

A Good Road from Plymouth Rock to Puget Sound
by John and Alice Ridge, Yellowstone Trail Publishers, 2021
Corrections, Additions, and Comments
from Readers, Users, and the Authors

Send your corrections, additions, and comments to ytp@yellowstonetrail.org

They will receive due diligence and will be added to this list for reference by everyone. In this way, the maps of the Yellowstone Trail can be maintained, errors in the book can be corrected, and observations can be shared. The document, if desired, can be printed occasionally and inserted in your copy of the book.

The items will be identified by the corresponding mileages used in the book.

Each entry will start with the state abbreviation followed by the number of miles along the Trail from the western border of the state.

Entries not related to a specific location will appear in order submitted in a separate area.

Note from the authors:

We had intended to include the map legend (which can be found on page v in the book) on every page which contained a road map. Over the several years of laying out the book, increasing priority was given to other content, forcing out those frequent map legends. That loss of legends is regretted. There is a simple solution: copy the legend and print copies as book marks.

1) Listing of errors, corrections, salient comments, or questions not related to a specific place.

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End of Listing of Errors not related to specific place.

2) Mile-by-mile listing of errors, corrections, salient comments, or questions related to the text or maps in *A Good Road from Plymouth Rock to Puget Sound*

WI-085.8 Chippewa Falls, WI

The mileage, WI-085.0, on page 257 is spurious. A gnome left this mileage in erroneously. Cross it out.

WI-085.8 Chippewa Falls, WI

Since publication, the intersection of Greenfield Street (paved with the original concrete from 1915-1918) and County J has been closed because of the hill and angle of intersection. The green driving line must be moved from Greenville to County J. The pavement can still be reached by following Main from J to Greenville.

IN-105.8 Atwood

Atwood is a very small town unaccustomed to, and unprepared for, tourist traffic! The green driving line of the YT through Atwood on the map on page 319 (the recommended driving route) does not follow the known historic path of the Yellowstone Trail, as can be seen (preferably with a magnifying glass!) on the map on page 319. When the map was prepared we made the judgement that the route of the green line would be preferred by the residents as it avoids unpaved streets seemingly used only by the residents. The actual route from the west on W 200 N is apparently: right on Harrison St., left on E. High St., then right on either Prairie St. or Bradford St. then left on E. Gault St.

MA-168.4 – to Plymouth

Because of the lack of definitive documentation of this part of the route, two routes are described in the book. Each of the routes had indirect support. The eastern route was supported by the authors for use by the Yellowstone Trail traveler simply because of its proximity to the ocean and its associated views of the “raging ocean” (as it was in one of our visits). It provides a closing to a transcontinental trip. The inland route provided a more stereotypical, and delightful, view of New England.

The Union Automobile Club, Publishers, atlas of 1929(?), using maps identified as Best Roads of [state name], clearly marked the western, inland, route as “Yellowstone Trail.” While this would seem to be a definitive decision, it must be noted that these maps also identify the route of the Yellowstone Trail between Pittsfield and Bonny Rigg Corners incorrectly. A route through Dalton and Becket is clearly noted. The most reliable sources, such as the Automobile Blue Books and maps from the Yellowstone Trail Association itself identify the route of the Yellowstone Trail to be through Lenox and Lee.

We note that no governmental office had the power to define the “official” routes of “named auto trails.” Without a record of Yellowstone Trail Association decisions the apparent absence of on-the-ground route markers, the route can forever live with a bit of ambiguity. The area in question is a fine area to explore and enjoy the ambiguity. But either way, we will meet at Plymouth Rock.

End of Mile-by-mile listing of errors

