



A photo that needs no identification

By



Lincoln Memorial

By ALFRED H. PLANT

Did you know that our government maintains a trailer park right in the heart of Washington, D.C.? We didn't know this either when we planned our trip. It is located on the bank of the Potomac River almost in the shadow of the famous Washington Monument. This park is leased to the Government Services, Inc., in cooperation with the National Capital Parks and is operated for the sole benefit of visiting trailer folk. We were lucky to meet a trailerist returning from it as we neared Washington.

The park is called the Potomac Park Motor Court and is located on Hain's Point east of the northbound lane of U.S. Route 1. We found it to be badly marked and difficult to enter.

Avoid arriving in the afternoon from 4:30 to 6:30. We and our Airstream became engulfed in the heavy bridge traffic at this time and were swept past the park entrance. The one-way streets made it difficult to turn around for a second go at it.

If you will heed the following directions you will avoid our mistakes in finding the park. If you come from the north on Routes 1, 240, 50 or the Baltimore-Washington Parkway, you will either cross or merge into U.S. Route 1. Get on it and follow it south. Jockey into the *right lane* of this four-lane highway. After passing Maine Avenue, as you circle right, you pass the Jefferson

Memorial and then bear right off Route 1. Turn left; follow the river under three bridges; turn left again and follow the signs into the court.

Coming from the west on Routes 29, 211 and 50, continue east on 50 as they merge, cross the Potomac River on the Memorial Bridge. Pass the Lincoln Memorial and follow Route 50 east through the Parkway, turn right onto Route 1 going south and proceed as if you had come from the north.

If you arrive from the south you will hit Route 1 before crossing the Potomac River. Keep in the *right lane* while crossing and turn right as you leave the bridge into the Potomac Park Motor Court. The words "Trailer Park" unfortunately do not appear on any of the signs.

The trailer park is located in the very heart of the sightseeing district of Washington. On our second run we pulled our Airstream into the park, registered at the office and were assigned to a space. The park contains 56 trailer spaces. All sites have sewer, water and electric hookups.

The rates, including all utilities, are \$2.00 a day. No reservations are taken. Visits are limited to two weeks. But if the park is not full, you may continue there on a day-by-day basis. Pets are allowed in the park but must be leashed.

The people who run the park were most considerate. We were told that if

they are full they will try to park you somewhere and give you a number. No hookups, of course, but the restrooms are handy. When your number comes up you will be given a regular spot in the park. Luckily, we found a space available and soon had the trailer settled in it.

If the trailer will not accommodate your entire party, there are 68 well furnished, heated rooms with private bath in the park. The daily rental is \$4.50 single and \$6.00 double.

The Potomac Park Motor Court also has a section for tents. Should any of your camping friends wish to join you here, they will find a comfortable site near the restrooms at a rate of 50c per person per day.

Bring your golf clubs and tennis rackets. There is a 36-hole public golf course, and tennis courts, adjoining the Park. Also a swimming pool, speedboat rides and bicycling. Try your skill on the links while your wife visits one of the large modern department stores. I'm still mad because I didn't know of these facilities, and left my clubs at home.

The National Capital Parks Service built this park and opened it officially in September, 1953.

Any season is a good time to visit your National Capital. We decided to come in the spring for the Cherry Blossom Festival, when Washington is most beautiful. Many suburbs, particularly Kenwood,

Trailer To Washington, D.C.



Iwo Jima Statue



Mount Vernon



The White House

Nat'l Park Service Photos

have Japanese cherry trees which rival and even surpass the colorful display around the Tidal Basin.

Your National Arboretum contains over 70,000 azalea plants. When they are in bloom towards the end of April, it is a sight unsurpassed. There are also many other flowering trees and shrubs.

In July, the 14 acres of ponds at the Kenilworth Aquatic Gardens are a mass of water lily and lotus blossoms. The Botanical Gardens, under glass, have rare plants in bloom all year. Our Capital is truly a city of flowers. Constant bloom is maintained in its parks as the seasons permit.

Washington is also a city of circles, parks, statues, memorials and impressive buildings. We decided the best way to see it is to take some of the many sightseeing tours. They are conducted by trained lecturers.

These 3 to 8 hour tours cover just about everything and cost from \$4.50 to \$13.00 each. They eliminate the almost impossible task of trying to park your car near the public buildings. Admission to these public buildings is free, except to those restored and furnished by civic societies, the cost of which is listed here after each building. The tour fees include all admissions.

The park personnel helped plan our tours. We selected the places we most wanted to visit. We boarded a sight-

seeing bus right at the park and were on our way.

The tours usually include the White House; the Capitol; the Supreme Court; the Bureau of Printing and Engraving, where our stamps and paper money are made; the Smithsonian Institution; the Archives Building; and Mt. Vernon, the home of George Washington.

We also saw Arlington, Robert E. Lee's mansion, (50 cents) and the Tomb of the Unknown Soldiers. We stopped at the impressive memorials to Abraham

Lincoln, Thomas Jefferson, Robert E. Taft and the Marine Statue showing the raising of the flag at Iwo Jima. The Pentagon, home of the Army and the largest office building in the world, is located near Arlington.

You should see the old Petersen house (10 cents), in which Lincoln died. Recently restored, it was opened to the public on July 4, 1959. Also, visit the old Ford Theater (10 cents), across the street, where Lincoln was shot by John

(Please turn to page 72)

The author enjoys the shade beside his 22-foot Airstream in Washington, D.C.



Washington . . .

(Continued from page 65)

Wilkes Booth. The National Historical Wax Museum (75 cents adults, 50 cents children) features great moments and personalities in American history.

A favored scenic spot is the Washington Monument, 555 feet high. Its summit provides a panorama of Washington, the Potomac River and nearby Virginia. A 10 cent fee is charged to ride the elevator to the top. Hardier souls than we walk. We paid our dime.

Our tours included all these sights, the ones preferred by most tourists, though there are many other worthwhile attractions.

Impressive buildings house 84 embassies and legations of foreign countries. Our labor unions have costly and imposing headquarters here. Many national organizations such as the Red Cross, The Daughters of the American Revolution and the Pan-American Union have their halls here. We used our car to see these places.

A visit to the government departmental buildings in the Federal Triangle, erected at a cost of 300 million dollars, gave us a slight idea of how the business of our country is conducted.

You may call on your senator and congressman in the elaborate Senate and House office buildings. Find out if they are pushing that pet project for your home district. Suggest that they act favorably on all trailer legislation. (We found ours "in conference.")

If you are interested in great art, or even if you aren't, don't miss the National Gallery of Art, given to the Nation by Andrew Mellon. Visit the Freer Gallery and the Corcoran Gallery of Art, too. They contain priceless collections.

We found the National Museum and the Air Museum to be packed with interest. The Folger Shakespeare Library houses the second largest collection of Shakespearian work in the world and should be inspected by all devotees of Shakespeare.

The Library of Congress has 37 million items on its shelves. Its collection is growing at the rate of three quarters of a million a year. The historic Gutenberg Bible and countless other rare books and manuscripts are among its treasures. We regret we could not devote more time to it. One could spend a month in it alone.

We took a moonlight cruise down the Potomac on a comfortable boat (\$1.60), but did not dance to the music of the top orchestra. Our feet just couldn't take it.

An alternate, during the summer,
(Please turn to page 95)

Washington . . .

(Continued from page 72)



Jefferson Memorial in Washington, D.C.

might be to board the "Canal Clipper," a barge (\$1.00), for a ride along the scenic old Chesapeake and Ohio Canal. Relax while two sleepy mules plod the towpath along this historic waterway. Move through the old stone locks as in bygone days. You can see, in your mind's eye, the canal boats of a century ago floating by with cargoes from the West.

The next day we drove our car out Massachusetts Avenue and paused before the magnificent Fazi Mosque. Here is the only true Islamic Mosque to be seen in this country. It is a gem and one should see it.

Nearby, we visited the Washington Cathedral of St. Peter and St. Paul. After 50 years and 20 million dollars, it is still only 60 per cent completed. Here is a masterpiece of 14th century Gothic architecture. It was a reverent pleasure to stand, look up, and marvel at the excellent craftsmanship.

Be sure to visit the Franciscan Monastery with its catacombs and reproductions of many sacred shrines of the Holy Land, and the celebrated Grotto of Lourdes.

Most of us have a stake in the war on the underworld, so tour the Federal Bureau of Investigation. We inspected the crime detection laboratories, the law-breakers' weapons and the personal effects of captured or killed gangsters. We watched the crack marksmanship demonstrated by F.B.I. agents and added our fingerprints to the collection of 152 million now in the bureau's files.

On our way out to Mt. Vernon, we passed through Alexandria, Va. This area was first surveyed by George Washington in 1749, and it became his home

town, as well as that of George Mason and Robert E. Lee.

We made a rewarding pause here to inspect old Christ Church, where both Washington and Lee worshipped. We also saw old Gadsby's Tavern (25 cents), the Carlyle House (30 cents), the Sea Captain's Row and the old port business section. There are many historic landmarks here if time permits seeing them. We were sorry we could not visit them all.

No tour of the Nation's Capital is complete without a visit to the National Zoological Park. Its 176 acres adjoin Rock Creek, Washington's most beautiful natural park. The Zoo houses a population of over 3,000 birds, reptiles and animals. A must for the children; we enjoyed it as much as any child possibly could.

Washington will intrigue every member of your family. Bring your camera and a lot of film. You will long cherish your pictures taken here.

Now that you know there is a place for you to stay, hook up your trailer and head down the highway toward Washington, D.C. Set up housekeeping, as we did, in the comfortable Potomac

Park Trailer Court. Get to know your Nation's Capital. It's eminently worth all the time you can give it.

ALFRED H. PLANT, JR.

1960 Boles-Aero 29



Lovely LaVonne Thram looks over the new 1960 Boles-Aero Model 29 with rich gold anodized center strip on exterior, and matching rub rail. As in the past, the Boles-Aero models continue to feature their famous all-aluminum aircraft type riveted construction.

Restyled drawers and cabinets allow for more storage space. Also featured is a unique corner chin cabinet with built-in radio and outside speaker. This model is also available in the self-contained, with septic tank optional. The new Boles-Aero models will be displayed at the Palm Springs Trailer Show and Rally, October 23rd through 25th. For further information write: Boles-Aero, Inc., 3101 N. San Fernando Road, Burbank, Calif.

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Your travel trailer kitchen is chic as a duplex when outfitted with a LITTLE GIANT compact refrigerator or refrigerator/range combination. You go where and where you wish with a LITTLE GIANT because it's completely self-contained: it operates on safe, sure LP-Gas that you carry right along with you.

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Don Waters and his jeep-trailer outfit. He was the first person to haul a trailer down the 1000 mile length of Baja, California and return to relate his experiences.

Pioneer Trailerite

By OWEN GALLIN

DON WATERS, despite his 72 years of age, has accomplished something no other trailerite has ever done. He is the first and only man to pull a house trailer the length of the 1000-mile-long desert peninsula of Baja, California, and back.

Those wanderers familiar with Baja, California, will recognize Waters' accomplishment as a feat few trailerites would care to attempt. For the information of those who do not know the peninsula, the paved road ends approximately 175 miles below the border.

From there on to La Paz, near the tip, the road takes those who dare its rigors over barren mountains with 18 percent grades a commonplace, through sandy deserts where a shovel and winch often come in handy, and over dry lake beds where the driver must straddle deep ruts in the trail.

Don describes his trip, which was taken last year, in one appropriate phrase:

"I found my way back by following the trail of parts which fell off the trailer on the way down!"

About 500 miles south of Tijuana the frame of his trailer broke as the result of the rough pounding and Waters' ingenuity was taxed to the utmost to make repairs. Luckily, he found a broken-down truck in the vicinity and was able to salvage part of its framework to patch up his trailer.

Waters, whose physique denies his age, is one of the few trailerites who could take such a trip and be able to cope with its difficulties. His survival measures were learned in the adventurous life which has been his since he graduated from a Pennsylvania electrical engineering school many, many years ago.

"Engineers in those days were a dime a dozen," he explained. "So I bought a ketch and went to sea."

In that ketch he spent 15 years sailing the Caribbean and it was during that period he found himself a new avocation which he has followed constantly—that of writing.

His articles have appeared in *Saturday Evening Post*, *Argosy*, and many other national publications. Readers of the old *Sea Stories* will remember Don Waters as one of that magazine's most prolific contributors.

Don's first writing attempts came when he conducted or helped to conduct many hydrographic experiments carried on in the West Indies waters by national foundations and other organizations. The experiences he encountered served as a background for both articles and fiction stories.

He married and a daughter was born to the union. She was raised aboard the ketch.

However, after his daughter became of age, Don and his wife decided to leave the sea and embark

upon another form of adventuring with which we are all familiar—the life of a trailerite. The author, however, went a bit farther than most of us.

He fell in love with Mexico and most of his later years were spent south of the border, especially after his wife passed away several years ago. Since then he has made his home in such communities as La Paz, Rosario and Santa Rosalia, in Baja California, and in other towns on Mexico's west coast.

When Army engineers blasted out the Alcan Highway to Alaska Don's trailer was one of the first to make the trip to Fairbanks. He's keeping abreast of the situation along the Pan-American Highway to Panama. When it's completed he wants to be one of the first to make the trip from the United States.

Last summer Don made his home along the seashore near Rosario, a few hundred miles south of Tijuana in Baja, where more than likely he made plans for another adventurous expedition. Last spring he spent many weeks among the Seri Indians in lower Sonora, getting material for more magazine stories. Where he'll be this spring we're not sure.

However, he had two goals in mind when we talked to Don and snapped a picture of him and his outfit last winter at a community camping place near Laguna Dam across the Colorado River at Yuma.

He had heard of a band of Indians inland from Tepic who make a business out of trapping black jaguars by hand, and another mysterious band of settlers farther on down the Mexican coast whose members were descendants of a group of slaves shipwrecked centuries ago.

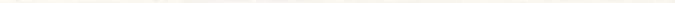
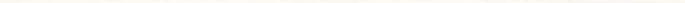
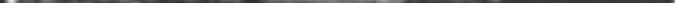
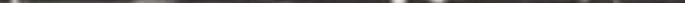
In connection with these plans, Don had purchased a movie camera for taking films which he intends to show on Television.

Don has his trailer fixed up in typical bachelor-writer style. It has bunk beds, a fixed desk where his typewriter is located. He carries two ten-gallon butane tanks and has butane-operated stove and refrigerator. In addition, he has a conventional wood-burning stove which is pressed into operation when he leaves civilization far behind and his butane tanks go dry.

His jeep has such extras as twin fuel pumps, twin batteries and two winches to pull his outfit out of the sand or other tight places.

"I sure hate to break down a million times from a garage," he says.

(The End)



Airstream Dealers Gather in Ohio

It was observed by one of the guests that no Airstream dealer could possibly have left the two-day dealer home-coming at the Airstream Jackson Center, Ohio plant without being thoroughly sold on Airstream, their policy and their personnel.

The first day, April 27, was devoted to a hitchball-to-bumper view of the Airstream design and

construction. In this discussion suppliers and Airstream personnel offered their services in solving every problem that might come up with the unit itself or with the optional equipment.

Climax of the first day was the President's reception and dinner with Wally Byam as host. Presentation of dealer awards were made at the dinner.

On Tuesday Airstream executives treated their dealers as partners by taking them on a trip inside the Airstream board of directors' room for a look at profits, policies and problems of the past year and plans for 1959. Airstream executives gave a report on legislative and legal activity that have been conducted to maintain the integrity of and increase the respect for the Airstream product and dealer.

on hand from Los Angeles to present "the largest promotion and advertising program in the industry" and tell the dealer how to take advantage of it.

Luncheon speakers included Andy Anderson, who heads the Wally Byam Caravan Clubs, and Brown Hardison, publisher of TRAILER DEALER magazine. Anderson told dealers to become associated with club activities. He pointed out how they could get each member of the club to be an

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Wally Byam

Pat Terry and Paul Guerin were



Charles



Manchester

AIRSTREAM DEALERS

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Airstream salesman. Hardison drew a comparison between the Western and Eastern dealer and the markets generated by Wally Byam from *Caravans*, a Caravan newspaper, sponsorship of caravan clubs and participation in local and national shows.

In the afternoon session Chuck Manchester, director of sales, did a masterful job of analyzing the Airstream customer and presenting a program for approaching this type of individual. He brought out the hidden buying desires and what to tell the customer, ending up with a reminder list for Airstream dealers. The reminder list says:

1. Allow your prospect to become your friend, let him talk, be sincere and do not get tired of his visits.
2. Demonstrate the trailer, equipment in action and have the prospect participate.
3. Romance your prospect, help him to dream and reassure prospect that his dream will be realized.
4. Soft sell by giving constant op-

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portunities for prospect decision. Help him to make the decision. 5. Togetherness — stress your own experiences with family and friends. 6. Remain in contact. Use regular mailings and give the prospect reasons to come back. 7. Educate yourself in your product and be able to speak with authority. 8. Do not apologize for price. Foot for foot it is the most expensive and is no short-cut to quality. 9. Make prestige a part of your sales presentation by references to caravans, publicity and customers you have sold.

The afternoon session also included a dealer panel to tell how they sell Airstream; and a give-and-take discussion by all dealers and company executives on Airstream policies, sales program and dealer relations. That part of the program was conducted by Andy Charles, president of the Ohio division.

Climax of the affair was the annual family reunion which in-

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cluded plant employees and visiting dealers. Over three hundred attended. It was estimated that 85% of the Airstream dealers in the East were present.

Blondie, the African lion that captivated the Louisville show, was on hand to greet the dealers.

Wally Byam gave a graphic description of the proposed caravan to Africa. Wally pointed out that the African caravan is a natural for publicity and said there will be network television programs on their departure sometime in June. He said the African tour will consist of 42 units and the average age of the Caravaner will be in the 60s with one man 87 years old. There will also be 22 children. He said the trip will take them over some places where no roads exist. The Caravaners plan to meet the heads of Government in each area.

He pointed out that the retired market dominates the West while in the East the business and professional man is the largest user of travel trailers.



Vamanos a Mexico

A pleasant overnight stop at the Quinta Chilla Trailer Park in Tamazunchale.

**Text and Photos by OTTO DONE,
Woodall Park Representative**

Monterrey, Mexico's third city, is the first major stop on the Pan American Highway (15) on your way to Mexico City. On the right is historic Bishop's Palace and in the background is Monterrey's landmark, Saddle Mountain.

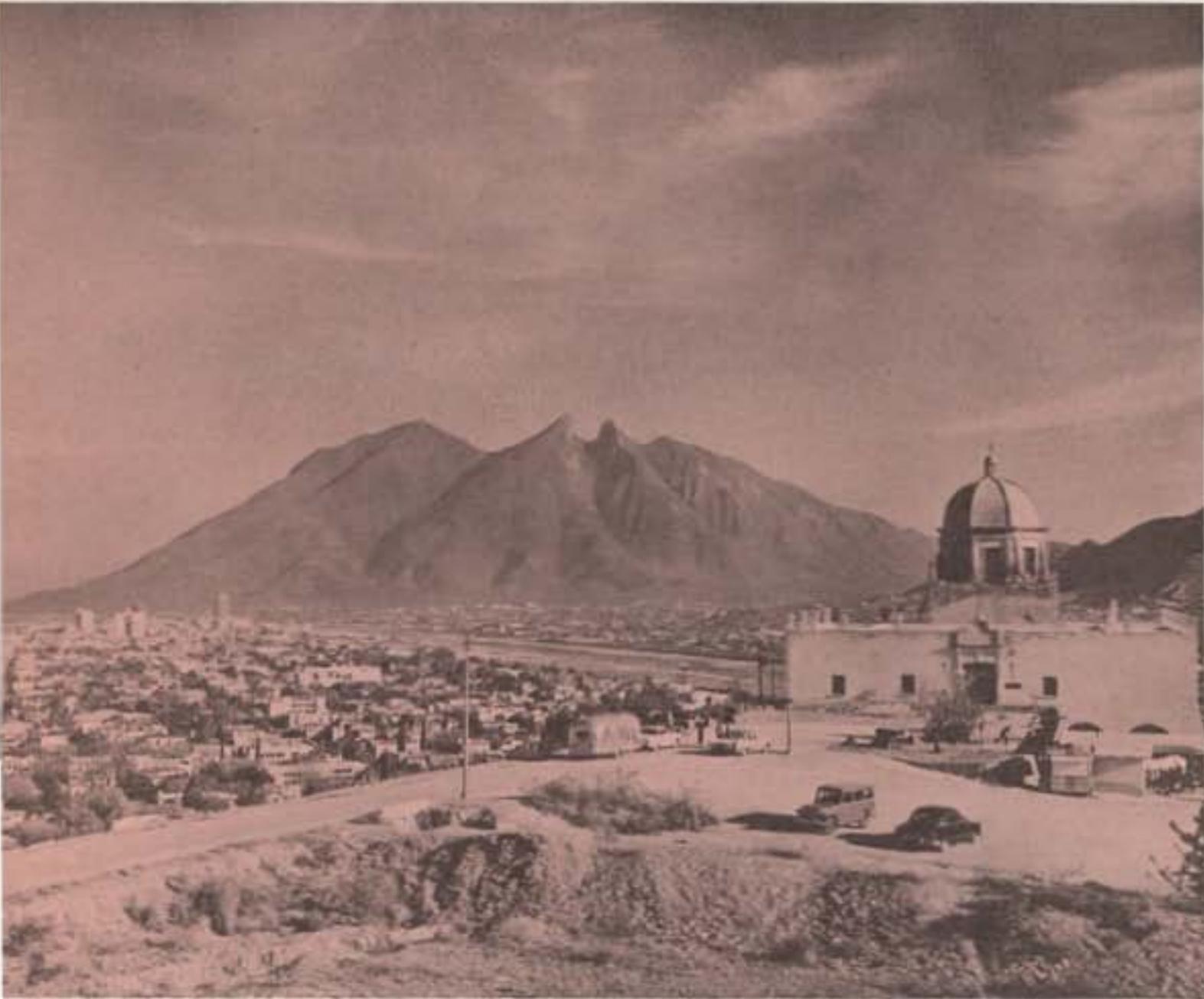
(Let's Go To Mexico)

PUT on your serape, amigo, we're off on a vacation trip of travel adventure to romantic Old Mexico. It is your opportunity to see new places and make new friends. Seasoned south-of-the-border travelers agree that the safest, most enjoyable and least expensive way to see Mexico is in a well-equipped travel trailer.

Logical ports of entry for travelers from the east and mid-west are along the Rio Grande River at Eagle Pass, Laredo, McAllen or Brownsville, Texas. You have a choice of two paved routes to Mexico City; Mex. 85, the original Pan American Highway and Mex. 57, the new, fast super highway. To assist you in making plans, a brief description of towns, points of interest, altitudes and scenery along these routes is presented. One thing which should be remembered is to fill your gas tank whenever you have the opportunity.

**Pan American Highway, Mex. 85
Laredo, Texas, to Mexico City—
763 miles**

Most scenic and best known of all routes from the border is the original Pan American Highway. Open to traffic since 1936, it is the first link of the highway system south of the United States which will eventually connect all the nations of America. On this 763-mile trip there is much of interest for the tourist, including a great variety of desert to tropical vegetation, warm spring spas, spectacular mountain scenery and distinctively different native life with ox carts, open-air markets, burros, tropical thatched huts, and quaint Indian villages. At least three days and two nights of travel time should be al-





Typical rural scene along the Pan American Highway. Hills are covered with patchwork of cultivated fields of corn, bananas and papaya.

Rounding a curve — the first of hundreds — as we go over the scenic mountains between Tamazunchale and Zimapán.

SECOND OF THREE ARTICLES

lowed, adding more time for the many beckoning side trips. Elevations and distances to Laredo (L) and Mexico City (MC) are given after important towns.

At Nuevo Laredo, el. 560 feet, across the International Bridge from Laredo, Texas, get tourist, car and trailer permits. Leave custom baggage seals on until you pass the second inspection station about 106 miles south. The 146 mile drive to Monterrey is over mostly level semi-desert country with the Mamulique Pass at 100 miles offering a slight variety.

In Monterrey, el. 1,765 ft. (146 m. to L—617 m. to MC), stay at the Royal Courts and Trailer Park on the left about three miles north of business center. You will find much to do and see in Mexico's leading industrial and manufacturing center. Two or three nights a week hear the band concerts and see the promenades at the Plaza. Beautiful señoritas circle the plaza in one direction while lucky young caballeros walk in the opposite direction. Tourists are welcomed to join in. See the Bishop's Palace, the ultra-modern La Purísima Church, etc., etc.

An alternate route, Mex. 40, connects Monterrey with Reynosa (McAllen, Texas) a distance of 140 miles. Those who wish to bypass Monterrey, may take the China cutoff to Montemorelos. Also, Mex. 101 from Brownsville and Matamoros, to Cd. Victoria has been greatly improved in the past few years (no ferrys) and is now recommended for travel.

Monterrey's famous landmark, Saddle Mountain, is on the left as the

road leads south through the broad Huajuco Canyon. At Villa Santiago, a side trip to Cola de Caballo (Horse-tail Falls) is worthwhile. Continuing south we pass sugar cane fields, then many citrus groves. At Montemorelos you'll want to stop for orange juice or fruit at one of the many roadside stands with their unique displays.

Cd. Victoria, el. 1,181 ft., (228 m. L—535 m. to MC), is an important farming and ranching center. Escondido Courts will welcome overnight trailer stops.

Cd. Victoria, el. 1,102 ft. (324 m. to L—439 to MC) at the junction of Mex. 85 and Mex. 101, is noted for its fine hunting and fishing. El Jardín Motel, one mile north of town has a number of attractive trailer spaces with all connections.

Twenty four miles south of Cd. Victoria the highway crosses the Tropic of Cancer. Now in the Torrid Zone you will begin to notice dense tropical growth in the lowlands, exotic tropical flowers and squawking wild parrots flying overhead. Native Indians live in picturesque thatched huts.

At Cd. Mante, el. 295 ft. (407 m. to L—356 m. MC), vast agricultural and sugar cane producing center, a trailer stop may be made at Los Arcos Courts, on the south edge of town (not too convenient to get in and out). A half mile farther on Tamps. 80, branches off to the left to Tampico, a distance of 96 miles. It is Mexico's number one oil city also offering excellent bathing in the Gulf of Mexico, hunting and fishing. At Antiguo More-

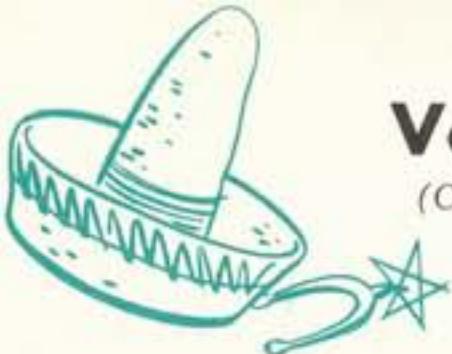
los Tamps. 80, leads west to San Luis Potosí and Guadalajara.

In the region approaching Cd. Valles wild game is found in abundance with mountain lion, ocelot, jaguar, wild turkey, deer, wild boar, as well as smaller game.

Cd. Valles, el. 312 ft. (467 m. to L—296 m. to MC), offers trailer accommodations at the Palma Motel, north side, or at El Banito six miles south of town. On the south edge of town a road, Mex. 110, leads east 90 miles to Tampico. Ten miles out on this highway and one mile south is Hotel Taninul, famous for its warm spring mineral baths. Also on Hotel grounds is a grove of 60,000 orange trees and the birth of the River Choy.

A sixty mile drive south to Tamazunchale, el. 675 ft. (538 m. L—225 m. MC) goes through the heart of Huastecan Indian country. Tamazunchale (say it like Thomas and Charlie) is a favorite stopping place before tackling the 100-mile drive over the Sierra Madre Oriental mountains. Stay at Quinta Chilla Courts, on a grassy spot next to the Rio Moctezuma. Best time to drive the mountains is between 9 a.m. and 5 p.m. to avoid morning and evening fog. You should have no trouble with your car heating if it is in good condition and your trailer is not too heavy. Anyone who is terrorized by mountain roads should not attempt this trip. In the first 60 miles you climb nearly 5,000 feet. You will want to make frequent stops to photograph the spectacular scenery. Small patchwork fields of corn, bananas or papaya dot the hill-

(Concluded on next page)



Vamanos a Mexico

(Concluded from previous page)



Aztec dancers at the Temple of Quetzalcoatl. Costumes and dances are made authentic from a codices and from family tradition.

sidse. Fruit may be purchased very reasonably at roadside stands.

Jacala, el. 4,593 feet (597 m. to L—166 m. MC) is the end of the first lap. Stop for gas. You still have about forty miles more of mountain road.

At Zimapan, el. 6,410 feet (638 m. L—125 m. MC) you have finished the 100 miles of steady mountain driving. A few miles north of town you will see the Posada del Rey Hotel which also caters to trailer travelers. You will want to see the beautiful patio and interior decorations, as well as rest up for the last 125 miles to Mexico City. See the 400 year old town and the huge cypress tree—42 feet around—before you head south.

Very shortly you will descend into a gorge and cross the Tasquillo bridge. Ixmiquilpan, el. 5,576 feet (663 m. L—100 m. MC) is an old colonial town with a 16th century Church and you will see many Otomi Indians. They are also seen along the highways spinning the maguey fiber or with small herds of sheep. Good food and car service at H. R. Dobbs.

Actopan boasts one of the finest monasteries in the country. A paved side road, Hgo. 126, leads west 33 miles to the ruins and giant idols of Tula, ancient capital of the Toltecs.

We are now in the hacienda country. Extensive plantations of the giant maguey plant are a familiar sight approaching the Valley of Mexico. If it is early, you may wish to take a side trip to the archaeological site of San Juan Teotihuacan. Seventeen miles north of Mexico City turn left on Mex. 132. Many travelers prefer to return to Teotihuacan another day when they have more time to take pictures and visit the museum.

As you approach Mexico City, the famous snowcapped mountains of Popocatepetl and Ixtaccihuatl are often visible to the southeast. The entrance to the City is on Insurgentes Avenue North. By following this long straight avenue for about 10 miles through the City you will be close to the Cabello Trailer Park. Turn left at Obregon Monument to University Ave., then left a few blocks to Calle Hortensias. Another left turn and you are there at number 235. Mr. and Mrs. Cabello give generously of their time in helping trailerites enjoy their stay in Mexico City, which is often referred to as the "Paris of the Americas."

Constitution Highway, Mex. 57 Eagle Pass, Texas, to Mexico City — 820 miles.

This newest and fastest of all highways leading from the border to Mexico City is most popular with tourists who want to get to Mexico City "pronto." Generally lacking in accommodations enjoyed on older routes, there are a number of new motels and trailer parks recently completed and others are still under construction.

From Eagle Pass to Saltillo, a distance of 278 miles, the highway climbs slowly from 1,000 to 5,000 feet elevation. The terrain from Saltillo, south to Mexico City is mostly level and you are always driving at elevations from 5,000 to 7,000 feet. Vegetation consists mainly of Joshua trees and several varieties of cactus. The tropical atmosphere and scenic vistas of Mex. 85 are completely missing here, although spring and summer rains bring green grass and wild flowers in profusion to this semi-arid plateau.

An alternate choice is to join Mex. 57 at Saltillo via Mex. 40 from Monterrey. This route cuts the distance from the border by 85 miles.

After crossing the toll bridge over the Rio Grande from Eagle Pass your baggage is inspected by Mexican customs and you get tourist, car and trailer permits at Piedras Negras. A two lane highway leads south

through cattle and mining country as it passes the towns of Morelos, Alende, Rosita and Sabinas. From Monclova, el. 1,931 ft. (159 m. EP—661 m. MC) one of Mexico's important steel cities, the highway gradually gains altitude as it reaches Saltillo.

Saltillo, el. 5,145 ft. (278 m. EP—542 m. MC), has much to offer the tourist. Its marketplace, with produce and handicrafts of the region, and a visit to a serape factory are of special interest. Trailer facilities are available at the Huizache Courts.

Continuing 162 miles south on a new, wide highway we reach Matehuala, el. 5,080 feet (440 m. EP—380 m. MC) where the Motel Las Palmas has well equipped trailer spaces. At El Huizache, 50 miles south of Matehuala, is the junction of Mex. 80 which connects with Mex. 85 (Pan American Highway) 135 miles to the east. For the next 66 miles Mex. 57 and Mex. 80 run concurrently to San Luis Potosi, el. 6,290 feet (555 m. EP—265 m. MC), capital of the State of the same name. It has an important historical background and owes its continued existence to nearby mines and the smelter plant. On Mex. 57 bypass check the new Cactus and Mirador Motels for trailer accommodations. Mex. 80 branches off here westward to Guadalajara, a distance of 218 miles.

The new, fast Mex. 57 continues south over level or rolling plains 127 miles to Queretaro. Several small villages are skirted en route and side roads invite the traveler to visit historical and colonial Dolores Hidalgo and San Miguel de Allende a few miles to the west.

Queretaro, el. 6,160 feet (683 m. EP—137 m. MC) is of interest for its old Spanish aqueduct (Mexico's longest), parks and plazas, colonial buildings and historical role—Emperor Maximilian was executed here in 1867. Stop at El Jacal or other motels. Gas stations also accept overnighters. One mile west of the City Mex. 45 (Central Route from El Paso, Texas) junctions with Mex. 57.

The limited access, four-lane toll highway for the last 137 miles into Mexico City is without tourist accommodations. As it enters Mexico City it connects with the Paseo de la Reforma. Follow it toward the business center then turn right on Insurgentes Avenue to reach the Cabello Trailer Park.

Buen Viaje, Amigo.
(The End)

The third and last article of this series, on trailering thru Mexico by Otto Done, will be published next month.