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SHOSTAL

THE Lufkin LINE

MARCH-APRIL • 1961

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The blossom cannot tell what becomes of its odor, and no man can tell what becomes of his influence and example, that roll away from him, and go beyond his ken on their perilous mission.

— H. W. Beecher

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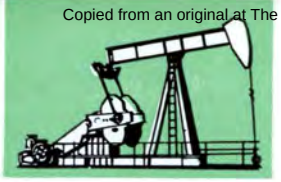
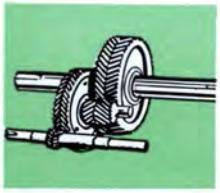


OIL FIELD PUMPING UNITS

THE Lufkin LINE

GEARS FOR INDUSTRY



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Virginia R. Allen, *Editor*

West Texas Division Issue

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TRAILERS FOR EVERY HAULING NEED

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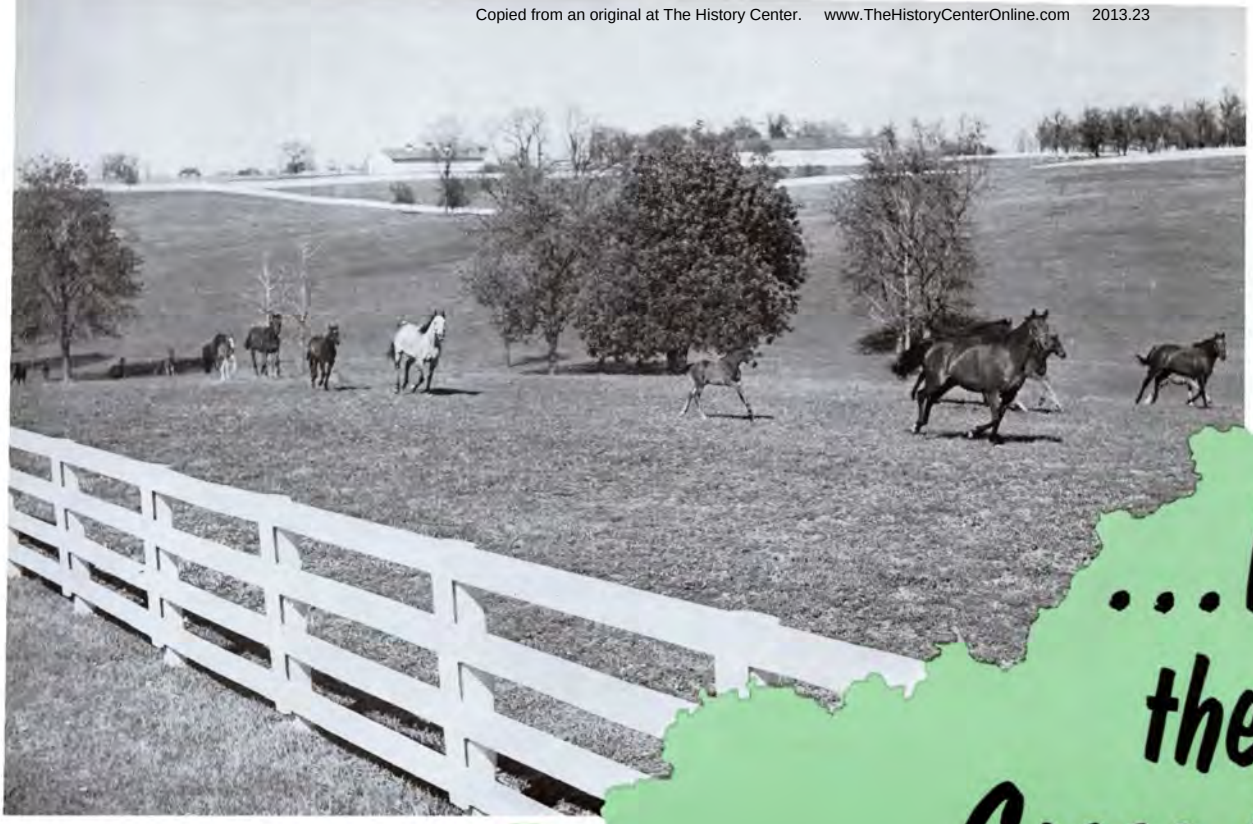

THOROUGHBRED horse farms are synonymous with Kentucky

...Where the Blue Grass Grows...

By Charles F. Wettach

KENTUCKY is an area that is exceptionally rich in heritage, achievement, charm, scenery and general interest.

Historic Paducah has grown up where the Ohio and Tennessee Rivers meet, in the extreme western part of the State. Paducah is well known as the home town of that beloved humorist, Irvin S. Cobb, who was born here, worked here, and came back home to rest here when he died in 1944.

Not far from this city which overflows with local atmosphere and color, there's a long blue lake that's bigger than any other man-made lake in the world. Massive Kentucky Dam, built at a cost of $115,000,000, has created 2,300 miles of Kentucky Lake shoreline and an outdoor paradise which invites even the most restless visitor to pause and enjoy its refreshing swimming, its excellent fishing or some invigorating water sport.

It is a strange feeling to suddenly think you are looking at the Washington Monument here in the middle of western Kentucky. But the tall obelisk which towers 351 feet skyward is the Jefferson Davis Monument which marks the birthplace of the President of the Confederate States of America, at Fairview.

By a strange coincidence, Abraham Lincoln, the opposing leader in the Civil War, was also born here in Kentucky . . . just a few months and a few miles apart.

Mammoth Cave, one of the Seven Wonders of the New World, is the next stop. There are several guided tours which take visitors to another world of fantasy and beauty. This is a subterranean world where a fairyland phenomenon of nature is presented in a spectacular and unusual form on an enormous scale.

The artistry of The Supreme Architect is emphasized by such appropriately descriptive names as Frozen Niagara, Ruins of Karnak, Onyx Colonnade, Jenny Lind's Armchair, Indian Mummy, Rock of Gibraltar and Booth's Amphitheater. Nor is it difficult to understand the reason for such names as Fat Man's Misery, Bottomless Pit, Cork Screw or The Giant's Coffin. Echo River contains strange fish and crayfish that have no eyes.

The underground adventure is climaxed by an unforgettable experience, a delicious meal in the unique surrounding of the Snowball Dining Room 267 feet underground.

Nothing is more synonymous with the Bluegrass State than the beautiful song "My Old Kentucky Home." Federal Hall, about a mile east of Bardstown, is officially known as The Old Kentucky Home. History says that Stephen C. Foster received the inspiration to write this immortal song while staying with a relative Judge John Rowan, famous Kentucky lawyer who owned Federal Hall.

Louisville, in size, is Kentucky's number one

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REMNANTS of bygone days in the Bluegrass State





CHURCHILL Downs, home of world-famed Kentucky Derby





BOOTH'S Amphitheater in Mammoth Cave





LOOSE leaf Kentucky tobacco



city. The Kentucky Derby held annually at Churchill Downs is Louisville's number one attraction. It will be held May 6 this year and, as usual, those hundreds of thousands who cannot resist the hypnotic effect of the 2½ minute classic will come from all over the world to watch.

But Louisville has many other points of interest which are worthy of the visitor's attention. There is the J. B. Speed Art Museum, one of the finest in the South; the inspiring statue of Abraham Lincoln, near the Library; impressively landscaped Cave Hill Cemetery which contains the grave of George Rogers Clark of Lewis & Clark fame; and The American Printing House for the Blind, world's largest publishers of books and magazines written in Braille.

Here at Louisville is also the turbulent Falls of the Ohio and the nearby Portland Canal, originally constructed with slave labor. The locks at Louisville are the longest of all the locks on the Ohio River.

Farther east is Kentucky's capital city, Frankfort, which has had this honor since six years after it was founded in 1786. This Capitol is recognized as one of the most beautiful in the country. Its dome is a reproduction of Napoleon's Tomb and its elaborate stairways are exactly the same as those found in the fabulous Paris Opera House.

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AUTHENTIC replica of Old Fort Harrod

Daniel Boone and his wife, Rebecca, lie buried in the cemetery at the bend of the Kentucky River not far away.

Lexington, in the heart of Kentucky's Bluegrass, is especially known for two things—thoroughbred horses and loose-leaf tobacco. Here is found most of the world's famous horse farms, home-sweet-home for such celebrities as Brevity, Fair Play, Bull Lea, Citation, Whirlaway, and Man O' War. Man O' War's grave and monument is found about eight miles north of town on Man O' War Farm. Visitors may visit the former stable of this champion who is buried nearby in a satin-lined casket.

In Lexington, visitors also visit Ashland, for 41 years the home of Henry Clay. This vine-covered home of the great statesman was host to many distinguished Americans including four Presidents.

Harrodsburg is a town of many Kentucky firsts. To mention a few, Kentucky's first white child was born here; the first white child was buried here; first court was held here; first election; first school; and the first spinning wheel, grist mill, pottery and woolen plants.

Harrodsburg was also the site of the first permanent English settlement west of the Alleghenies, and Pioneer Memorial State Park commemorates this accomplishment. Here Old Fort Harrod is faithfully reproduced, with pioneer cabins that look like the real thing. Each of them contains



KENTUCKY has many navigable streams

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PINNACLE Overlook Terrace in Cumberland Gap National Park

fascinating collections of the various items used by the early Kentucky pioneers. Of special interest is the Lincoln Marriage Temple which contains the actual log cabin in which Abraham Lincoln's parents were married.

Just nine miles away is Danville. The first established post office west of the Alleghenies was at Danville which calls its reproduced Constitution Square "The Birthplace of Kentucky." In Constitution Square are the restored first post office, the original Constitutional Convention Building, the first goal and church. The authentically restored home and apothecary shop honor Dr. Ephriam McDowell, America's most famous frontier physician and surgeon.

Continuing south, tourists penetrate the sylvan vastness of Cumberland National Forest to discover a photographic gem, Cumberland Falls. Situated majestically in a State Park by the same name, this 125-foot-wide "Niagara Falls of the South" spectacularly drops 65 feet amid rugged surroundings. On a moonlit night, a moonbow in the spray of the falls can be seen.

The city of Middlesboro, a few miles beyond the Falls, is the Visitor Center of the Cumberland Gap National Historical Park. The Park road climbs up for a several-State view from The Pinnacle. This is an excellent vantage point from which to view Cumberland Gap for the first time.

The first view is most impressive. Centuries of history seem to parade below as the years are rolled back. First the buffalos, then came the Cherokee hunters who penetrated the Cumberlands at the Gap by means of the "Warrior's Path." White men from Virginia came centuries later and discovered an Indian Road; Daniel Boone and 30 axmen carved this into The Wilderness Road in 1769 and 1775. Two miles of this historic thoroughfare may be seen in the Park today.

Steep, heavily-forested mountain walls rise on either side of Cumberland Gap—a fitting finale for the journey through the fascinating Bluegrass State.

All photos by Dept. of Public Relations, Frankfort, Kentucky

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Midland, Texas



DAN GILLETT,
TXL Oil Corp.,
Midland, Texas



GLENN GIBBINS,
Continental Oil Co.,
Odessa, Texas



JOE CLARK,
TXL Oil Corp.,
Midland, Texas



SNAPS



Left: L. A. LITTLE, Lufkin's vice president, left, is presented a "Citation for Service" by GAGE LUND, vice president, Standard Oil Co. of Calif., San Francisco, Calif., at API Southern District Meeting, Shreveport, Louisiana, March, 1961



WALLACE JOHNSON, left,
R. L. McALPINE, Atlantic Refining
Co., Odessa, Texas



TOM JACKS, left, BOB DRAKE,
Atlantic Refining Co.,
Odessa, Texas



Left to right: JERRY McCUTCHAN,
AL COE, J. C. BOONE, all with Cities
Service Petr. Co., Odessa, Texas

JOHN CLARK,
Chas Petr. Co.,
Midland, Texas

D. W. (DON) ST. CLAIR,
Midland, Texas

OMER BISHOP,
Texaco, Inc.,
Midland, Texas

F. W. HOLBROOK,
Midland, Texas









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Gulf Oil Corp.,
Midland, Texas



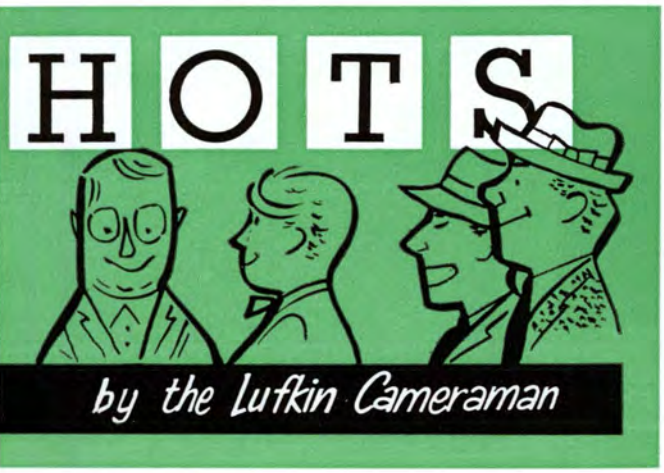
J. E. WOOTTON,
T. P. Coal & Oil Co.,
Midland, Texas



AL WALSH,
Texaco, Inc.,
Midland, Texas



W. B. HUBBARD,
Texaco, Inc.,
Midland, Texas





Left to right: J. F. HENDRICKSON, Phillips Petr. Co., Houston, Texas; W. B. BERWALD, Ohio Oil Co., Shreveport, La.; GAGE LUND, Standard Oil of Calif., San Francisco, Calif., L. E. FITZJARRALD, Phillips Petr. Co., Bartlesville, Okla.



O. D. ALBRIGHT, left,
DON LAWRENCE, Sun Oil Co.,
Odessa, Texas

WILLIAM C. SMITH, left,
KEITH VANHORN, Cities Service
Petr. Co., Odessa, Texas



G. A. SCOTT, left,
W. H. MANNS, Sohio Petr. Co.,
Midland, Texas

C. F. QUALIA,
Midwest Oil Corp.,
Midland, Texas

JOHN G. McMILLIAN,
Mallard Petr., Inc.,
Midland, Texas

GEORGE VANHUSEN,
D. W. St. Clair Co.,
Midland, Texas

C. L. TRAVIS,
Gulf Oil Corp.,
Midland, Texas



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TXL Oil Corp.,
Midland, Texas



BILL KEARLEY,
TXL Oil Corp.,
Midland, Texas



HERB WADE,
Texaco, Inc.,
Midland, Texas



J. S. McNULTY,
Union Oil Co. of Calif.,
Midland, Texas





Left to right: A. L. KINCHEN and ED PORTER, both with Phillips Petr. Co., Odessa, Texas; HANK BURNETT, Lufkin representative, Odessa



L. E. FITZJARRALD,
Phillips Petroleum Co.,
Bartlesville, Oklahoma



Left to right: A. K. HOOD, E. B. LIGON, W. B. DECKERT, M. E. JORGENSON, B. E. MALONE, all with Sohio Petr. Co., Midland, Texas



Left to right: FRANK HORGAS, GEORGE BUCHER, HOMER GOERING, JIM SANDERLIN, JOHN BOHANNON, all with Continental Oil Co., Odessa, Texas

J. V. GANNON,
Texaco, Inc.,
Midland, Texas



O. M. RUSTIN,
Gulf Oil Corp.,
Midland, Texas



F. M. LOOP,
Texaco, Inc.,
Midland, Texas



C. C. MALONEY,
Union Oil Co. of Calif.,
Midland, Texas



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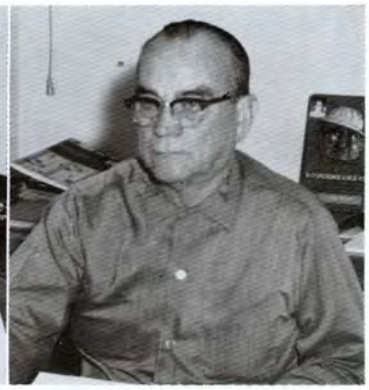
Texaco, Inc.,
Midland, Texas



LEO LACY, JR.,
Texaco, Inc.,
Midland, Texas



KELLY BRENT,
Chase Petr. Co.,
Midland, Texas



HUGH EDWARDS,
Southland Royalty Co.,
Midland, Texas



JACK MILLER, left, and
BILL CHRANE, Southland
Royalty Co., Midland, Texas



JOHN YURONKA,
T. P. Coal & Oil Co.,
Midland, Texas



L. R. TELFORD,
The Hanley Co.,
Midland, Texas



LLOYD BECK,
T. P. Coal & Oil Co.,
Midland, Texas



Left to right: HAROLD WILLIAMS, DIETER STOLL, JOHN BOXELL, DON JONES, all with Phillips Petroleum Co., Odessa, Texas



Left to right: W. D. OWENS, E. J. MATCHUS, M. L. ZOLLER, V. E. SUTER, E. P. MATTHIES, D. G. HOLLAND, all with Union Oil Co. of Calif., Midland, Texas

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Midland, Texas

J. G. BLEVINS,
Texaco, Inc.,
Midland, Texas

E. E. REIGLE,
Richmond Drilling Co.,
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Union Oil Co. of Calif.,
Midland, Texas











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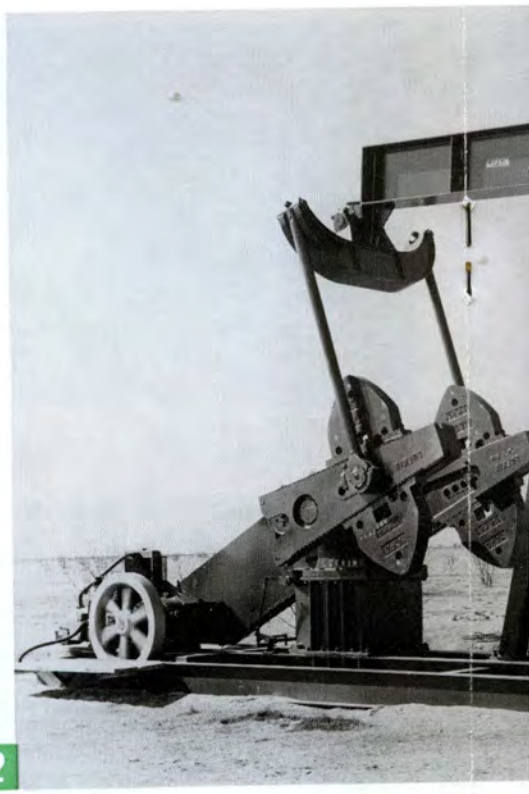


2

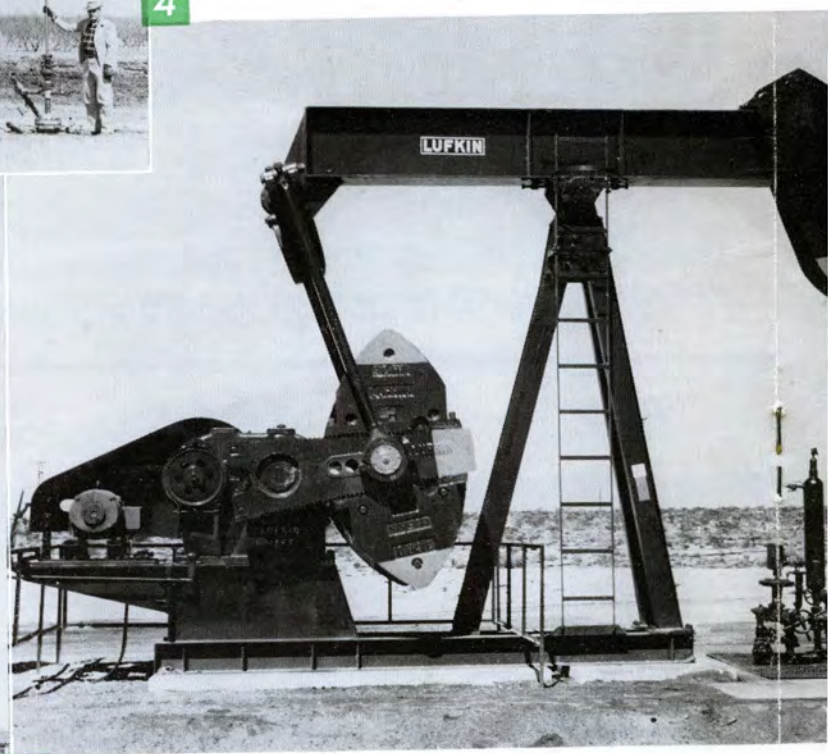


4

LUFK



5



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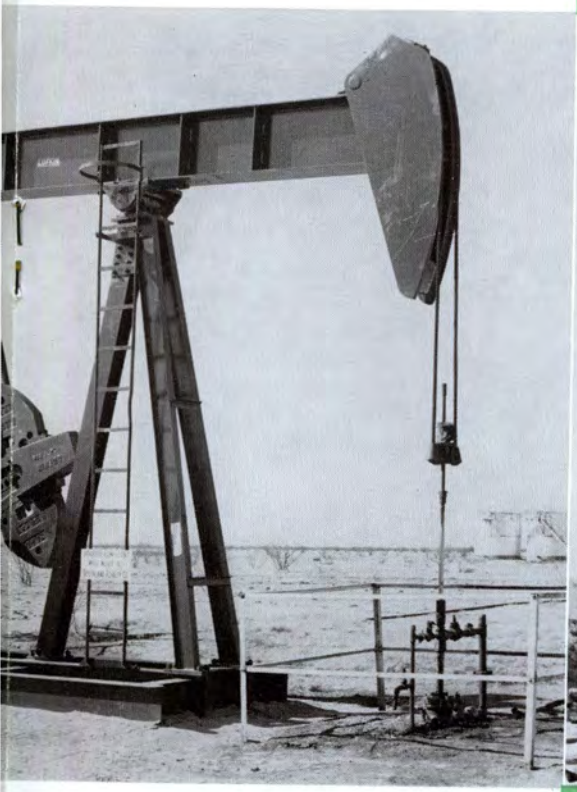
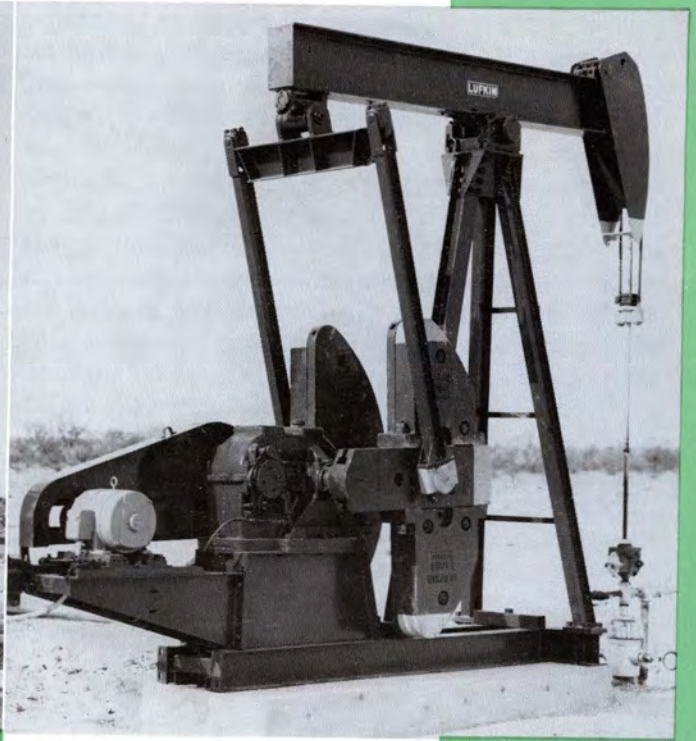




3

KIN INSTALLATIONS





6

7

1 LUFKIN C-320D-120-25 Unit, The Hanley Company, Neal No. 24 Lease, Well No. 2, Sprayberry Trend Field, Upton County, Texas.

2 LUFKIN C-228D-74-23 Unit, Southland Royalty Company, Sprayberry Aldwell Unit Well No. 25-15, Reagan County, Texas.

3 LUFKIN C-228D-212-86 Unit, Monterey Oil Co., University J No. 7, Andrews County, Texas.

4 LUFKIN C-320D-120-25 Unit, The Hanley Company, Neal No. 1, Upton County, Texas. L. R. Telford, right, is foreman.

5 LUFKIN A-320D-100-32 Unit, Ard Drilling Company, Cox No. 1, Andrews County, Texas.

6 LUFKIN C-160D-64-23 Unit, Phillips Petroleum Company, TXL D No. 2, Odessa, Texas.

7 LUFKIN C-40D-42-10.5 Unit, Wolfson Oil Company, W. P. Edwards 12, Penwell, Texas.

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WORK, WORRY, and LOTS of LUCK



C. E. (CLIFF) WELDON, President of Argo-Collier



. . . is the way C. E. Weldon, president of Argo-Collier Truck Lines, summarizes the fantastic growth of one of the most versatile refrigerated motor carriers operating in the South.

Known by his friends, associates and employees as Cliff, Mr. Weldon guides the operations of one of the large Class 1 common carriers operating between the Gulf and Great Lakes.

Since 1933, Argo-Collier Truck Lines has become a familiar name among the country's noted meat packers and manufacturers of all types of dairy products and hundreds of other items in the foods line. The name itself lends the familiarity of dependable motor truck service, providing efficient and necessary transportation to shippers and receivers alike.

Primarily the company specializes in the transportation of products which require refrigeration such as fresh and frozen meats, packing house products, dairy products and oleomargarine, frozen bakery goods, bananas and many others.

With general offices in Martin, Tennessee, Argo-Collier Truck Lines employs 185 persons and operates more than 100 road units covering eight million miles of our nation's highways in 22 states annually. It produces an annual revenue figure of approximately two and one-half million dollars.

This company's motto is "we don't make money in the trucking business; we save it." Under Cliff Weldon's dynamic leadership, the company's growth has spiraled during the past quarter century.

Shown on these pages are the newly completed garage facilities of Argo-Collier. Housed in this huge structure are modern maintenance apparatus which can detect the slightest mechanical malfunction in equipment. Twelve mechanics have the tremendous task of keeping this company's fleet of trucks rolling day and night. Complete engine rebuilding and overhauling are some of the important jobs service men handle.

One of the newest and most significant additions to the garage facilities was the installation of an electronic one-man washing machine. Mounted on pulleys and other complex wiring devices, it is easily rotated and guided beside the trailer, enabling the operator to completely wash the unit with ease. Estimated time per trailer is 15 minutes!

Besides the maintenance facilities in the building, the company's safety department is quartered in offices on the second floor. This department plays a vital role in the over-all functions of the company, promoting safety among the employees, especially the drivers. Argo-Collier has a department actively promoting safety through company road patrols. The company owns and operates its

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Newly built headquarters in Martin, Tennessee

private road patrol car which is equipped with a 35mm high speed camera. Also the company holds regular driver meetings. As a result of this active safety programming, the company now operates its fleet of trucks at an accident ratio far below the national average.

Although the architecture of Argo-Collier's facilities is of ordinary commercial structure, the design emphasizes features of ease and comfort for employees. Trucking companies throughout the country are following their pattern of garage installations which have proved practical in fighting rapidly increasing operational costs. Mr. Weldon believes that savings in the garage is converted to profitable operation of the line.

Among Argo-Collier's fleet is a unit shown on these pages. The tractor unit, an International DC405, is powered by a 200 HP Cummins engine. The trailer unit, a Lufkin all aluminum and steel structured reefer, is 38 feet long and weighs approximately 14,500 pounds fully equipped. The unit is equipped with a transicold diesel refrigerating apparatus and has meat rails and floor racks. Because Argo-Collier transports various products in a frozen state, only a trailer of unique design and sturdiness is acceptable.

Cliff Weldon says that the Lufkin reefer has versatile features desirable in perishable commodity transportation. The more prominent of these are lighter over-all vehicular weight permitting a greater payload; Reyco tandem which permits cargo to be transported with the ease of air-flight service, eliminating costly claims as a result of damage; fiberglass and styrofoam insulation in the roof, floor and sides of the trailer permit transportation of commodities at zero degrees and below; and light weight aluminum longitudinal protruding floor racks and aluminum and steel structured meat racks.



Haulers of frozen food, Argo-Collier's fleet includes Lufkin refrigerated reefer

Argo-Collier Lines is headquartered in Martin, Tennessee, where operational functions go on 24 hours daily, coordinating fleet equipment. Also the company has branches in Chicago, Illinois; Memphis, Tennessee; New Orleans, Louisiana; Loxley, Alabama, and Albany, Georgia.

Lufkin is proud to number Argo-Collier among its friends and customers.

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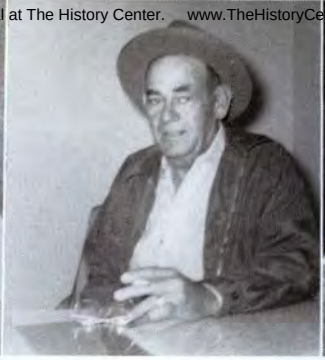
WILLARD HILL, JR.
Ol' Bossy Milk Co.
New Braunfels, Texas



Y. W. KIMBRO
Georgetown, Texas



JOHNNIE HODGES
J. H. Marks Trucking Co., Inc.
Odessa, Texas



ROBERTO DeLUNA
DeLuna Lumber Co.
Brownsville, Texas



RAY PARKER
Parker & Parker, Inc.
Odessa, Texas



ELIE SMITH, JR., left, Lufkin
Trailers Lubbock, Texas; and
AARON GOOLSBY, Big Spring, Texas



NORMAN BAIN, left, Zephyr, Texas; and
GLENN FOY, Lufkin
Trailers, Lubbock, Texas

HERE and among TRUCKING



ELMER W. WHITE, left, and
ELMER RAY WHITE, both with
E. W. White Lumber Co., Vidor, Texas



BABE COX, left, and
LEON COX, Leon Cox Trucking Co.
Amarillo, Texas



H. H. ADAMS, left, and
ROY ADAMS, Georgetown Community
Sales, Georgetown, Texas



KENNETH BICKERSTAFF
Perryton, Texas



ED BAGGETT
Odessa, Texas



CHARLIE PEACE
Acme Brick Co.
Waskom, Texas



F. D. HURFORD
F. D. Hurford Sand & Gravel Co.
Roswell, New Mexico

LONNIE GILMORE
C & H Transportation Co.
Dallas, Texas

JACK GOLDEN
Golden Motors
Monahans, Texas

FLOYD MATHIS
C & H Transportation Co.
Dallas, Texas

E. T. BULLARD
C & H Transportation Co.
Dallas, Texas

IRIS SEEGER
C & H Transportation Co.
Dallas, Texas











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WES PITTMAN
W. E. Pittman Trucking, Inc.
Midland, Texas



NELSON PITTMAN
W. E. Pittman Trucking, Inc.
Midland, Texas



M. B. CARRELL
Simmons & Copen, Inc.
Odessa, Texas



GILBERT HOLLIDAY
Holliday Trucking
Lamesa, Texas



BRADLEY NICHOLS
M. & W. Trucking Co.
Dallas, Texas





R. P. WEAVER, left, Lufkin Trailers, San Antonio; HARMON BODINE, Havana Materials Co., Mission, Texas



DENNIS VEST, left, Trans-Pecos Truck Line, Pecos, Texas; and JACK JACKSON, West Texas White, Odessa, Texas



W. D. (COTTON) PHILLIPS
Phillips & Simmons Trucking Co.
Lubbock, Texas



Left to right: W. E. BOEHNKE, Commercial Motors, Aransas Pass; R. P. WEAVER and RAY CURRY, both with Lufkin Trailers, San Antonio, Texas; R. G. (PAT) KINDLE, Commercial Motors, Aransas Pass.



J. G. MOORING, left, and RHETT WILDER, co-owners of M. & M. Trucking Co., Dallas, Texas



C. E. RHODES, left and CHARLES RHODES, C. E. Rhodes Truck Line, Kountz, Texas



TOM ANSLEY
Ansley Grain & Molasses Co.
Gonzales, Texas



C. R. FELTS
Acme Brick Co.
Houston, Texas



C. J. MARTIN
C. J. Martin Lumber Co.
Cleveland, Texas

JOHN MARKS
J. H. Marks Trucking Co., Inc.
Odessa, Texas

JEROME FAUST
National Materials Co.
New Braunfels, Texas

L. M. SIMMONS
Simmons Truck Haven & Trucking Co.
Lubbock, Texas

MARVIS SIMPSON
Cherokee Pipe & Supply Co.
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J. H. Marks Trucking Co., Inc.
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RECENTLY restored first state bank of Illinois at Shawneetown



Main Street

By Ed Hasse

IT TAKES just a little longer to drive the 200 miles from Evansville, Indiana, to St. Louis across Illinois by way of State Route 13, but this highway—cutting directly through the heart of "Egypt"—offers the perfect cross-section view of this region and its exciting contrasts.

Route 13 begins in the Ohio River bottoms of Illinois opposite Kentucky and takes you due west through rolling hills, then north and west across prairie lands, beyond glacial ridges, to the Mississippi.

Variety is part of the character of "Egypt." Unlike the sovereign state in northwest Africa, the southern one-third of Illinois—some 31 counties and 15,000 square miles—that bears the "Egypt" label is a polyglot of culture and a curious admixture of geography. The only thing the people have in common is a bond of fierce regional pride, readily apparent to the traveler who pauses anywhere along Illinois Route 13, "Egypt's" Main Street.

There is even some doubt as to how the label first came to be used. Some trace its origin to 1837 when northern Illinois farmers suffered a crop failure because of drought while their southern neighbors enjoyed an excellent harvest. The northerners drove their wagons south to buy corn and their trek was compared by contemporaries to the Biblical pilgrimage of Joseph's brothers as they went "down into Egypt" for grain after seven years of famine. Less romantic students point out that a number of southern Illinois town names of Egyptian ancestry—Cairo, Karnak, Goshen, Thebes, Dongola—were on the map before the crop failure gave rise to the legend.

The natives, at any rate—be they Swiss, German, Irish, or Englishmen whose forefathers were on American soil before the Revolution—proudly call themselves "Egyptians." Motels, restaurants and other commercial establishments have Egyptian motifs. While there may be no practical reason for the affiliation, it gives southern Illinoisans a welcome distinction from upstate Illinois, including all the hubbub and pretense it represents to them. The average "Egyptian" looks at upstate

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MARION was a former coal mining town

NEW Ohio River bridge linking Route 13 with Kentucky at Shawneetown

ONE of several beaches at Crab Orchard Lake



of "EGYPT"

and Chicago as the scene of massive political intrigue and economic embargo—all directed against him. His attitude is not entirely unfriendly, just openly competitive. And he feels, with some justification, that the "Egyptian" is a breed apart from his fellow Illinoisan and that "Egypt" has more to offer than the rest of the state put together.

This is the climate all along Highway 13.

When first viewed from the gleaming new Ohio River bridge at Shawneetown, Highway 13 opens gracefully and with promise into the land of "Egypt," then meanders for several miles through a predominantly Southern area, which was a focal point in the earliest history of the state but exists mainly now on its memories and its souvenirs.

Shawneetown, a gateway to the West in pioneer days, had the state's first bank, still standing and

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THE Hambletonian is run annually at DuQuoin

recently restored. The old town was a center of trade and commerce for several decades until the emergence of Chicago—and devastating Ohio River floods—left it with the permanent look and the shady reputation of a frontier settlement. Most of its residents moved out and started New Shawneetown three miles behind the river after a disastrous flood in 1937, but the old town hopes to capitalize on its former glory by reconstructing in detail its early environment—even to swinging bar doors and hitching posts.

Beyond Shawneetown, Highway 13 zig-zags through cattle farms and tiny hamlets, almost as rich in history as the Ohio River port, until it arrives quite unexpectedly in a progressive town of 10,000, Harrisburg, where radio and television studios and up-to-date shops illustrate for the stranger the first shock of contrasts in "Egypt." From Harrisburg, the highway sets a straight course and darts through 23 miles of coal country, skirting strip mine lands which offend the eye of the conservationist, splitting in half tiny coal camps of Italians, Polish and others who have turned to farming now that mine machines have replaced their picks and shovels.

Suddenly, there is Marion, once a coal capital, which has earned another lease on life as some other small towns of the area have done—notably Herrin—by attracting young, wholesome manufacturing industries. Any day of the week, the picturesque town square built for buggies and farm wagons is thronged with automobiles and pedestrians who would recognize solid rocket propellants from a nearby Olin Mathieson research station sooner than they would know a piece of coal mine machinery. The four-lane highway out of Marion passes a commercial airport three and one-half miles south of Herrin, once a disreputable gangster haven and scene of violent labor strife but now a vigorous example of community spirit and self-sufficient business enterprise.

The contrasts along the road are no more obvious than when the broad new pavement of Highway 13 approaches a vast federal wildlife refuge populated by deer and cottontails—a hunter's paradise just fifteen minutes drive from any one of four towns. The highway crosses a portion of the 7,000-acre Crab Orchard Lake, which is filled with bass and winters many thousands of Canada geese. This, the largest man-made lake in Illinois,

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SAIL boating on 7000-acre Crab Orchard Lake

includes swimming beaches, boat docks, picnic areas, rustic cabins for overnight lodging. The motorist digressing from here along the perimeter of Crab Orchard will pass, in less than half-an-hour, beautiful Little Grassy Lake (the deepest in Illinois, at 90 feet), the new dam that soon will cause Devil's Kitchen Lake to fill, and the fantastic rock formations of Giant City State Park.

The next town west on Highway 13, perhaps more varied in itself than any of the others, is Carbondale. Here, the native population of Kentuckians and Carolinians who came to work for the railroad, mingle with Southern Illinois University professors from Harvard and Columbia, from Oxford and the Sorbonne. The University, which grew from a small teacher's college 10 years ago to the 41st largest among all the nation's schools at present, has some of the most striking architectural contrasts in "Egypt" among its scores of new buildings.

Just 17 miles north of Carbondale, on U. S. 51, is the home of the famed DuQuoin State Fair which features the annual running of the Hambletonian for the nation's top trotting horses.

Highway 13 north of Carbondale skirts Murphysboro's peach and apple orchards, leaps from dairy farms to strip mines before and beyond Pinckneyville, where the best way to strike up a conversation is to mention basketball, high school style. A little farther north, on the last lap toward St. Louis, Highway 13 passes through the "dormitory" communities of Marissa, New Athens and Freeburg, which, in the main, are sheltered colonies of Germans who live in square, scrubbed, two-story bricks and work in the St. Louis metropolitan district, returning each night to their own kind to drink draught beer and swap yarns in the friendly atmosphere of the neighborhood tavern.



A Peach among peach blossoms in Southern Illinois

From Evansville to St. Louis on Highway 13 is four hours of travel that offers as much visual evidence of the contrasts in America as can be found anywhere. Stop a while here and there along the route and you will soon learn why "Egypt" might just as well be part of Africa for all its similarity to the rest of Illinois.

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Lady to Streetcar Conductor: "Will I get a shock if I put my foot on the track?"

Conductor: "No, lady, not unless you put your other foot on the trolley wire."

"You know," the old gentleman said, "I've never been able to see what keeps you young ladies from freezing in the winter."

"At your age," the sweet young thing replied, "it's probably just as well."

Two drunks wandered onto a railroad trestle one dark night.

First Drunk: "Man, this is one long flight of stairs."

Second Drunk: "Yea, but I wouldn't mind so much if this hand rail wasn't so low."

Customer: "I want to buy some pins and needles."

Clerk: "Planning on doing a little sewing?"

Customer: "Would you believe me if I said I was a sword swallower on a diet?"

"My husband would never chase after another woman," declared the lady. "He's too fine, too decent, and too old."

A pretty young girl reporter for one of the New York daily sheets was assigned to cover a party which was to be attended by royalty from all over Europe.

"No one knows exactly how many of royal descent will be at this affair," the editor told the girl reporter, "so above everything else I want to be sure to make a count while you are covering this assignment."

The curvacious young thing took off for her assigned task, and did not report back to the office for three days. When she finally did report for duty the editor called her into his office. "Did you make a count at that shindig?"

"But definitely!" exploded the female. "That is where I've been for the past three days—he was an Italian Count!"

Before his death, the operator of a filtering plant willed his brain to a scientist. The scientist was sad to hear of the man's death but overjoyed to get his brain.

After all, it was the scientist's first chance to see a filtering man's thinker.

Pension Clerk: "How old are you, Pappy?"

Pappy: "I don't rightly know, but I've had the seven-year itch nine times."

Clerk: "In that case you're a sexagenarian."

Pappy: "I don't rightly know, but my wife had triplets this spring!"

The man had recently taken delivery on his new sports car and since it had arrived, all he had done was to drive it around town, and polish it. His pretty wife finally had about all she could take and approached him on the subject.

"This has gone far enough, Harry. I want to know which you think the most of, me or that darn sports car?"

Without a moment's hesitation and without so much as slowing his polishing strokes on the car, Harry replied: "Sweet, that depends on whether it's daylight or bedtime."

Over in Africa some of the native tribes have the custom of beating the ground with clubs and uttering spine-chilling cries. Anthropologists call this a form of primitive self-expression. Over here in America, we call it golf.

News Item: Luke was arrested the other evening for molesting Lulu in the scenic area of Twin Bluffs.

There are some girls who say they never drank because they were afraid it might turn into would alcohol.

"Who's that?"

"A girl I used to sleep with when I was in school!"

"Really? . . . Where?"

"In economics class."

No, no, Lulu, chestnuts aren't guys who are crazy about bosoms.

A curvacious cutie gave up her job as a secretary to marry an oil man. "He's the man I've always dreamed one day would come along and win me," she confided to her girl friends. "He's tall, dark—and has some."

A recent survey on cigarets found that 90% of the men that try camels, still prefer women.

Mary had a little lime,
Also a pint of gin;
But everywhere that Mary went
She didn't know where she'd been.

Two men and a young lady were on the train together and decided to get acquainted.

One man said, "My name is Peter, but I'm not a saint."

The other man said, "My name is Paul, but I'm not an apostle."

The girl blushed and muttered, "My name is Mary and I don't know what to say!"

A covey of fledgling pilots was given physical examinations in the induction center. After being poked at, thumped, weighed, listened to, the doctor at one end of the room announced: "There are a number of bottles on this table. I want a sample from each one of you."

"From here?" squeaked one of the boys in disbelief.

"Well, goodbye, cutie. I'm going out of town for a few days. What's your phone number? I'll call you when I get back."

"Plaza 4-4144, and if a man answers, you stayed away too long."

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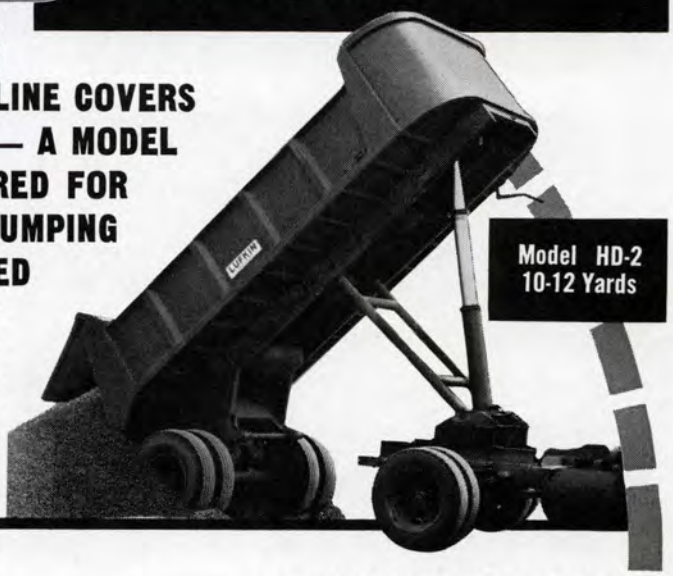

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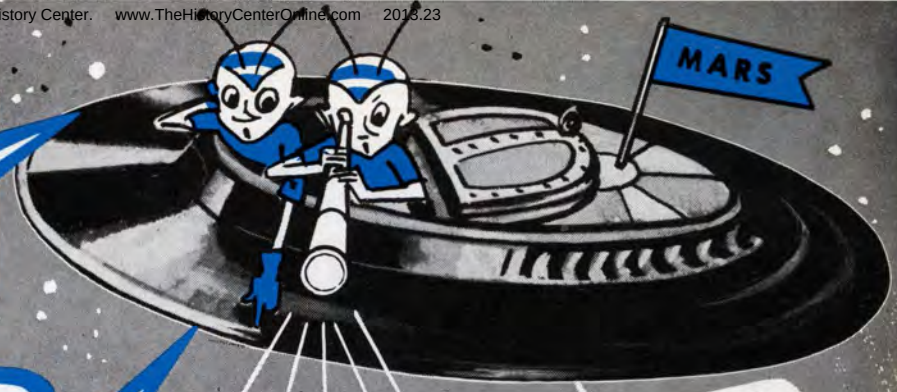
Look at those big birds standing all over the Earth, flapping their wings and pecking the ground!



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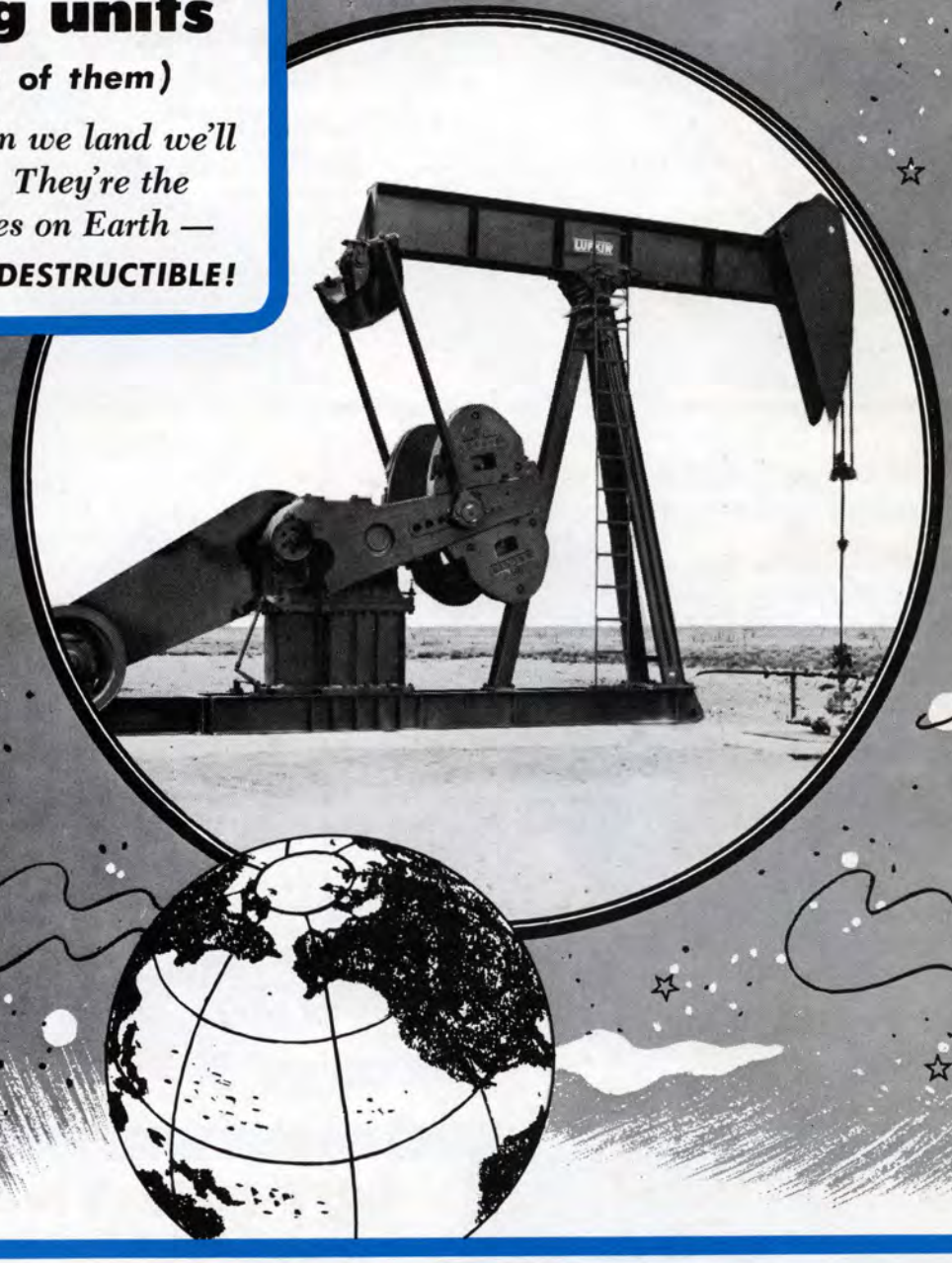



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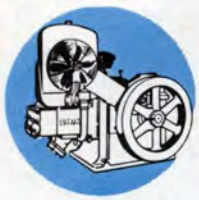
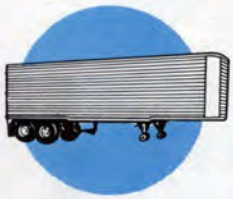


GAS ENGINES



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