There could well be significant potential in his proposal considering his 30 years of success. Please visit: www.murders4fun.com and www.facebook.com/mysteries4fun/

The Yellowstone Trail Association will be working to promote the unique productions of Murders on the Yellowstone Trail across the country. Contact the YTA@yellowstonetrail.org. ❁

Help the YTA without it costing you anything!

If you place any orders with Amazon, please help the Yellowstone Trail Association a bit by taking advantage of the AmazonSmile program. After you have signed up at Amazon, simply shop by going to AmazonSmile rather than to Amazon. Other than the name, it is the same place. Then the YTA gets a small donation from Amazon proportional to the amount you spend.

If you do not have an Amazon Smile Account:

[First, of course, you need an ordinary account at Amazon.com to shop at Amazon. Create one if you have not shopped at Amazon.]

To create an "Amazon Smile shopping account":

Go to Amazon.com

Find and hover over the button labeled "Hello, Sign in, Account & Lists." and in the box that appears, click on AmazonSmile charity lists.

Search for "Yellowstone Trail Association Inc" (Use full name in the search to make it easier) And Select it.

To shop, go to "smile.amazon.com" rather than the usual "Amazon.com"

If you have problems, ask a teenager to help. That worked for me! ❁

Yellowstone Trail Alliance of Western Minnesota

The YTAWMN is made up of volunteers from all the communities along the Yellowstone Trail in the western half of the state. The YTAWMN promotes its communities through the celebration, revitalization, and development of arts, culture, historic, and recreation assets. A former resident of Granite Falls, Renville, and Olivia, and a national and internationally known leader, Michael J. Dowling is perhaps the premier champion of the Yellowstone Trail. Dowling was the YTA President (from 1917-1919) following founder Joseph Parmley of Ipswich, S.D. Dowling declared to association members that one day the Yellowstone Trail would bring a “golden stream” of tourists to all communities along its route. Established 100 years after Dowling was elected national YTA President, YTAWMN was formed to realize Dowling’s legacy in full.

The Renville County Historical Society (RCHS) was awarded a grant this summer to lead the development of a Yellowstone Trail Cultural Heritage Tourism Master Plan for the state of Minnesota.

“This is great news for Renville County and especially all the Yellowstone Trail communities in Minnesota and beyond,” said RCHS Executive Director Nicole Elzenga. “These grant dollars will help bring the efforts of local, state and national Yellowstone Trail partners together to help the YT brand reach the next level.”

The \$53,686 grant comes via the Minnesota Historical Society Heritage Partnership Program. The grant will be used to hire a consultant to work with the RCHS and other project partners including the Yellowstone Trail Alliance of Western Minnesota (YTAWMN) and national Yellowstone Trail Association (YTA) as well as the county historical societies on the YT in Minnesota.

“We see this as the first step toward the development of a coast-to-coast, historical-based attraction created by the communities along its path,” said YTAWMN President Becky Heerdt. “The Master Plan will help individual Yellowstone Trail communities connect their unique stories and assets so that they may be developed and marketed cooperatively. It is then our hope that Minnesota’s efforts can be modeled along the 12 other Yellowstone Trail states.”

As for a next step, RCHS will be issuing a Request for Proposal (RFP) toward the hire of a consultant to help guide the process. The consultant will provide tourism asset assessment, digital and GIS mapping, recommendations for interpretive planning and visitor experience



as well as marketing and planning information.

“We are so appreciative of the RCHS, our partnering organizations and the Minnesota Historical Society for supporting this project,” said Heerdt. “People really seem to recognize the value in what we’re doing. There is a growing excitement.” ❁



Becky Heerdt
YTAWMN President



Nicole Elzenga
YTAWMN Treasurer

If you are not now receiving the printed version of the *Arrow* and you would like a printed booklet-style copy of this *Arrow* send \$5 to YT Publishers, 7000 S Shore Dr, Altoona, WI 54720. Cash or check, or use your credit card by paying through your PayPal account, directing it to jridge@yellowstonetrail.org

Notes From Your Yellowstone Trail Association Board

Your Yellowstone Trail Association Board met on Friday, August 13 and discussed the several topics:

1. The new online membership management program, Club Express. Our new Administrator, Kathy Cooper, has worked with Club Express to set up the program and transfer member information to it from our old database program dating back to the 1990s. She replaces the recently deceased Mark Mowbray in the membership manager capacity and she explained the program.

2. Keeping and increasing membership is important for any non-for-profit 501(c)3. It was stressed that with a growing number of Yellowstone Trail related events across the country, we must better publicize the merit of becoming a member. Ways of better serving were explored.

3. Better management of our Facebook page was given priority. We will search for a manager of our page to take advantage of Facebook features and better interact with its users.

4. The desire to have greater involvement of the members was expressed. That discussion of "How to join in" resulted in the plan to seek greater input from members and friends to identify potential participants and volunteers. Beginning with this *Arrow*, members and friends will be asked to nominate people (or, of course, to volunteer) for new Board member positions, *Arrow* writers and, especially, editors, helpers for the Administrator, the Facebook managers and new categories we haven't thought of. It is expected that the implementation of the membership management program will be a big help with communicating both ways with members and between members.

5. Sara Brish, our Board Financial Officer, is resigning after 10 years of service. Our Board now needs a new Financial Officer. Also, we would like to expand our Board to include more than YTA founders. Any member interested in serving the Yellowstone Trail Association as a Board member should apply – or nominate a candidate! Also, the *Arrow* needs an editor since Mark died. None of these jobs is very demanding.

6. Special emphasis must be given to finding editors, writers, and production help for the *Arrow*. ---- (We do miss Mark!)

5. "Murders along the Yellowstone Trail" is a win-win idea for community non-profits to gain and the Yellowstone Trail to get recognition. (This opportunity is

presented elsewhere in this *Arrow*.)

6. The success of the Military Vehicle Preservation Association Convoy along the Trail was discussed. As of August 13, reports from South Dakota, Minnesota, and Wisconsin were very positive. Crowds were showing up to see the vehicles and, thus, the Trail is getting considerable publicity. (See the Convoy article in this *Arrow*.) ❁

YTA Opportunities

With members and friends spread across the continent and no membership meetings (yet!) the YTA is dependent on new volunteers to keep the organization expanding, productive, and interesting. Because the present leadership in the Yellowstone Trail Association is really old and crotchety they feel the need for new, vibrant blood with new ideas. Members need more opportunities to participate in the Trail Association, to "belong," to share what they know.

There are all sorts of things to do you might like:

1. Board members from across the country will meet on-line to "steer the ship" into the future. Requirement: interest in seeing the Yellowstone Trail Association have a growing future.

2. Financial Officer to make out checks (very few) and keep the simple financial records.

3. Someone to handle our Facebook page to really make it hum and shine. Requirement: Experience with Facebook page. Interest in communicating with YT members is also expected. .

4. Someone to update our web site. Take a look at it, www.yellowstonetrail.org. It has a lot of information and maps but it is "old fashioned" and has sore spots. It is probably too big. Requirement: Experience and ideas.

5. Local Trailmen/Trailwomen are needed to encourage local involvement and to spread the word. Maybe promote a "Murder along the Yellowstone Trail" dinner theater, or ferret out historic route information, or present a video (supplied to you) and discussion to local groups and schools. Keep the YTA aware of road changes that affect the YT maps. Report things to our Facebook. Enthusiasm is catching

Do you know of someone who should apply? Do you want to but are shy? Start the ball rolling by emailing YTA@yellowstonetrail.org with ideas or questions. Or write to Alice Ridge, Yellowstone Trail Association, Box 65, Altoona, WI 54720.