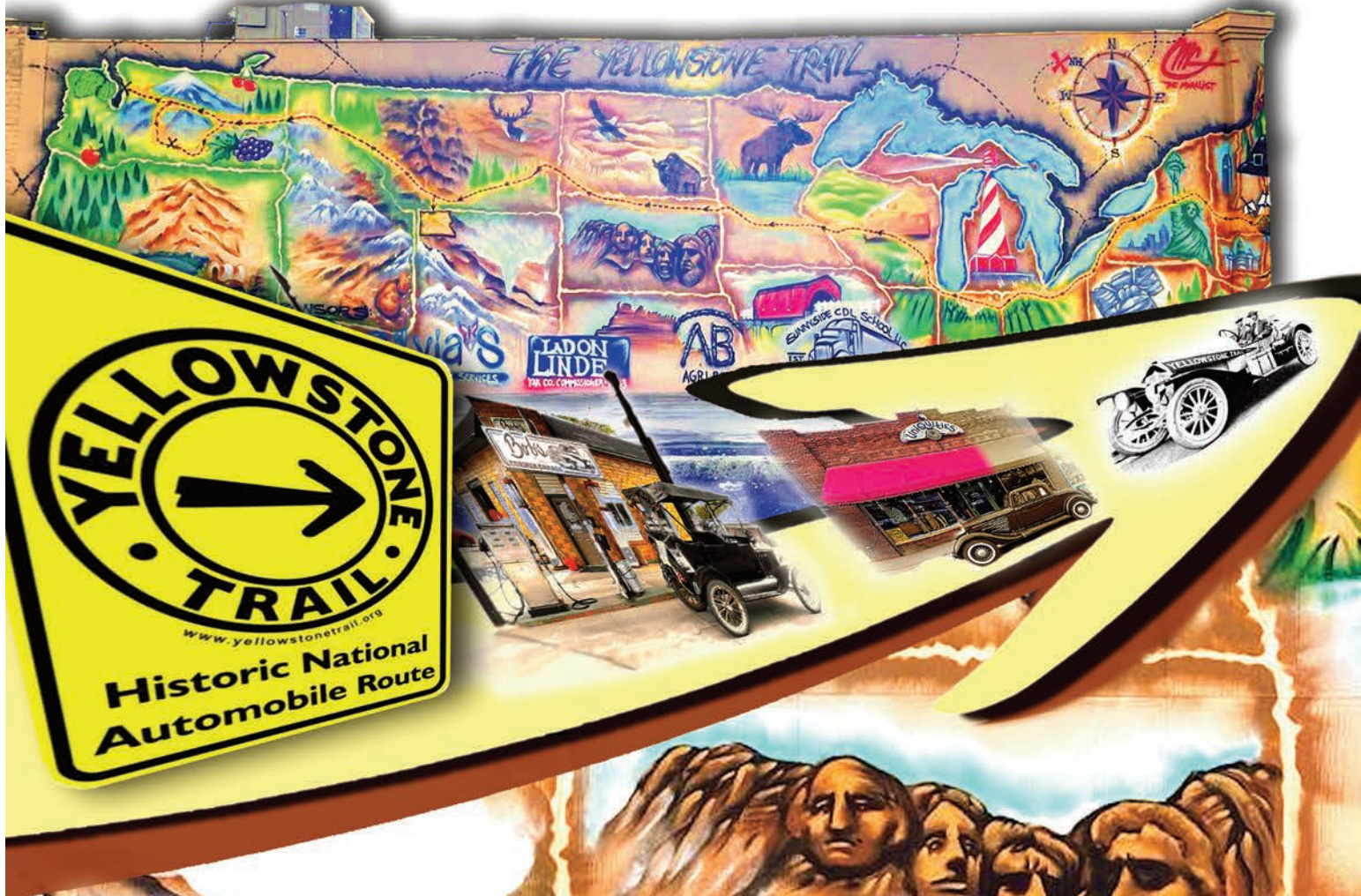


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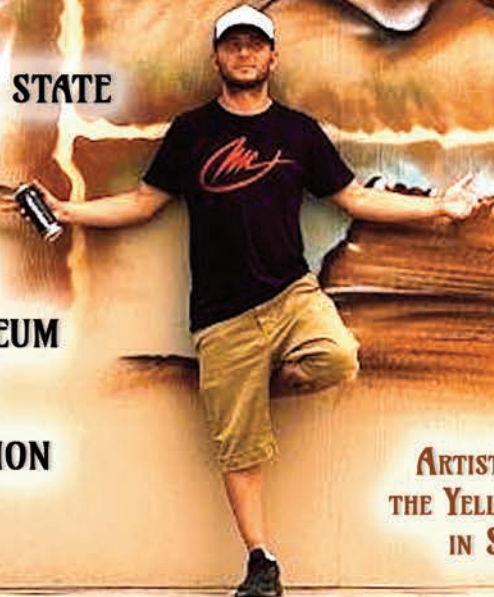
# ARROW

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INSPIRE A NEW GENERATION



ARTIST MIGUEL CUEVAS STANDS AMIDST  
THE YELLOWSTONE TRAIL MURAL HE PAINTED  
IN SUNNYSIDE, WA THIS SUMMER





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## A LIVING LEGACY PROPELS THE YTA

Welcome to the winter edition of *The Arrow*. In this season of thanks, I'm particularly grateful for our YTA Board (and our Administrator) as we chart the YTA's path into the future.



Just a few decades ago, the YT and its association seemed destined to be forgotten—until the emergence of John and Alice Ridge. The pair has exhaustively compiled the story of the trail and its champions, articulating and illustrating its historic path and relevance to anyone who encounters its legacy and wonders what it's all about. Part 2 of Patti See's article on the Ridges (pg. 6) delves into their impact. But such circumstances pop up time and again. Beyond this, the Ridges have crafted a communication network that connects individuals coast-to-coast, advancing cooperative interests.

While I am captivated by the trail's history, my call to the YT was initially rooted in a contemporary concern for our country and, in particular, its small-town communities. As a nearly two-decade transplant to rural Minnesota, I stumbled upon the YT a decade ago through the lens of a small-town newspaper editor. At the time, I was awakening to the imminent challenges facing rural towns, their values, and, by extension, the American Dream—values that, at their best, these communities still embody.

In this context, the trail serves as a connective thread, promoting cooperation and realizing exponential value to push back against such trends. While this remains true, I have also come to see something more—something deeper and more difficult to convey. It is a spirit embedded in the individuals and communities along the trail, expressed in their stories and collective acts of service. This spirit pervaded the creation of the YT and is evident in the values of its dreamer and idealistic founder, Joseph Parmley of Ipswich, SD as well as that in champions like Michael Dowling of Olivia, MN. Yet, these are just the tip of an iceberg of those deserving recognition and remembrance, both past and present.

This issue's focus on Washington state and its trio of "trail tales" showcases this spirit in action through efforts of artists, historians, storytellers, and visionaries who transcend surface divisions of age, gender, and race. In other words, the YT story is one that everyone can appreciate and express through a variety of creative avenues.

As we chart the YT's path into the future, we aim to preserve the Ridges' work while introducing new methods for connecting people with the YT, its communities, and their shared values. This will involve exploring both traditional and modern creative mediums to ensure the YT's enduring legacy.

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## CONTACT THE YELLOWSTONE TRAIL ASSOCIATION

### To join, make membership payments, or donate:

Web: go directly to our membership service:  
<https://yta.clubexpress.com>

USPS: Send to Administrator, Yellowstone Trail Association  
 PO Box 65, Altoona, WI 54720-0065

There is a printable application form at:  
[www.yellowstonetrail.org/Docs/MemberApplication.pdf](http://www.yellowstonetrail.org/Docs/MemberApplication.pdf)  
 Or, to join, renew, donate, use the form on page 16

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

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 PO Box 65 Altoona, WI 54720-0065

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# OHIO CONTINUES TO SHOW LEADERSHIP WITH YT BRAND EFFORTS

## YT enthusiasts install signs in Williams County, Ohio

By Jenna Frisby  
 The Village Reporter  
 jenna@thevillagereporter.com

It all started back in 1912 when a group of businessmen from a small town in South Dakota decided to take on the project of making a cross country trail for people to

travel and explore the United States.

Back in those days, to take a trail meant you were traveling on a long-distance

automobile path. The desire to create the Yellowstone Trail was for the purpose of locating a route, improving the roads, and providing marked paths which led to the use of maps and navigation tools today.

Today's Yellowstone Trail consists of the exact same path, but now those roads are definitely the less traveled roads to take an entire trip on.

On Wednesday morning two signs to mark the Yellowstone Trail were handed off to Williams County Engineer Todd Roth so that his department can install the signs on both sides of County Road F on the northeast outskirts of Bryan.

The signs were ordered by Helene Moog (Opdyke) and handed to Roth for the next step of the process of getting them installed. Moog, a former Opdyke, expressed that she did this in honor of her family.

The property in which the signs will be placed on the outskirts of, is family-owned property which Moog is partial owner of.

Also involved in making this process happen in our area is Julie Brink, Director of the Fulton County Visitors Bureau. She is also the driving force of working with the state of Ohio's Department of Transportation (ODOT) in achieving proper signage across the state where the Yellowstone Trail route runs.

While the Yellowstone Trail may not be the fastest route to take, it is far more scenic and contains many hidden gems, so to speak, across its path.

Another task Brink is a part of is marking those experiences on a map which will eventually be an interactive online map as well. Some of those experiences for Williams and Fulton County include the Spangler Candy Museum, Williams County Courthouse, Bay History Center, Sauder Village,



**NEW SIGNAGE ...** Shown above are (l-r): Julie Brink, Helene Moog, Todd Roth and Lyle Moog. Helene Moog presented the Yellowstone Trail sign off to Todd Roth so that the Williams County Engineers office can get the sign placed along the roadway path.

Archbold History Mural, Woody's Boathouse Museum, Museum of Fulton County, and Oak Openings Metroparks Tree House Village. All of these stops will also be on the map that is created in collaboration with America 250.

In 2026 America will be turning 250. In celebration, America 250 is working with Yellowstone Trail to create and promote the trail for people to be able to travel and enjoy.

By promoting the trail and increasing travel along it, it allows for people to slow down from the business of life and see new sights that aren't too far away from home.

Or to even get to travel a little farther and explore all the little town adventures along the Yellowstone Trail. From Plymouth, Massachusetts to Seattle, Washington, the 3,719-mile trail is along the off-beaten roads of America and goes through a total of thirteen states.

Marking the trail pathway in Williams and Fulton Counties will be part of promoting the pathway in Ohio from Hicksville to Sandusky in Ohio. While it may seem like a small task, it truly is something that is monumental for our communities in the sense that it's marking the path through our communities and promoting travel.

Increased travel will bring more business in and give the opportunity for so many others to see our community and the amenities it has to offer.

Once the Williams County Engineer's office can get the trail signs in place, it will be one more step towards promoting the trail and informing people of something in our area that so many are unaware of, but could enjoy.

\*\*\*\*\*



# \* TRAIL-O-GRAMS \*



**Art Trail and YT sign in Cadott.**

## YT Art Trail 10th Anniversary

Beautiful weather greeted the 10th annual Yellowstone Art Trail the weekend of Sept. 6-7 in central Wisconsin. In



the YT's vicinity, 31 artists at 11 locations exhibiting everything from brasswood relief carving to watercolor and acrylic paintings; torch-fired copper to leather work and jewelry; fused glass to knitting; hand-painted glassware to pine needle baskets and more. Artists even gave demos.

## Hudson's YT Heritage Days a hit in Wisconsin

Honored as the Trail's first stop upon entering Wisconsin from the west, Hudson hosted its annual Yellowstone Trail Heritage Day downtown and at Lakefront Park on Aug. 10. Here, historic displays and poker runs were held amongst a sociability drive and special car shows, such as Model A Ford and Britfest classifications.



**"Britfest" in Hudson, WI.**

## Potter plays a part in Hamlet, Indiana's YT Fest

Hamlet, Indiana has done it again. With annual fun themes, the Aug. 17-18 Yellowstone Trail Fest "Mischief and Magic" harkened to Harry Potter. As promised in the last *Arrow*, weird things from an 8' tall, two-headed dragon to magic shows; a Make-a-Wand tent and Gnome Toss were present. Also, gummy slugs were available for kids and a parade on the YT drew a crowd.



## Yellowstone Trail Days in Ipswich, South Dakota

Ipswich, SD is "home" of the Yellowstone Trail, as here J.W. Parmley's idea was born. Held Father's Day weekend in June, YT Days saw the ever popular scavenger hunt and pie social return while "Corn Hole" and a "Decorated Trash Cans" contest were new. A parade, games, inflatables, car show, craft fair Saturday made way for a rodeo and live music performance to cap the event.



**YT Days boasts bulls and broncs rodeo in Ipswich.**

## Bob's Garage: A YT original in Thorp, Wisconsin



**Bob's Corner Garage in Thorp, Wisconsin.**

YTA Board member Sheila Nyberg of Loyal, WI grabbed a pic of this antique auto while gassing up at Bob's Corner Garage, also an antique repair garage.

## Uniquities is signed & delivered in Laurel, Montana



**A color photo of a new YT sign (left window) at Laurel, MT's Uniquities & a BW photo of Child's 1934 Dodge.**

YTA Board member Greg Childs keeps active promoting the YT throughout Montana. Recently he found a kindered spirit in Kit Sherman, owner of "Uniquities" in Laurel. His unique retail store deals in fine antiques, musical instruments, seasonal merchandise and collectables. It just celebrated its fourth anniversary on Halloween.

## Cooper takes in Chippewa Falls car show

Kathy Cooper, YTA Administrator, attended the Indian-head Swap Meet and Car Show in Chippewa Falls, Wisconsin, on August 4, 2024. With close to 4200 attendees, almost 200 vendors, and approximately 550 cars in the show, she had the opportunity to showcase information about the Yellowstone Trail and sell YTA merchandise. Thank you to the Chippewa Valley Model A Club for inviting the YTA to table the event.



**Cooper put on a clinic with her booth aesthetic.**

## New YT signage in Granite Falls

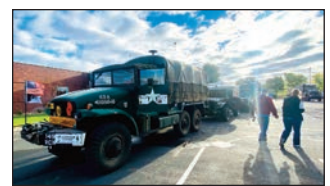


**A YT map & dual direction logo displayed along Hwy. 212**

New signage highlights the historic YT on Hwy. 212 in Granite Falls (GF). The sign was installed outside a Fagen Inc. facility. Fagen is an industrial contractor founded by Ron Fagen, an advocate of the YT and creator of the GF located Fagen Fighters WWII Museum, the largest WWII museum in Minn.

## Military Vehicle Convoy crosses YT in Minnesota

YTA Association President Scott Tedrick traveled to Norwood Young America on Sunday, Oct. 6 to greet the Military



**Mark Mueske holds up a Jefferson Highway Association flag.**

Vehicle Preservation Association (MVPA) convoy and Jefferson Highway Association (JFA) representatives, Cecelia Otto and Mark Mueske. The meeting provided an opportunity for the YTA and JFA to discuss a joint conference planned for 2026—during the United States 250th Anniversary—while the convoy crossed the YT while southbound on the Jefferson Highway during this year's convoy from Oct. 1 - 31.



# A SITE-TO-SEE: VAN HORN'S WESTERN & AUTO MUSEUM

## A YT tourist beacon in North Dakota

MARMARTH, ND

North Dakota

By Alice Ridge

VanHorn's Antique Auto Museum has been discovered – finally. Called one of North Dakota's "hidden gems," the auto museum has drawn tourist and internet chatter. Besides the marvelous collection of vehicles and the good ice cream parlor within, perhaps the chatter is due to its unique location. Its home town, Marmarth, had a population of 101 in 2020, easy to overlook especially on a map.

But it wasn't always so. By the time the YTA was forming in 1912, Marmarth was a bustling community on the Little Missouri River with shops, two banks, two hotels, an auditorium, a movie theater (still standing), a school, and a Milwaukee Road roundhouse with six trains a day.

Judge J.E. Prindle, magistrate, was one of the founders of the Yellowstone Trail, and also a land agent here and loud supporter of the need for auto roads. You can bet that much planning for the Association went on here between founders J.W. Parmley of South Dakota and Prindle. Judge Prindle reported the irony of having to schedule his auto Trail Association business trips around the Milwaukee Road time table. Long distance auto roads just did not exist west of Ohio.

But, after the demise of the railroad and the rise of opportunities elsewhere, the population dwindled. Today, the only active businesses seem to be the Pastime Restaurant, a grain shipping depot, and this Auto Museum.

So this museum is a "Site to See" both because it is an awesome auto museum, and because it is located on the Trail in a unique rural area related to the Yellowstone Trail's founding.



*VanHorn's Western & Antique Auto Museum features four large buildings with hundreds of beautiful antique cars, western stagecoaches, movie posters, & other historical memorabilia*



*Museum creator JD VanHorn is pictured bottom left with a 1933 Ford Model 40.*



The Automotive Museum Guide (online) gives a glowing description of the roughly 100 antique vehicles on display in four buildings. The Guide continues, saying, "... plus a miniature car collection, and a vast collection of license plates, the oldest of which dates back to 1901. It also showcases arrowheads, baseball cards, and Buddy L toys and dolls." The hook seems to be the free ice cream parlor available to admission ticket holders. For an online 45 minute tour go to: [www.youtube.com/watch?v=cnr8vVWULX0](http://www.youtube.com/watch?v=cnr8vVWULX0)

The mint-condition collection includes oldies such as a 1902 Oldsmobile, even international antique vehicles, and vehicles that look to be transitions from horse-drawn buggies to early autos. Also making this place special is the displays of "paper." There are thousands of historic pictures, wall posters, post cards, official registrations, and other memorabilia. There are multiple cars of seemingly the same make and model, not just one. My favorites, besides the Cords, are the four black Jaguars with those jazzy hood ornaments of a leaping cat.

There are antique space heaters, period clothing on mannequins, victrolas with 'his master's voice' large horn, and Edison cylindrical records. Early gasoline pumps stand among cars.

History is here. Narrator Russ, of YouTube RVerTV, spoke of this place as "storytelling without saying a word." Poetically put and so true, Russ.

Youtube address to see RVer's video is <https://www.youtube.com/watch?v=cnr8vVWULX0>

Do look at that YouTube offering and you will see why we selected VanHorn's Western and Antique Auto Museum as a "Site to See" on the Trail.

\*\*\*\*\*



*A peek at the 'Western' portion of the museum.*



## A GOOD ROAD: THE YELLOWSTONE TRAIL

### RIDGES LEAD NEW GENERATIONS BACK TO THE YT

**Editor's Note:** This is the second installment of a feature on the Ridges by Eau Claire Leader-Telegram journalist Patti See. Pt. 1 of "A Good Road: The Yellowstone Trail" focused on the pair and their own historic legacy while Pt. 2 provides background on the YT and how See, herself, awakened to it thanks to the Ridges.

**By Patti See**  
**Eau Claire Leader-Telegram**

When a few forward-thinking citizens started the Yellowstone Trail Association in South Dakota in 1912, they didn't realize they were creating the very first transcontinental route across the northern United States.



**Patti See**

Little by little this group persuaded other counties to build better roads (then called trails) mile after mile, eventually stretching from coast to coast. Even back then, many people understood the economic and cultural impact of having good roads. So does our state government.

As a public service announcement, every spring Gov. Tony Evers visits towns around Wisconsin to launch a new round

of pothole patching as a reminder for motorists to slow down and take heed of road crews.

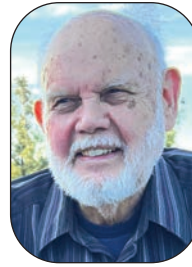
In their quintessential book, "A Good Road from Plymouth Rock to Puget Sound: A Modern Guide to Driving the Historic Yellowstone Trail, 1912-1930," Altoona residents John and Alice Ridge say that roads evolved in Wisconsin as they did everywhere: from animal paths and horse rider trails to postal routes and wagon roads. Most did not connect, just a whole lot of short roads that led from farm to market in an organic but chaotic mishmash. No one had yet dreamed up a main interstate "artery."

Wisconsinites voted for the first time in 1908 to use state money for constructing highways, back when it looked like, just maybe, the automobile was here to stay. In 1916, Congress enacted the Federal Aid Highway Act. A year later Wisconsin was first in the nation to adopt a state trunk highway system for long-distance routes with signs marked with road numbers. Within two years anyone driving through our state could maneuver their way via newly printed road maps. It took until 1926 for the federal numbered highway system to be established in the U.S.

Growing up on the south side of Chippewa Falls, I had no idea I lived a block from the Yellowstone Trail or that the first house I bought was on the trail.

In fact, a photograph in the Ridges' book captures part of my old front yard on Greenville Street and the original concrete pavement that withstood 100 years of traffic. This same street where I played kickball in the 1970s and '80s with neighbor kids, and decades later with my own son, holds a rich history I only recently discovered. My life has come full circle: I currently live in Lake Hallie just off the Yellowstone Trail, now known as Sunset Street.

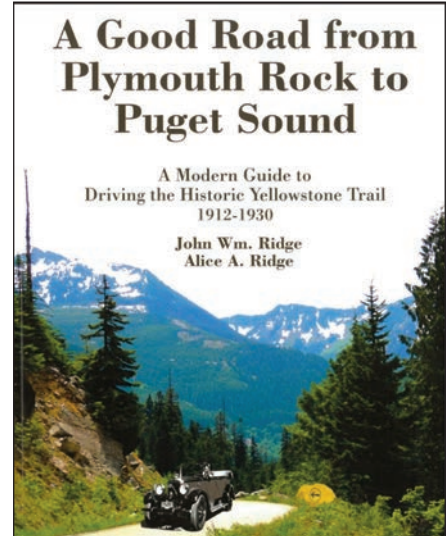
Back in the trail heydays, besides the recognizable big yellow stone markers, trail signs were affixed to telephone poles, fences and silos. They were yellow, of course, with a black arrow pointing toward Yellowstone National Park. Today you



**John Ridge**



**Alice Ridge**



"A Good Road from Plymouth Rock to Puget Sound" can be purchased at the YTA website: [yellowstonetrail.org](http://yellowstonetrail.org).

can find a new version, same design, on roadsides throughout the Chippewa Valley and across the nation, in part thanks to John and Alice Ridge.

In 1915, the Yellowstone Trail Association sponsored one of many relay races against time: 2,445 miles from Chicago to Seattle. The winning team completed the trek in 97 hours. Story goes one driver, Dr. R. B. Cunningham, was "speeding recklessly" through Eau Claire at 26 miles per hour when he skidded down a hill and crashed into a tree. Though his Mitchell 6 — Racine-made and open air like most touring cars of the era — was badly damaged, he used a backup car to finish his relay segment to Menomonie.

An ad in the 1919 YTA's magazine proclaims, "Hit the Yellowstone Trail for Wisconsin, the land with a charm for every mile and a good road to every charm ... Keep your seat in your car and see the state with 6,000 lakes, magnificent forests, world's richest farms and most thrifty cities."

John and Alice report that after 1927 — when main roads across the country were given U.S. route numbers — the 3,600 miles of the Yellowstone Trail became designated on 25 state roads, 14 federal highways, two interstate highways and countless county roads. When the Great Depression hit, Americans had no expendable income for memberships. The Yellowstone Trail Association dissolved in 1930 though today, from Massachusetts to Washington state, the roads are marked with modern day signs that declare "Historic National Automobile Route."

I could have followed them on the drive from my house on 112th Street to a new car museum on 35th Avenue in Lake Hallie. Just off the Yellowstone Trail (now known as 130th Street), The Graham Motor Museum opened for its first full season this May. Founders Mike and Pat Markin envision this 501©3 non-profit as a space to share their restored vehicles with the public and to encourage others to bring in their automobilia and car tales. The couple hopes to attract other auto enthusiasts and tourists to the Chippewa Valley.

➔ **Continued on pg. 7**



Continued from pg. 6 ➡ Fifteen cars are on display right now. Each year new ones will rotate through, except for the seven cars the museum owns, including rarities like a 1923 Buick Sport Roadster, a 1954 Kaiser Darrin, and the museum's namesake, The Graham. Mike and his team built this 1938 work of art, also known as "The Shark," over six years. They entered it in contests all over the country and



**The Yellowstone Trail through Wisconsin.**

Claire Motor Company, which operated in the downtown area from 1922 to 1953. Owner Fred Kappus was gifted a baby alligator from friends. He raised it and, in true entrepreneur style, used the exotic animal (for the Chippewa Valley, anyway) to attract car-buyers.

Like his wife, Mike recognizes their hobby is "not only the cars but the stories that go with them." A retired financial advisor, Mike says that he loves the puzzle of restoring and building cars, especially how the pieces come together.

The museum hours are by appointment only. Visit their website [grahammotormuseum.org] to book a tour. Mike and Pat are currently developing an exhibit on the Yellowstone Trail, including maps, stories and QR codes for additional information.

At the Graham Motor Museum, the only car that you can sit inside is a 1930 Model A, which Mike bought long ago for his father to enjoy tooling around town. Visitors can slide behind the wheel and imagine a ride back in time, perhaps even driving down the Yellowstone Trail.

\*\*\*\*\*



**Mike and Pat Markin at the Graham Motor Museum in Lake Hallie, Wisconsin. Photo by Patti See**

won show car world championships in 2017 and 2020.

Pat tells me, "Everything here has a story." That includes a glass display filled with a four-foot taxidermy, "Albert the Alligator," from the former Eau

## OLD DOBBIN



*An AI generated photo of a 1920s era automobile and Dobbin facing-off along a dirt road.*

# The Demise of 'Old Dobbin'

**By Alice Ridge**

"What is a Dobbin?" asked our well-educated, adult daughter as she proofread an article that I was slaving over. Could it be, I wondered, that such a word for a member of the equine family had been thrown on the heap of other descriptive gems of the past such as "skedaddle, slugabed, gallivant, shindig, dungarees or even groovy"?

CliffsNotes says "Dobbin is an old-fashioned nickname for a farm horse, especially one that's plodding and patient. As workhorses, so-called dobbins performed heavy labor in the family fields." Apparently, Shakespeare used the word and other references go back as far as 1596.

References to horses today seem to be limited to race horse races, or Amish carriages, or a romantic ride through New York's Central Park. So, from about the early 1920s in America, with the onslaught of the auto, Old Dobbin lost his usefulness, his blacksmith, and his stable.

Before the auto transformed everything, horses were everywhere and did most anything. The Henry Ford Blog "Cars vs. Horses," said ... "as late as 1900, Manhattan had 130,000 horses; Chicago, 74,000; Philadelphia, 51,000; and St. Louis, 32,000.

In the late 1800s the New York Sanitation Department was removing 15,000 dead horses from the street each year. Living horses deposited between 800,000 and 1,300,000 pounds of manure each day, along with thousands of gallons of urine. The filth made city streets unpleasant and unhealthful."

➡ *Continued on pg. 8*



**Continued from pg. 7** ➡ So, early in the 20th century, what happened to the blacksmith who shod Dobbin? He deftly turned into an auto mechanic. And the general city storage bins for hay probably became warehouses and garages for hotel visitors. Early autos didn't have door locks, you know. The rent-a-horse business disappeared as auto ownership prevailed. In our



*The Livery in Eau Claire, Wisconsin.*

town of Eau Claire, Wisconsin, an old horse-rental stable/blacksmith shop has been preserved and is a popular restaurant named, remarkably, The Livery.

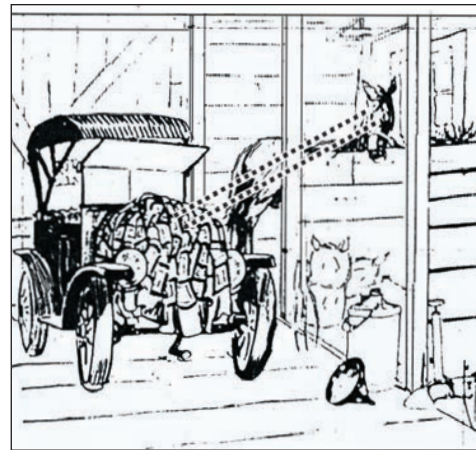
More significantly, the residential stable became, over time, a garage.

At first, only the well-to-do had a stable and, since they were the first to buy an automobile, they had a ready place to store it - in their "motor barn." Hay, grooming brushes, harnesses and carriages disappeared, replaced by Model Ts, Maxwells, Kissels, runabouts with rumble seats, and touring models that seated seven. The wealthy had kept their stables at a good distance behind the house. A garage inherited the bad vibes of the stable; fear of fire and the smell of gasoline replaced fear of manure smells.

As dependence upon autos increased, the garage moved closer to the house. It became attached to a



"breezeway" which was attached to the house, still keeping it at arm's length. But today, as you have probably noted, three-car garages are "bestriding the world like a Colossus," pushing the front door of the house into



*Poor ol Dobbin looks askance here as he realizes the Tin Lizzy gets the blanket.*

hiding. If opened, today's garage door reveals its new role as an additional closet, or holder of other vehicular toys, or a "man cave," or a teen band.

But there is one stable that has survived. It looks like an elegant stable, is a proper distance from the stately home, and could be given a new role today. I am speaking of the stable behind Michael Dowling's home in Olivia, Minnesota. Dowling was the third president of the Yellowstone Trail Association (1917-1918): a remarkable, near-quadruplegic bank president, friend of President McKinley, educational ambassador to the Philippines, and auto dealer. This house is again up for sale. We hope the new owner will appreciate the history of the home and preserve the stable cum garage.

We've come a long way since Old Dobbin was asked to share his stable with that clattering conveyance, but is the exhaust from hundreds of thousands of autos any better for the environment than manure? In some ways I miss Old Dobbin.

\*\*\*\*\*

*At left, Lance & Monica Sorenson with Dowling's grandson Mike Prichard at the original Dowling Carriage House in Olivia.*



*The Dowling residence and Carriage House are in terrific shape thanks to the property's various owners during its over century old existence. Located on Depue Ave. in Olivia, recent initiatives have explored acquisition of the home due to its potential to serve the community and Yellowstone Trail tourists.*



## ABOUT THE YELLOWSTONE TRAIL IN WASHINGTON STATE

# The YT, Sunset and Inland Empire Highway

By John & Alice Ridge

From its beginnings in South Dakota in 1912, the Yellowstone Trail had progressed west through North Dakota and Montana and by 1914 it was going through the Idaho panhandle and knocking on Washington's door (Spokane) for the 1915 travel season. Good timing. The 1915 state map of Washington's State Highway Commission shows the recently refined routing of two great Washington highways of interest to the Yellowstone Trail: the Sunset Highway, 1915, and the Inland Empire Highway (IEH), 1913. But they were hardly great highways. Major sections were identified as "improved," meaning something between

smooth gravel roads and, well, dirt wagon roads that had been dragged, sometimes. But long sections of each are identified as "Other roads open to travel," that is, dirt wagon roads that maybe you can get through. Maybe. Marked so you could find your way? Nah. Nevertheless, no other "highways" connected Spokane with Seattle.

Put three things in mind to avoid being overly ungenerous in your judgment of Washington's lack of long-distance auto roads.

**First.** If you are not familiar with Washington's geography, take a minute to review the fact that the beautiful Cascade mountains from Canada to Oregon divide the state with a north/south transportation barrier. Note the lack of cross-state highways in the 21st century and note further that in the winter, snow still closes some of those east-west highways for the season. And then there is the meagerly populated eastern half of the state, especially the Palouse area. Not a prime territory for an extensive road system.

**Second.** Yes, the auto had made its appearance in Washington. By 1912 autos appeared in great numbers. A handful were produced locally but most arrived to Washington's scattered towns and cities by railroad. Except for a few ambitious path finders, drivers didn't drive cross-country because, for the most part, only the roads in or near cities were reasonably passable for autos. Other roads were rough wagon roads created by use; they were not engineered. That is, they were not designed with the necessary drainage, durable surfaces, or acceptable gradients needed for auto travel. And those sharp rocks killed a rubber tire in short order.

**Third.** Even though Washington was way ahead of many other states in thinking about highways, not all of the necessary political decisions had been made and implemented to establish responsibility for funding, building, and fixing them. State funding for scattered roads first occurred



*The YTA's map of communities along the Yellowstone Trail in Washington.*

in 1893. However, the Washington State Highway Department was not created by the legislature until 1905. That same year 12 scattered roads were designated as state roads and received funds. The state spent some money on those scattered roads, but improvement was minimal.

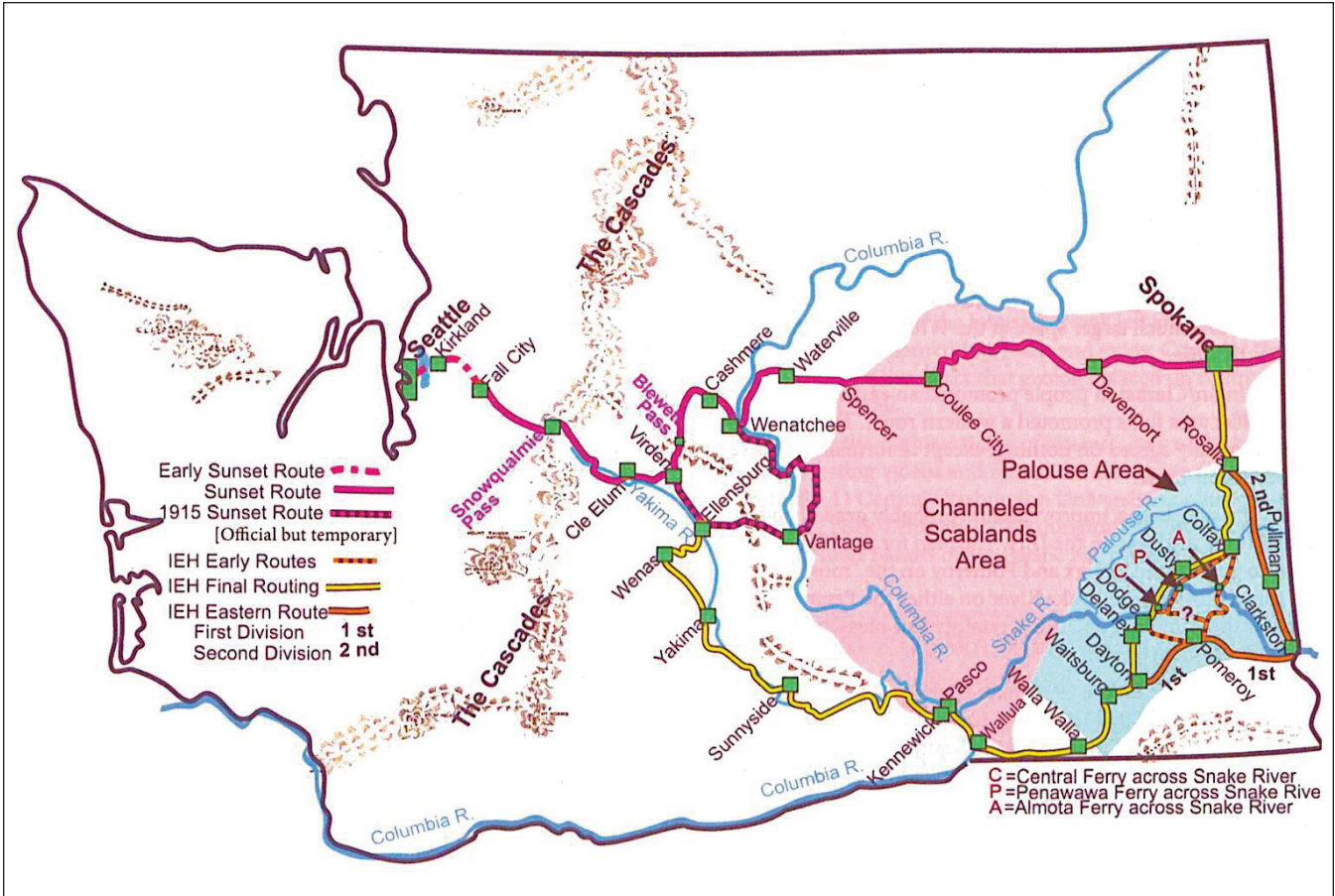
That lack of long-distance roads had been noted by Washington's long standing Good Roads Association which was the major "shaker and mover" in road matters. By 1912 it had proposed three long-distance auto roads: the Pacific Highway to run north/south across the state between the ocean and the Cascades, the great curving IEH from Ellensburg to Spokane via Yakima and Walla Walla, and the Sunset Highway from Spokane to Seattle through Wenatchee and Ellensburg. The names stuck and the State Highway Department began implementing the plan.

### Why Did the Yellowstone Trail Go Where it Went in Washington?

Today's driver of the Yellowstone Trail has to choose between two routes in Washington, the southern route through Walla Walla or the northern route over Blewett Pass. This is the same choice of routes available to the Yellowstone Trail Association when it first entered the state in 1915. Should the Yellowstone Trail follow the northern Sunset Highway or the southern IEH? That was the only choice to be made. There were no other realistic possibilities.

The difficulties of establishing a Yellowstone Trail route through western Montana, Idaho, and Washington had been brought to the attention of J. W. Parmley (founder of the Yellowstone Trail) so, true to his nature, he took a train from South Dakota to Butte, Montana, and then a car to Washington, in early 1915 to inspect the route alternatives. After considerable consultation, Parmley personally picked the southern IEH.





The map above includes the northern Sunset Highway route (plus the treacherous Blewett Pass) as well as the southern IEH route, selected by YTA founder Joseph Parmley as the preferred path of the YT through Washington. Nevertheless, the northern route was still utilized, such as during the Chicago to Seattle Relay Race of 1915.

Continued from pg. 9 ➡ The more direct Sunset Highway would have been the obvious choice had it not been for worries about the condition of the road through Blewett Pass. If Parmley was shown a copy of the 1915 State Highways map, his worries would have been compounded by a weird “reverse curve” that routed the Sunset Highway through Vantage apparently to avoid Blewett Pass (shown as a dotted black and pink line on the map above). That routing is strange in many ways: It crosses the Columbia River in three places, only one of which had a bridge, and it follows seeming non-existent roads. Apparently, someone in the State Highway Commission determined that the condition of the Blewett Pass route was just too formidable!



A photo of the Yellowstone Trail road over Snowqualmie Pass in Washington in 1915.

In spite of that perverse map and Parmley's decision to use the IEH, the local managers and drivers in the Yellowstone Trail 1915 Chicago to Seattle Relay Race chose to follow the route over Blewett Pass. Confusing. But that is the way it was.

The southern Yellowstone Trail route on the IEH was made irrevocable by its documentation in the popular Automobile Blue Book in the 1916 edition, and the 1916 Plymouth to Seattle Relay Race did follow the IEH route.

The Yellowstone Trail Association 1916 Route Folder was almost apologetic in describing the “scenic” route through the southeast Palouse district of Washington. Promises of future connections to the Columbia River Road, Tacoma, and connections to California filled more space than discussion of the actual road in Washington. “You can ship your machine [car] from Seattle to San Francisco for \$50” sounds like an invitation to skip Washington entirely.

However, the 1917 Route Folder, much more assured, listed 25 Trailmen or supporting organizations from 25 cities on the Trail from Seattle through the southern Pasco and Walla Walla area and north through the Palouse to Spokane. Descriptions of the Palouse praised it as “one of the most famous wheat countries of the world,” and, “fruit, nuts, and agriculture abound.” To offset the added distance, the Folder lamely offered, “the tourist has the advantage of a much better road.”

The Association went full throttle in the 1919 Route Folder, waxing poetic about the scenery of Idaho and Washington and devoting a whole page to the wonders of 15 towns on the route.

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# A TRIO OF YELLOWSTONE TRAIL TALES IN WASHINGTON STATE

**Editor's Note:** Arrow Vol. 60 naturally has a Pacific NW vibe thanks to three trail advocates who emerged recently at different locations across Washington state—each with a unique interest and approach to raising the YT brand. Introductions to the three stories follow and continue until page 15. An overview of the YT in Washington is on the preceding page.

## Meet the YTA Board: DR. EARL CATER



**Dr. Earl  
Cater**

A long-time resident of Pella, Iowa, Earl and his wife, Erma J. DePenning, have been married since 1970. Together, they raised five children—now a music teacher, grade school teacher, anesthesiologist, dialysis technician, and certified nursing assistant—and enjoy a legacy of 16 grandchildren. Predominantly Dutch, Earl's lineage includes English, Welsh, Scotch, and Hebrew ancestry, with a surname that translates from Hebrew as "son of the crown" (כתר), connecting him to the line of King David. Cater has studied Hebrew and Greek and at one time admits to have been able to

decipher Arcadian cuneiform. He is Douglas Co. Museum Director in Waterville, WA. ➔ **"DR CATER"** Continued on pg. 12

## A storyteller along the Yellowstone Trail

By **Teresa Andre, Historic Speaker**



**Teresa  
Andre**

The Yellowstone Trail was the place to be during the "Roaring Twenties!" Along with jazz music, flappers, and economic prosperity, Americans took to the road exploring the country from coast to coast. A new Ford 5-passenger touring car could be bought for \$393, gas was 25 cents per gallon and there was a sense of adventure luring travelers to the west. Capping the western portion of the Yellowstone Trail was the young, geographically diverse, state of Washington. The Trail itself wound up

in the exciting city of Seattle where there were many pleasures to attract tourists. ➔ **"STORYTELLER"** Continued on pg. 13

# Finding home on the Yellowstone Trail

**Editor's Note:**

Ignacio Ramos, Jr. was inspired to honor the YT with a mural (story on pg. 14) after becoming aware of its continual presence in his life, including the meeting of his parents. The following tells the story of the family and trail legacies that inspired the mural, and return are inspiring a community.



**Ignacio Ramos**



*Ignacio Ramos awoke to his family's legacy along the YT in recent years. Though immigrants of Mexico, he finds pride in the connection by recognizing the shared values behind the trail's construction and those imparted to him by his parents.*



**Maria Ana  
'Zesati' Ramos**



**Ignacio  
Ramos, Sr.**

When the Yellowstone Trail revealed itself to Ignacio Ramos, Jr., it was almost as if his story had already been imbedded within, waiting for just the right moment to emerge. For Ramos, the YT is not just a historic route, but a chartered course intermingled with the Ramos legacy of hard work, perseverance, and a love for family and community that took root along its winding roads.

The story begins in the early 1970s, with a young Michoacan, Mexico, man, Ignacio Ramos, journeying north in search of a better life. Crossing through San Diego, he would eventually settle within Washington's fertile Yakima Valley, where vast fields and orchards ensured work opportunities were plentiful. Meanwhile, amidst this same period, Maria Ana Zesati, hailing from Zacatecas, Mexico, joined her family in migrating north where they too hoped to find agricultural opportunities. As fate would have it, the two families found themselves working for the same farmer, Norman Schessler, who provided housing for migrant workers at a modest labor camp on Vanbelle Road—a road that, unbeknownst to them, was part of the historic YT.

It was here, in the fields between Sunnyside and Granger, that a romance began to blossom. Working side-by-side, Ignacio and Maria found common ground in the daily rhythms of harvest life. Ignacio, captivated by Maria, would slip love letters through the thin partition walls of their cabins, professing his feelings. The YT, by happenstance, was a silent witness to the budding love story materializing under May's hot harvest sun.

From there, Ignacio and Maria were married, and soon had a growing family. They continued their agriculture work, a tireless effort through each season. For the Ramos family, the YT became their path into town for groceries, church, and the occasional bit of recreation. In late 1986, they purchased a house on Scoon Road in Sunnyside, which, by a twist of fate, was also located on the YT. The road's signature curve near their home provided a scenic route westward, treating them daily to sunsets behind Mount Adams, a view celebrated by the town's famed "300 days of sunshine."

➔ **"RAMOS"** Continued on pg. 15





*The entry of the Douglas County Museum in Waterville, WA.*

“DR. CATER” Continued from page 11 ➡

**How were you first introduced to the Yellowstone Trail? What captivates you about the YT story?**

I experienced the Yellowstone Trail as a youth but didn't know it was the road traveled. I learned about the Yellowstone Trail and the YTA through the Douglas County Museum. The YTA is an important and exciting piece of history with potential for exploration. It kicks in my curiosity gene.

**What value do you hope to bring to the board?**

My hope is to help preserve and advance tourism and historical knowledge about the Yellowstone Trail. Mountains of opportunity for promotion exist, and exciting opportunities to develop and offer resources are available.

**What is interesting about Washington's YT story?**

The geology and nature of Washington as a territory, then state, played a unique role in the progress of the Yellowstone Trail to the Ocean. Waterville, for example, sits on the largest plateau on earth. It is roughly 100-miles long, 50-miles wide, and is larger than Rhode Island. The 300-foot-high basalt cliffs which surround Douglas County cut it off from Pioneer exploration and settlement. The same is true for roads. It was impassible by automobile until 1915 when they hacked a 7% grade with 30 curves out of the basalt and fractured gneiss cliff side. Even then, the Model-T had to back up the 7 miles to climb onto the Waterville Plateau while stopping three and four times for water. They renamed Dry Falls Lakes, which cuts the Southeast edge of Douglas County, Sun Lakes because it made a better-sounding advertisement for the Yellowstone Trail map booklet. It was in 1925 that the Yellowstone Trail cut through Douglas County and took 14.5 hours off the drive time through Washington.



*Cater's oil painting of Black Pine Lake at Sunset*

**What are your hobbies?**

Drawing, Painting, and Woodworking. I paint large (and small) works of art with chalk and oil. I am currently focused on a 4 X 10-foot chalk painting of a Pioneer Woman on the Oregon Trail. It will be displayed at the 2025 North Central Washington Fair. If I can find a suitable fir or tamarack log, I will complete a full-size wood sculpture of the Pioneer Woman I am painting.



*New Board Member Earl Cater and wife, Erma J. DePenning, pictured on the day of their 50th wedding anniversary.*

**What else should we know?**

I am an 'in demand,' articulate public speaker. Most recent, is my visually stimulating lecture on the geological and technical challenges to modern society caused by the Ice Age Floods. The Wenatchee Eratics Ice Age Floods Institute invited me back for a prequel presentation describing the pioneer exploration of Douglas County.



*Cater's 2017 scale model diorama of his Dad's gas station.*

Following my my recent Wenatchee Eratics presentation, two more have been scheduled. See the April presentation by going to the following link: [www.youtube.com/watch?v=8gxTnkVSDfM](http://www.youtube.com/watch?v=8gxTnkVSDfM) or searching Geology of the Sunset Highway by Dr E F Cater on Youtube. \

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*Picnic Table Painting by Cater for a charity auction.*



“**STORYTELLER**” *Continued from pg. 11* ➔ Besides drawing visitors from across the United States, the Trail was seen as a selling point for everything from land which touted the prospect of riches to be gained from oil exploration in the newly formed town of Attalia, to the location on The Yellowstone Trail being a perk promoting the sale of cows from a farm in Sunnyside.



The Trail was marked with bright yellow paint – by the time the official Trail marker, W. Warren, made it to Seattle he had gone through 429 gallons. The vibrantly marked trail inspired confidence in even the novice traveler to explore the scenic roadways.



*The Yellowstone Trail brand was used to help market a number of products and opportunities.*

Yellowstone National Park and back. They drove a 490 Chevrolet carrying the five girls, five suitcases, and a small pantry. Cooking by the roadside and overnighting in hotels, the adventurous young ladies took a few side trips along the way as well. Their trip consisted of 1,550 miles with their tires suffering only one blowout and three punctures. Additionally, “at different times we girls had to help some less lucky car up a hill because the majority of tourists overload their car with baggage.” They summed up their journey with “Everyone marveled because we ventured forth without a man to do the driving and assist in the hardships, but we certainly have proven that it is not only perfectly safe but very easy and lots of fun for girls to take long auto trips.”

Now as then, the Washington segment of the Yellowstone Trail offers an experience that spans the tall pines of Spokane, through the arid shrub-steppe of southeastern WA, to the majestic Cascade mountains, ending in the still vibrant city of Seattle. Recrossing the state, there are equally diverse landscapes as you travel through the upper route of the Trail.

The Trail offers many enticements to the traveler from museums and science centers to family-friendly festivals and events. Cities, towns, and villages offer travelers culinary delights, starry nights with world-class musical performances, down-home festivals, sporting events and so much more.



*Traveling historian and speaker Teresa Andre lectures during Women's History*

In eastern Washington, Spokane is the home to many events including **Terrain's Bazaar** - an all-local art market in the heart of downtown,



**Crave! Northwest**, a 3-day celebration of Inland Northwest culinary scene, and the iconic **Bloomsday Run** that has become a national running event attracting tens of thousands of runners every May. [www.visitspokane.com](http://www.visitspokane.com).

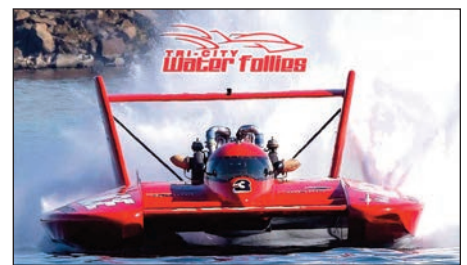


*The Bloomsday Run is a national draw.*

The Tri-Cities in southeastern Washington, Richland, Kennewick, and Pasco, also offers many events welcoming travelers and residents alike. **Spring Barrel** is the celebration of the new wine season, with countless wineries

partaking in events, tastings, and releases. **The Water Follies Jet Boat Races** produces “Thunder on the Columbia” as the hydroplanes roar, and the family friendly **Tumbleweed Music Festival** features over 100 acoustic performances are just some of the signature events of the area. [www.visittricity.com](http://www.visittricity.com).

Central Washington is home to the authentic **Ellensburg Rodeo**, a tradition since 1923. Ellensburg also offers cultural celebrations, activities, and unique businesses



*Water Follies Jet Boat Races.*

in a thriving downtown. Nearby Cle Elem boasts access to beautiful vistas offering mountain recreational opportunities along with scenic drives, yearly cultural events, plus a wide selection of wineries and breweries. [www.myellensburg.com/](http://www.myellensburg.com/)

Even more now than in the time of the foundation of the Yellowstone Trail, Seattle bustles with events, museums, restaurants, and more that make it an unforgettable vacation destination. From the **Woodland Park Zoo Wild-Lanterns** event in January to the **Garden d'Lights** of December, no matter what month you visit, you will find festivals, fairs, concerts, and celebrations throughout the city. <https://visitspokane.org/>

Come and follow the Trail through Washington – from the pine forests of Spokane to the shrub-steppe of southeastern and central Washington, to the majestic Cascade mountains and the port city of Seattle it will be a journey to remember!

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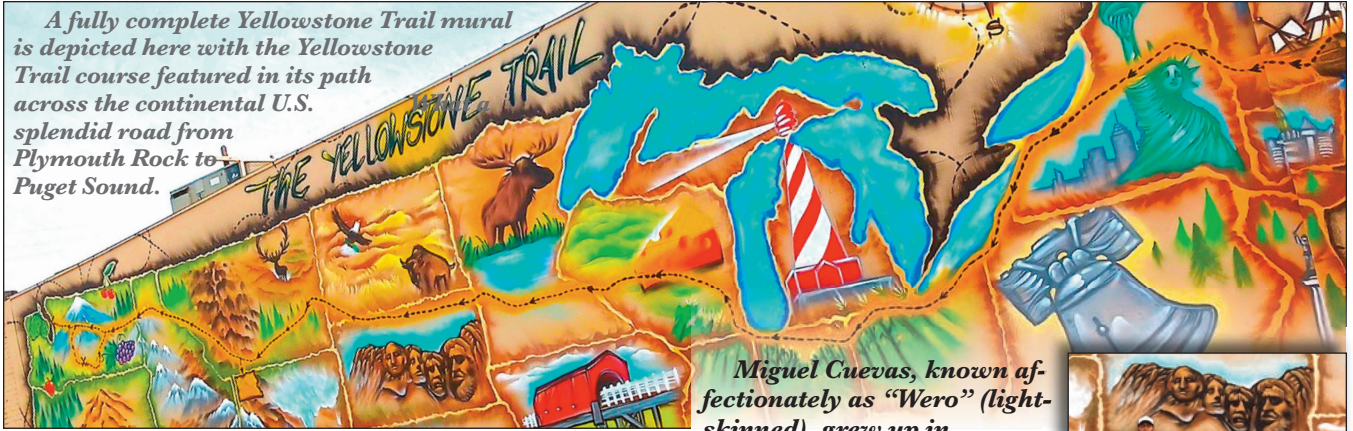


*Teresa Andre is a traveling historian and speaker specializing in Northwest history. Her latest presentation, “Follow the Yellowstone Trail through Washington State,” will be featured in the Columbia Basin College Community Lecture Series in March 2025. Teresa's historical programs are available to libraries, schools, and museums. More information: [www.storytellernw.com](http://www.storytellernw.com).*



# NEW YT MURAL UNVEILED IN SUNNYSIDE, WASHINGTON

*A fully complete Yellowstone Trail mural is depicted here with the Yellowstone Trail course featured in its path across the continental U.S. splendid road from Plymouth Rock to Puget Sound.*



*Miguel Cuevas, known affectionately as “Wero” (light-skinned), grew up in Toppenish, Washington, a town known for its Wild West murals. An artist since childhood, he brings local spaces to life with seasonal art, transforming store windows with scenes that celebrate each holiday. His chosen medium, aerosol spray, allows him to adapt each mural with detail and depth, though he is also skilled in traditional media. His more recent move into larger mural work allows him to incorporate complex themes and historical details, as seen on the YT mural.*



## Mural memorializes the YT in Sunnyside

### Ignacio’s Background

Ignacio Ramos’s journey began with hands-on construction work, progressing from Journeyman Carpenter to General Contractor, eventually focusing on blueprint design and permits for residential projects. While managing full-time construction work, he earned a Business Management degree, studying ethics and finance by night and pouring concrete by day. His growing fascination with American migration and natural sciences—particularly the history of the Oregon and Yellowstone Trails—planted the seed for a larger, historical mural project.

“Construction has always been my passion, ever since learning the basics in Boy Scouts,” says Ignacio. “But I’ve always felt connected to history, especially the journey westward. It’s inspiring to work on something that pays tribute to that path.”



*Project visionary and facilitator Ignacio Ramos, Jr. stands with artists Miguel Cuevas in front of the Yellowstone Trail Mural in Sunnyside, Washington.*

### Creating the YT Mural in Sunnyside

Ignacio was inspired by a blank, sixty-foot wall at a busy Sunnyside intersection. “There’s so much foot traffic and cars stopping at that four-way; I couldn’t help but see it as a huge canvas,” he explains. The location, close to where he grew up on the YT, holds a special place in his family’s story and in the history of the trail. “Unbeknownst to me, my family lived right on the old trail path,” he recalls, noting how building his parents’ house on Scoon Road was when he first recognized the significance of the YT.

After securing the location, Ignacio faced hurdles with funding but was determined to move forward. He collaborated with artist Miguel Cuevas, who initially planned a simpler map of the YT route. However, as they began sketching, Miguel envisioned a richer representation of each state’s history along the trail. “In the manner of the Old West, he took the initiative of shooting first, then asking questions,” Ignacio jokes. The design evolved to include state landmarks like Washington’s apples, hops, and cherries, Mount Rushmore in South Dakota, and the Mayflower ship for Massachusetts. “Every time he added a new detail, it felt like the mural was coming to life,” Ignacio says.

### Community Impact and Ribbon-Cutting

As the mural progressed, locals stopped by to watch and offer their support, which led city officials to propose a ribbon-cutting event. The celebration became a community gathering, with the county commissioner, city council members, and residents present. A local beef processor provided Wagyu burgers and hot dogs for the barbecue, turning the event into a celebration of local pride and history.

“People kept stopping to congratulate us, and it really felt like the mural had already become part of the community,” Ignacio said. Media outlets covered the event, recording interviews and photos, marking the mural’s place as a Sunnyside landmark.

➔ **“MURAL” Continued on pg. 15**



“MURAL” Continued from pg. 14 ➡

**Intrigue on the YT and Washington’s unique route**

For Ignacio, the YT’s unique path through Washington is particularly intriguing. “The trail is fairly linear until it reaches Montana, where it bends left into Yellowstone National Park,” he explains, describing how it forms a “thermometer shape” before returning westward. The route splits near Spokane, with one path continuing toward Seattle and another diverting south to Walla Walla, eventually reconnecting near Ellensburg. “We’re lucky in Washington to have two paths for the trail—it’s like a reminder of the road’s impact on multiple regions.”

**Future Vision for the YT**

Ignacio and Miguel are eager to create additional YT murals, each with unique elements from towns along the trail.



They’ve received interest from preservation societies to help fund more projects, which could expand their work across the state and possibly even to other parts of the trail. The mural’s design, which encourages viewers to look up cities and landmarks on their phones, has engaged people of all ages, sparking new interest in the YT and local history.

“Each state has its own piece of the story, and we’d love to capture that in other places along the trail,”

Ignacio says. “The whole point is to get people talking about the trail’s impact and keeping that history alive.”

**Donors have opportunity to put their city on the map**

The mural project continues to welcome public involvement, with an interactive component that lets donors add their chosen cities to the mural map. Contributions allow sponsors to name a city and add their initials, making the mural both a public artwork and a shared community project. “Although the mural is complete, it’s not too late to secure your city on the map,” Ignacio explains. “We want everyone to feel like they can engage with it—and keep this piece of history relevant.”

For Ignacio, Miguel, and Sunnyside, the YT mural is more than a painted wall; it’s a tribute to the journeys that shaped American history and a source of pride for the community.

Ramos may be contacted via phone at: 509-961-4044 or email at: ignacio.ramos1015@gmail.com

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*Maria Ana Zesati and Ignacios Ramos Sanchez on the YT circa 1973-1974.*

along the Trail, migrating east to Montana’s lush cherry orchards each summer, where they harvested the delicate Bing cherries before returning home in time for school in the fall. In a way, the Ramos family’s life mirrored the path taken by early American pioneers on the Trail—a journey defined by dedication, grit, and family unity.

The Yellowstone Trail was more than a road for the Ramos family—it was a link to the past, echoing the very path used in the mid-19th century to open the Pacific Northwest to settlers. Originally built as the “Mullan Road” in 1860, it connected the Missouri River to the Columbia River, facilitating settlement and commerce. Each summer, as the Ramos family traversed this same road to Montana, they followed in the footsteps of pioneers who, like them, had traveled in search of opportunity.

When a severe hailstorm in 1988 devastated Montana’s cherry orchards, the Ramos family shifted their summer migration westward, joining Maria’s family in Washington’s Skagit Valley to harvest cucumbers and strawberries. Their new base in Lynden—a picturesque Dutch village near the Canadian border—felt like a working vacation. With scenic windmills, sandy beaches at nearby Birch Bay, and bustling Bellingham just south, Lynden offered the family a change of pace, though their path still led them over the Yellowstone Trail through the Snoqualmie Pass.

The Yellowstone Trail has always been a guiding force in the Ramos family’s lives—a road that brought Ignacio and Maria together, supported their journeys, and connected their family across generations. Today, their son Ignacio, jr. has continued this legacy, creating a mural in Sunnyside honoring the Trail’s significance and the ways it has shaped lives like theirs. The mural serves as a tribute not just to the historic Yellowstone Trail, but to the journeys of countless families who, like the Ramos family, have found a home, a purpose, and a legacy along its path.

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“RAMOS” Continued from page 11 ➡

By the time they settled on Scoon Road, Ignacio and Maria’s family had grown to twelve children, each one an extra pair of hands during the long harvest seasons. Together, they worked the fields and orchards, relying on the YT as their primary route for travel and sustenance, year after year. They frequently traveled

August 10, 2024 11:30 am 426 South Sixth Street Sunnyside, WA 98944

**YELLOWSTONE TRAIL MURAL COMPLETION**

JOIN US AS WE COMPLETE THIS HISTORICAL MURAL

This larger than life mural depicting each individual state involved in the Yellowstone Trail will be completed on August 23, 2024. This is an in-person, on-site event and listing by major cities and towns by the respective sponsors.

The entire mural has been painted using a combination of spray paint, custom spray stencils, and artistic techniques.

Be sure to have in mind which this impressive “Ramos Open” mural is to be placed in the Pacific Northwest and made in America, WA.

**THE MURALIST: Miguel Cuevas**

It’s not too late to become a sponsor and have your city listed on the map as it is done by the artist. All donations, names, and cities will be added to the mural. Show your support for the mural and become a part of history in Sunnyside, WA. Contact us today.

**THE ENTREPRENEUR: Ignacio Ramos**

FOR MORE INFO: 509-961-4044 WWW.YSTP.COM

Live Music, Free food, Good times...





# Yellowstone Trail Association MEMBERSHIP APPLICATION

To join the Yellowstone Trail Association or renew your membership, either go to [yta.clubexpress.com](http://yta.clubexpress.com) to join online or print this form, fill it in, and mail with check as directed below.

## FIRST

**First**, the really important information needed for us to correspond with you:

Your name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip: \_\_\_\_\_

Email address: \_\_\_\_\_

*An Email address is required to receive the Arrow newsletter or notifications. If you do not have an email address, let us know. Printed Arrows can be mailed at a reasonable cost.*

Phone: \_\_\_\_\_

*Optional, but required if you do not use email:*

**For business and organization memberships:**

Organization name: \_\_\_\_\_

Your position: \_\_\_\_\_

*The Yellowstone Trail Association is a not-for-profit 501(c)3 association which depends on **tax deductible donations** for its long-range activities, such as roadside history kiosks, museum displays, other research or educational projects and grant matching. Please consider a generous donation now added to your dues payment.*

## SECOND

**Second**, choose a membership level and length of 1 or 2 years.

### 1-Year Memberships:

- Basic - \$25** (\$25 Dues)
- Family - \$35** (+ \$10 Donation)
- Supporter - \$50** (+ \$25 Donation)
- Advocate - \$75** (+ \$50 Donation)
- Champion - \$100** (+ \$75 Donation)
- Patron - \$400** (+ \$375 Donation)

### 2-Year Memberships:

- Basic - \$50** (\$50 dues)
- Family - \$70** (+ \$20 donation)
- Supporter - \$100** (+ \$50 Donation)
- Advocate - \$150** (+ \$100 Donation)
- Champion - \$200** (+ \$150 Donation)
- Patron - \$800** (+ \$750 Donation)

Membership dues are for the year beginning when you join or on the anniversary of the date of joining.



## THIRD

Check the box for 1 or 2 year membership and then indicate membership amount

### MEMBERSHIP

1 year       2 year

**\$** Amount: \_\_\_\_\_

*And finally...* enclose payment with form and mail to:

**Yellowstone Trail Association  
PO Box 65  
Altoona, WI 54720-0065**