

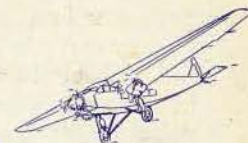
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TAT TRANSCONTINENTAL AIR TRANSPORT, INC. TAT PLANE TALK

TERMINAL FACILITIES & THEIR DEVELOPMENT

THE first issue of "Plane Talk," published in January, was devoted to a general discussion of the preliminary organization of Transcontinental Air Transport, Inc., its capital structure, the men responsible for the organization and its officers. In this and following issues, detailed attention will be given to other problems which faced the Company as its organization proceeded.

The air-rail combination, for passenger carrying, unique in aviation history, was

conceived the week following Colonel Charles A. Lindbergh's return to America from his flight to Paris. Colonel Lindbergh was invited to become associated with the project and a tentative route was laid out. The route then planned was virtually identical with the one finally selected, with Columbus as the eastern air terminal.

The organizers of TAT evolved the combination of air and rail facilities as a permanent feature of American transpor-

tation and not as a mere temporary expedient. Their belief was expressed months later by Mr. C. M. Keys, President of TAT in an address before the New York Railroad Club, in New York, December 13, 1928.

"I am firmly convinced," Mr. Keys said, "that the evolution of passenger transport will not follow exactly the course followed in the case of the air mail. Rail-air transport of passengers is a thing in itself which will be permanent and im-



THE first plane of the TAT fleet has been christened "City of Columbus," after the eastern terminal of the line. Other planes will be christened as they are put into commission, being named after the cities served by TAT. Plans are being made in several cities to hold

public ceremonies on the occasion of the christening as was done in Columbus.

Little Miss Joan McKee, 4-year-old daughter of Lieut. Frank McKee, commander of the Columbus airport, had the honor of pouring spring water over the propellers of the "City of Columbus" and officially pronouncing its name. Kline L.

Roberts, chairman of the Columbus airport commission, presided at the ceremonies and introduced officials of TAT who were present.

The "City of Columbus" is being used as an office ship by the officials in order that they may keep up with their routine duties while on the road.

portant and so far as the main trunk lines of the country, for instance, are concerned, will probably be not only more profitable but also more important from the standpoint of volume than will the all-air lines."

The Route

As finally selected, cities on the route of TAT are as follows:

Columbus	Clovis
Indianapolis	Albuquerque
St. Louis	Winslow
Kansas City	Kingman
Wichita	Barstow
Waynoka	Los Angeles
	San Francisco

Waynoka and Clovis were finally selected as stations on the line rather than Dodge City and Las Vegas, after a more detailed study of train connections and flying possibilities. A more perfectly balanced flying time between the eastern and western divisions can be maintained over the Waynoka-Clovis route.

By the substitution of Waynoka and Clovis for Dodge City and Las Vegas, it is now possible to connect with the fast Pennsylvania railroad train, the "American," at Columbus on the east bound trip. And in spite of the loss of three hours "clock time" while flying from west to east, the transcontinental journey can be made in two days.

Airport Selection

In a preliminary survey by Colonel Lindbergh it was learned there were no existing airports suitable for use of TAT planes. Five cities on the route, however, agreed to provide and equip new airports or to improve established ports to meet the requirements set by Colonel Lindbergh.

The cities in which airports are being provided from municipal funds are:

Columbus	Indianapolis	St. Louis
Kansas City	Wichita	

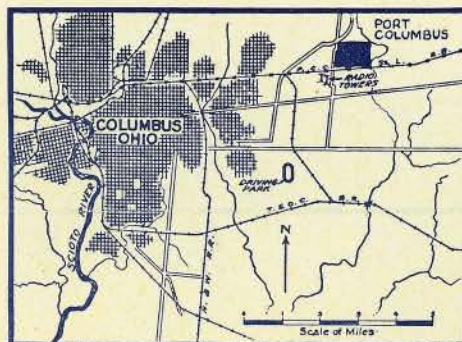
West of Wichita with the exceptions of Los Angeles and San Francisco, TAT has purchased or leased and is now equipping its own airports. At Los Angeles a private air port will be used, but the port at San Francisco has not been chosen.

A number of factors was considered in selecting the airport sites both those provided by cities on the route and those procured by the Company. The major heads on the specification list include the following:

Location	Accessibility	Size
Shape	Elevation	Topography
Nature of Soil	Aerial Approaches	Land Marks

Suitability	Weather	Wind Rose
Visibility	Obstructions	Buildings
Water	Fire Protection	Gas
Available	Field	Marking
Sewage	Lighting	Additional Purchases
Power		
Additional Activities		

Columbus



Columbus and Port Columbus

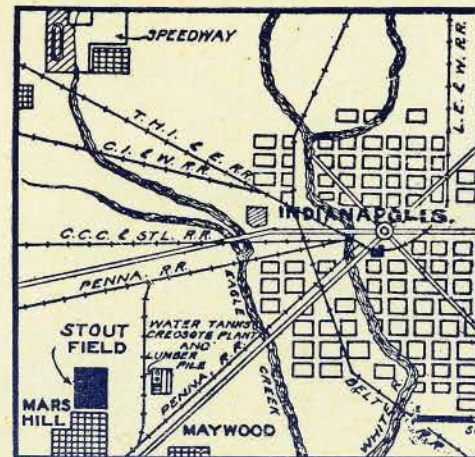
PORT COLUMBUS, eight miles from the heart of the city, and a short distance from a military flying field, has been purchased by the city through a municipal bond issue. Two bituminous macadam runways, 100 feet wide and the longest, in the direction of the prevailing wind, 3,500 feet long, will be constructed. Concrete "aprons" will be laid in front of the hangars and the passenger station.

A model passenger station, a few steps from the Pennsylvania tracks which bound the field, will be erected. Passengers transferring between plane and train in Columbus will not enter the city but will make the transfer at the airport. The Pennsylvania railroad is also erecting a passenger station on its right-of-way at Port Columbus. Such a station for transferring passengers between planes and trains is unique in American transportation history.

A drainage sewer is being laid, and trees and other obstructions being removed. The field will be lighted for night operation. Radio towers and weather reporting apparatus will be installed.

Indianapolis

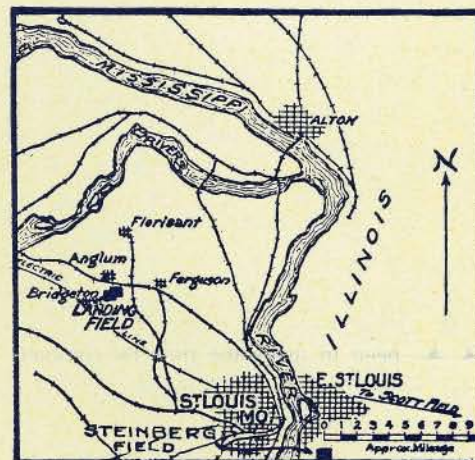
STOUT FIELD, owned by the state, five miles from the city on a paved highway, will be used in Indianapolis, temporarily at least. A municipal port is under consideration and may later become the site of TAT operations. A standard passenger station, radio towers and weather bureau instruments are being erected.



Indianapolis and Stout Field

St. Louis

LAMBERT-ST. LOUIS FIELD, owned by the city, will be used in St. Louis when TAT starts operations. Later, Steinberg field, in which TAT is part owner, no doubt will become the permanent airport. Lambert field is equipped now with runways, beacon lights and sufficient hangar space. The passenger station, radio towers and weather instruments will be erected on the Steinberg site as it is developed.



St. Louis—Lambert and Steinberg Ports

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Aerial perspective of Kansas City, showing the accessibility of the business district to the municipal airport as it will appear when completed.

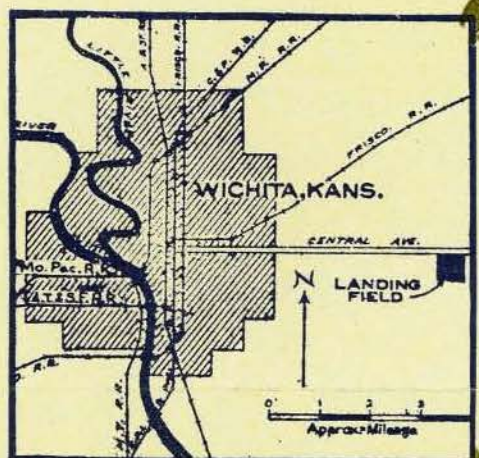
General Offices

THE general offices of TAT will be established in St. Louis, where the repair base and shops will also be located. Plans for the shops are being prepared. Architect's drawings and detailed descriptions will appear in an early issue of "Plane Talk."

Kansas City

A MUNICIPAL airport which has been in use some time by commercial, military and private planes has been made available to TAT in Kansas City. The port, provided through a municipal bond issue, is but five minutes from the heart of the city. Trees are being removed to make possible a runway 10,000 feet long. A passenger station designed by a well known architect, will be built. The station will be freely used by passengers on air lines operating to the North and South and connecting with TAT at Kansas City. The port is marked from the air by a sweeping bend in the Missouri river, visible to pilots and passengers at some distance. It is lighted for night flying and provided with radio devices and will be equipped with the TAT weather reporting facilities.

Wichita



Wichita and Municipal Airport

RUNWAYS a mile long in the direction of the prevailing wind already are laid out and are in use on the Municipal field which will be used by TAT in Wichita. An administration building, to contain passenger waiting rooms and offices for TAT and other transportation companies, has been planned. The field will be properly lighted for night flying, and radio and weather bureau instruments installed. The airport is slightly over five miles from the heart of the city on a paved highway.

Western Division

IN cities on the western division of TAT, including Waynoka, Clovis, Albuquerque, Winslow and Kingman, a municipal bond issue for the purchase of airport sites was not feasible. The Company owns or has leased the fields in these cities. The Company also will completely equip the airports with runways, passenger stations and radio and weather installations. In Clovis and Waynoka TAT hangars 120 feet by 200 feet are under contract.

Such a program involved sending survey parties to each field purchased or contracted for. Two weeks were required for the preparation of a contour map indicating in minute detail the field terrain. All obstructions which might interfere with landing are being removed.

Contracts have been signed with power companies and telephone companies to extend their service to the airports. The extensions required the building of new lines as long as ten miles in some cases. Spur tracks leading from the main line of the Santa Fe railroad to the airport will be laid in these western cities.

Los Angeles

GLENDALE FIELD, privately owned and operated, will be used in Los Angeles. The field already is in operation and a concrete runway 3,000 feet long has been laid. Another runway is planned. A joint passenger station for use of TAT and other transport lines will be erected, hangars will be built and the entire field lighted for night operations. Glendale field is easily accessible to Los Angeles by a paved highway. An emergency field, lighted and maintained by the federal government, is seventy miles east of Glendale in the Mojave desert.

San Francisco

A N airport has not been definitely selected at San Francisco although several are under consideration. San Francisco, with Los Angeles, forms the dual western terminal of TAT and the airport, when chosen, will be equipped to fulfill specifications laid down for all TAT fields.

