

CHRISTEN
NEW TWA
FLEET
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THE TWA SKYLINER

ROUTE
PROGRAM
OF TWA
See Page 2

Vol. 4, No. 8

Published by TRANSCONTINENTAL & WESTERN AIR, INC.

JUNE 15, 1940

BOEINGS IN PROVING PERIOD

Directors Offer All Resources

Airline Pilots Can Give Day-by-Day Training to New Men

WILSON IN CHARGE

Transcontinental and Western Air, Inc., has placed at the disposal of the government the "full measure" of its resources and trained men to aid in the development of the national defense program.

The offer, first to be made by an airline, was announced by Jack Frye, president of TWA, following a board of directors meeting in St. Louis on June 11.

Frye said it was the feeling of the board of directors that airlines of the country should take an active part in providing use of their facilities in any program the government adopts for training of pilots, ground crews, radio technicians and maintenance experts.

The TWA resolution stated: "Resolved, that the Board of Directors of Transcontinental and Western Air, Inc., in recognition of the problems now confronting our country, offer to the government the resources and experience of the company in the furtherance of the National Defense.

"And further resolved, that TWA undertake to disseminate into its organization for training purposes such additional ground and flight personnel as the military services deem necessary and to carry on and

(Cont. on Page 2, Col. 5)



With a snip of the shears, Mrs. Robert H. Hinckley, wife of the chairman of the Civil Aeronautics Authority, formally christened TWA's new Stratoliner in a colorful ceremony at Bolling Field, Washington. Left to right in front row are Smith W. Pardum, second assistant Postmaster General of the United States; R. H. Simpson, Chicago industrialist; Robert H. Hinckley, chairman of the CAA; Mrs. Hinckley; T. B. Wilson, chairman of the TWA board; Col. E. W. Hill, commanding officer of Bolling Field; and TWA hostesses June Rothe, Olga Harbaugh, Frances Ice and Margaret Harpring.

New Planes Made Ready for Service

Expect Regular Schedules Early in July Over TWA System

FIVE ARE DELIVERED

When No. 404, fifth of TWA's fleet of four-engine, 33-passenger "Stratoliners" arrived in Kansas City from Seattle Saturday, June 8, with D. W. Tomlinson and L. G. Fritz at the controls, all five of TWA's new planes were in Kansas City at the same time.

The new fleet is now at the height of its proving period on flights from coast to coast and is expected to go into service shortly after July 1.

The "Stratoliners," which are numbered from 400 to 404, inclusive, were all delivered within a month's time from Boeing Aircraft in Seattle by Captains Otis Bryan (No. 400), W. G. Golien (Nos. 402 and 403), and Tomlinson (Nos. 401 and 404).

During June the "Stratoliners" are flying in and out of the Kansas City airport daily on proving and exhibition flights to all points on TWA's system.

By June 20, it is expected, "dress rehearsal" flights will get under way and everything will be in readiness for the opening of regular schedules early in July.

"Before the introduction of the 'Stratoliners' we are leaving absolutely nothing undone to be able to provide the American public the safest and finest equipment for travel that has ever been designed," said Paul E. Richter, executive vice-president.

D. W. Tomlinson Elected Vice-President in Charge of Engineering; Wright Is Public Relations Head

In recognition of his engineering research which has played an important part in TWA's development, D. W. (Tommy) Tomlinson, Chief Engineer, has been elected Vice-President in charge of Engineering by TWA's Board of Directors.

The directors also announced through Jack Frye, President, that Theon Wright, Director of Public

ity, has been advanced to a new post of Director of Public Relations and Publicity.

Tomlinson, who has been flying more than 20 years, was placed in charge of TWA's experiments in "overweather" flying six years ago and his pioneering at high altitudes was the forerunner of TWA's purchase of a fleet of Boeing "Stratoliners." He has been in charge of research on numerous other developments. He was a member of the committee headed by Jack Frye, that drew up the specifications for the Douglas DC-1, predecessor of the DC-2 and DC-3 planes which now are standard equipment on all major domestic airlines. Tomlinson also was test pilot during the experimental flying period of the DC-1 development.

"Tommy," as he is known, graduated from the United States Naval

Academy in 1918 and learned to fly at Pensacola. He remained with the Navy until 1929, when he joined TWA as a pilot.

Theon Wright is a veteran of 15 years experience with newspapers and press associations in Honolulu, Los Angeles and New York and became associated with TWA as New York News Bureau Manager February 1, 1939. On August 1, 1939, he was appointed System News Bureau Manager with headquarters in Kansas City.



Waiting at the Kansas City airport to greet their daddy when the first "Stratoliner" was delivered from Seattle by Chief Pilot Otis Bryan was Otis, Jr., Beverly and Mrs. Bryan. It was a happy family group until a freight train came puffing around a curve near the airport and four-year-old Otis, Jr., rushed out of the "Stratoliner" crying, "Look, Daddy, a train!"

Record for April

An all-time record of 11,676,370 revenue passenger miles flown during a single month was established by Transcontinental and Western Air, Inc., during the month of April.

The new high exceeded the total flown during the same month a year ago by 69.6 per cent, and that it topped the previous best month, October, 1939, by 677,939 passenger miles.

The report showed the airline carried 76 per cent more air mail poundage in April than it carried during the same month last year.



The first courtesy passenger flight out of Kansas City in a "Stratoliner" was made by this group of prominent Kansas City citizens to Denver for a luncheon with Colorado civic and business leaders. Paul E. Richter, TWA executive vice-president, (second from left), was host to the group of 30 passengers. This photo was made at the Denver airport where Stations KJZ of Denver and KVOR of Colorado Springs combined to broadcast the arrival of the plane.

THE SKYLINER

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 Managing Editor: Virgil Cory
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Officers and Directors of Transcontinental & Western Air, Inc.

T. B. Wilson: Chairman of the Board and Director
 Jack Frye: President and Director
 Paul E. Richter: Executive Vice-Pres. and Director
 V. P. Conroy: Vice-Pres. in Charge of Traffic Sales
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 Powell Conroy, Jr.: Crosley Radio Corp., Cincinnati, Ohio
 Harold Warner: Chadbourne, Wallace, Parke & Whitehead, New York City

TWA Plans for the Future

The map below is an outline of the TWA system as we envision it for the future. It represents the present trunk-line system of the airline, plus additions to the system which we believe will make our airline exactly what its name implies—the TRANSCONTINENTAL line!

Study this map carefully. It is not merely a series of lines on the map, but the result of a long and thorough study of traffic problems—our problems, and those of the public we serve.

Note, for example, the route through Texas. This is one of the biggest potential sources of airline traffic in the United States. It will draw from populations of more than a million and a half people, and will feed into our trunk line at Amarillo.

The TWA trunk-line system is a streamlined airline as it operates today, covering the country over the shortest and fastest route. This route was laid out essentially as a TRANSCONTINENTAL line, and directness was made the primary objective, sometimes at the cost of missing large centers of population.

In the case of our route west of Amarillo this is particularly true, and the purpose of the proposed Texas route therefore is twofold—first, to serve Texas with a direct route to the Pacific coast, and second, to feed a new and important flow of air traffic into our line at its point of embarkation over the sparsely populated stretches west of Amarillo.

Our proposed route from St. Louis eastward, through to Washington and Philadelphia, likewise serves a dual purpose. It offers a new service to population centers not now served by adequate air service—and in some instances without any air service—and puts our transcontinental line into the nation's capital, Washington, D. C.

This picture of expansion, we believe, is a healthy picture. It represents our needs and our hopes for the future.

To make this expansion effective, the co-ordinated interest and enthusiasm of every member of TWA is necessary. It is TWA's future, and your future!

Jack Frye

Tappe Heads U. S. J.C.C. Air Program

Edward A. Tappe, manager of TWA's passenger relations department, has been named national chairman of the aviation committee of the United States Junior Chamber of Commerce, a position of increased importance since the government's military aviation program has been inaugurated.

Tappe has been chairman of the Kansas City chapter's aviation committee and vice-chairman of the national group. His appointment came from Perry Pipkin, Memphis, national Junior Chamber of Commerce president.

He is a five-year pin wearer for TWA and has been manager of the passenger relations department for the past two years.

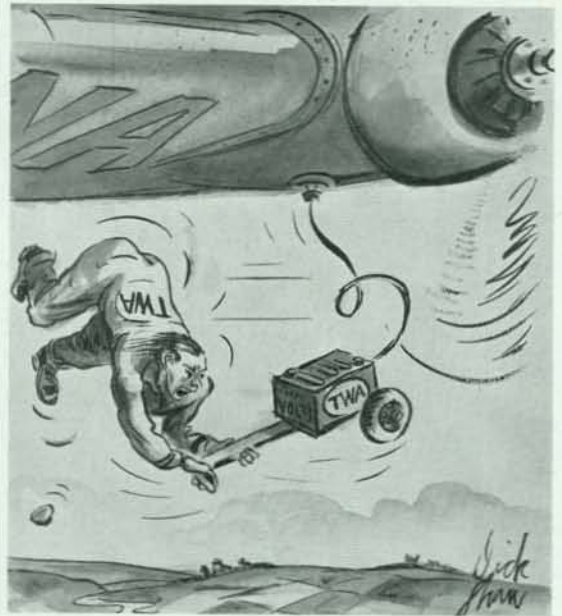
One of Tappe's first official duties in his new work was to send the following telegram to Robert Hinckley, chairman of the Civil Aeronautics Authority, and General George Marshall, chief of staff, War Department, Washington:

The national aviation committee of the U. S. Junior Chamber of Commerce places at your disposal the facilities of the aviation committees of our nation-wide organization in 700 cities in the United States in assisting in every manner possible with aviation personnel training in the national defense program. We welcome the opportunity to expand the active service we have rendered to the C. A. A. during the past year in the pilot training program.

Edward A. Tappe, Chairman.
 National Aviation Committee.

TWA INDUSTRY PORTRAIT

An interesting and informative article on the progress of TWA is contained in the June issue of Western Flying magazine. Titled "TWA—an Industry Portrait," the article was written by Selby Calkins, editor of Western Flying, who flew from Los Angeles to Kansas City where he spent a week interviewing officials and obtaining material.



"Phoocy on this job!"

Voice of the Passenger

The American Rolling Mill Co.,
 Middletown, Ohio

Mr. V. P. Conroy,
 Transcontinental & Western
 Air, Inc.
 Kansas City, Missouri.

Dear Mr. Conroy:

Since aviation has become so well established and has performed such wonderful things, I have been constantly becoming more air-minded and I made my first air flight from Dayton to Kansas City on May 21.

I have talked with many of our men who have used it more or less and have had their reactions from time to time. Some of them are peeved if they have to travel in any other way. Others use it just when it best fits into their transportation problem.

In general, after I was seated in the plane and in the air, I did not feel as though it was anything new but that I might have been traveling in that manner for a long time. The action of the plane is so smooth, one is so comfortable and the broader view acquired is so far beyond that that can be had in any other form of transportation, that it was intensely interesting.

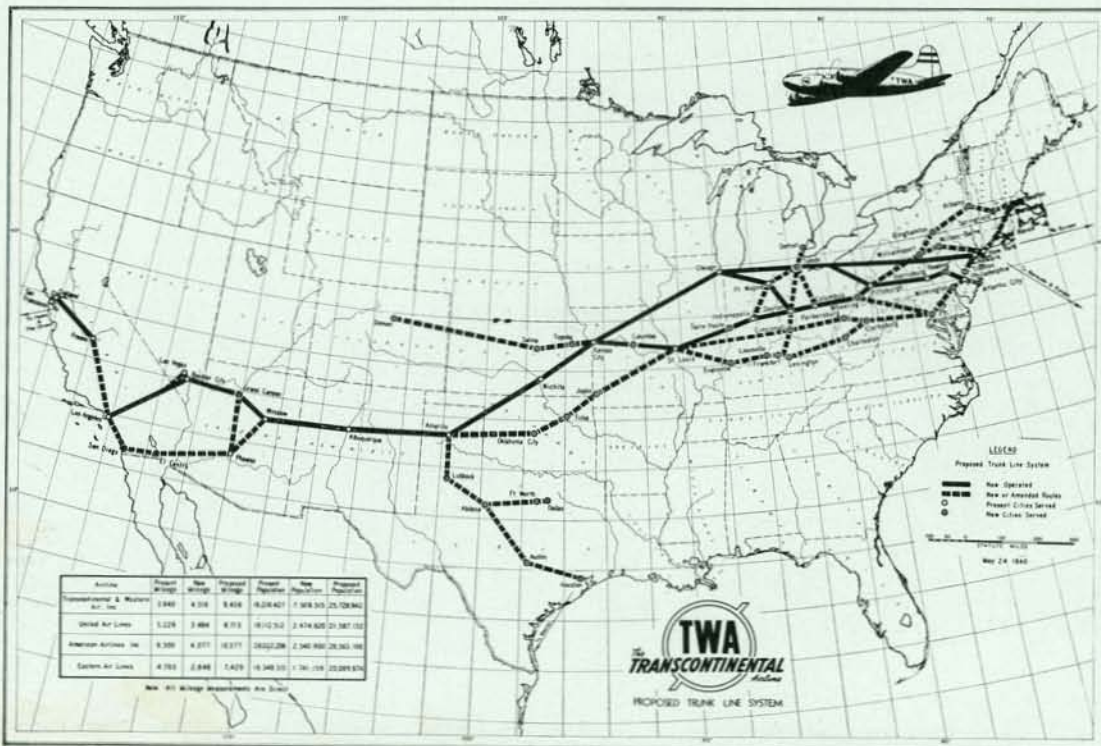
The clock-like leaving and arrival and the steady speed of the plane were most interesting. We had no bad curves and no trucks to pass—just sailed along without any interruption.

We ran into a rain storm in St. Louis and it was still raining when we left, but that affected the operation of the plane not at all. I arrived in Kansas City at seven p. m., where if I had gone by train it would have required a night's ride from Cincinnati to St. Louis and would have taken the best part of the morning to have gone from St. Louis to Kansas City.

The saving in time and the comfortable trip itself certainly shows why aviation has absorbed such an important place in our whole national transportation problem. In plane travel, with a comparatively small party of twenty-one, you are of course able to give more personal attention to each passenger and thus perform a better service. If all of your hostesses are as competent as little Miss Hite, it certainly represents a very valuable part of your service.

When perfection is accomplished, it is pretty difficult to make suggestions as to improvement. It is impossible for me to suggest anything that could have been done any better on my trip from Dayton to Kansas City. It was a marvelous and interesting experience which I shall no doubt repeat many times in the future.

Most cordially yours,
 GEORGE M. VERITY,
 Chairman.



Helen Mosier Is Candidate for Queen of Air Hostesses

A 21-year-old Oklahoma beauty who decided to become an airline hostess in preference to stage dancing has been selected by pilots and hostesses of TWA as their entrant in the "Miss American Aviation" competition at the National Air Carnival in Birmingham, Ala., June 1 and 2.

She is Miss Helen Mosier, of Maramec, Oklahoma, who became an airline hostess for TWA last March after four years of study for the work, including three years of nurse's training at St. John's Hospital in Tulsa, Oklahoma.

Possessed with unusual charm, Miss Mosier has light blue eyes and dark brown hair. She is five feet, three inches in height and weighs 112 pounds.

Helen finished her high school work before going to Tulsa and enrolling in a course in nursing at St. John's Hospital. She completed her training last August and worked as staff nurse in an Indian Hospital at Pawnee, Okla., until she was accepted by the airline in March. Since putting on her uniform for the first time, Miss Mosier has been flying the Kansas City-Albuquerque run for the airline.

Miss Mosier this year is following in the footsteps of two former TWA hostesses who competed in the "Miss American Aviation" contest and won the coveted title. Miss Dorothy Quackenbush was the queen in 1938 and last year Miss Katherine Wilson was judged the winner. Miss Quackenbush is now known as Wanda McKay and is featured in motion picture work for Paramount. Miss Wilson recently was married to John Milner, TWA first officer, after continuing her hostess work for TWA during her "Miss American Aviation" regime.

As former "Miss American Aviation" winners, both Miss Quackenbush and Katherine Wilson Mil-

"MISS TWA"



Helen Mosier, who has been flying the Kansas City-Albuquerque run since March, is "Miss TWA" and a candidate for "Miss American Aviation" honors at the National Air Carnival in Birmingham, Ala. See story, this page, column 1.

ner were to attend this year's Birmingham air show. They were to accompany Miss Mosier and attend all public functions with the current TWA candidate. Miss Gladys Entreklin, chief hostess, and hostesses Frances Ice and June Rothe also were to accompany the TWA party which was to fly from Kansas City to Birmingham in a DC3 plane which was to be used in connection with a "Believe It Or Not" broadcast by Robert Ripley over the Columbia Broadcasting System Friday night, May 30.

Miss Margaret Mellon, a Chicago & Southern Airlines hostess, won the "Miss American Aviation" contest at Birmingham, it was announced just before the "Skyliner" went to press.



Turning the tables on the guest book and being "guessed" on the western end of this heah airline was a lot of fun during a one-week run from Chicago to Los Angeles, San Francisco, Boulder, et al.—and no hold-overs except for a couple hours welcomed stay at AB and KC.

Back home in time to welcome Jim Hawthorne, who takes Bill Pluchel's place who now holds down Fort Wayne, and to Ben Oakes, sales representative, to the LaSalle Street office. In reservations, there are still more new faces with Josephine Sliga, Betty Smith and Betty Spoonmore at the battery of teletype machines, and Frank Wright in reservations. Incidentally, "Shippy" Shipman is "very proud" of CG's new reservations department and invites all TWA personnel visiting in Chicago to drop up and see them in the Palmer House. The new set-up is causing a lot of comment and Shippy has been "hosting" other airline personnel.

Speaking of vacations, Dick Hannagan returned from Mexico bragging about a dinner of "gooey worms." He has been trying to round up a party to look for them in Chicago, but has had no offers. Army Armstrong is now on vacation back East, and Shippy is not going on a busman's holiday. He and Mrs. Shipman are motoring to the Colorado Rockies this time.

John Bailey is making us green with envy because he will start his flying lessons soon. The Chicago Junior Association of Commerce members have pooled together and are buying a 60 horsepower Piper Cub. We have tried to dissuade John that he's putting himself in line for active duty but he refuses to be put off—"... and anyway, my father was a Captain in the army," according to John.

—Milly Anderson.

Chicagoan Recalls Rescue by Frye in Mid-Air Adventure



Here is TWA's president, Jack Frye, at an early period in his flying career, about the time he saved the life of Frank Hefling. Mr. Frye flew a Jenny plane, similar to the one shown in the photo, to rescue Hefling. Standing beside Mr. Frye in this picture is Paul E. Richter, now executive vice-president of TWA, who has been associated with Mr. Frye for more than 15 years.

Frank Hefling, deep water diver from Chicago, visited Kansas City recently and during a conversation with friends he told the following story which was printed in the Kansas City Star:

"Do any of you know Jack Frye?" he asked, referring to the president of TWA.

One of the group replied that he did.

"Did you ever know that he once saved my life?" Hefling asked.

"You know I used to do stunt work for the movies and one time in 1924, I started off the ground with a pilot at Los Angeles to practice a rope dangling act.

"When we had reached about 3,000 feet I climbed out of the cockpit and slid down the rope which we had dangling from the machine. I got down, but couldn't climb back that 50 feet of rope. I guess I was just about as near the end of things as anyone could be.

"Jack Frye saw my predicament. He took off in a Jenny and climbed

to where I was standing with my feet in the loop at the lower end of the rope. By careful maneuvering, he brought the upper wing of his ship almost to my feet."

Let Mr. Frye finish the story, as he recalled it to the Star reporter.

"The air was extremely rough and it was quite a task to get near him," Mr. Frye said. "He reached down with one hand and seized the cabane struts on top of the wing. But just at that moment we flew into more rough air and Hefling was jerked off. He fell away from the rope, but the one foot which remained in the loop fortunately caught.

"He dangled there, head downward, until I again was able to jockey into such position that he could get onto my upper wing and so into the forward cockpit."

Hefling and Mr. Frye did not meet while the diver was in Kansas City.

Offer Resources

(Cont. from Page 1, Col. 1)

expand its operations so that they may be most useful in the development of the National Defense Program."

T. B. Wilson, chairman of the board of TWA, has been named chairman of a committee of airline executives, selected in Washington to develop a program of co-operation between airlines and the government.

Frye pointed to the tremendous increase in importance of air transport in military operations as indicated by the present war activities in Europe.

The airlines, he continued, can create and maintain on active duty a vast potential reserve in man power for the defense program. Hundreds of skilled pilots now flying domestic and international air routes are reserve officers in army, navy and marine air forces and the airlines are equipped to form the backbone of a national system of pilot training.

Frye said the airlines could continue to give day-by-day training in flying through absorption of additional men to create the reserve man power sought in connection with national defense.



Things are happening fast in Fort Wayne. Our station has been enlarged and with the new office furniture that just arrived, we have a very nice place to work. The new downtown traffic office is now under construction and William Pluchel has been assigned as the Fort Wayne District Traffic Manager.

Passenger Agent Ramey has been informed that effective June first he will start relief duty as P. A. and radio man for St. Louis and Fort Wayne during the summer months.

The TWA bowling team finished second in the airport league and Mr. Kelsey was voted the most dangerous man on our team; not merely because of his scores but with Kelsey bowling, one never knew where he might throw the ball.

Red Shifler's wife is just learning to cook. The other night he was seen taking home an ax to help break through the pie crust she had baked.

—Bob Ramey.



Here are the girls who represented TWA at the National Air Carnival in Birmingham, Ala., June 1-2. Left to right, Dorothy Quackenbush, who was "Miss American Aviation" in 1938 and who is now known as Wanda McKay, a Paramount starlet; Helen Mosier, "Miss TWA"; June Rothe, who was "Miss N. A. A." at Birmingham; Gladys Entreklin, chief hostess; Frances Ice, flight instructor, and Katherine Wilson Milner, "Miss American Aviation" in 1939 and who now is the wife of TWA First Officer John Milner.

—TWA News Photo

Personalities and Happenings in Ma



—TWA News Photo
Vin Conroy, Vice-President in Charge of Traffic and Sales, was honor guest at a surprise luncheon in honor of his second anniversary with TWA on May 14 at the Savoy Grill in Kansas City. Members of the General Traffic Office turned out in full force for the luncheon and were already at the table when Mr. Conroy walked in expecting to have a quiet lunch with one of his friends who had asked him to lunch. Here's the group that attended, left to right: John Clemson, Charlie Gallo, Virgil Cory, J. A. Thomas, Agnes Berley, Joe Letzkus, Bill Price, Helen Barnes, Eileen Barton, Virginia Saale, Thelma Waite, Ann Herning, Mary Farrington, Ed Tappe, Doris Mahaney, Vivian Fanning, Ed Rose, Parry Smith, Martha Johnson, Irene Likes, Orville Olson, V. P. Conroy, Dorothea Allison, Helen Adair, Bill Dixon, Helen Wilson, Jewell Stanton, Ed Johnson, Chris Wilson, Margaret Bowman, Marjorie Fisher, Frances Poarch, Garnette Blum, Reay Jones, Stan Schlenther, Dick McGrew, Bill Sumits, Cliff Roberts.



—TWA News Photo
Nan Reis, Burbank based hostess, does her part as a reserve nurse in the American Red Cross to help the giant relief organization raise \$10,000,000 for war relief. She delivered the first batch of posters which came by air express on the Sky Chief to Los Angeles leaders of the drive.



—Photo By Harkins
Here's the group that recently sealed an air-rail pact between TWA and Kansas City Southern-Louisiana & Arkansas Railways to enable passengers to travel over both the air and rail lines with the purchase of one ticket. The new idea in the transportation field is based on an exchange order system and the men who signed the agreement are, left to right: W. N. Deraamus, executive vice-president of the railway lines; G. B. Wood, vice-president in charge of traffic for the railways; Jack Frye, president of TWA, and C. P. Couch, president of the railways.



—TWA News Photo
This expression on the face of Chuck (Accounting) Schwanke tells the whole story of the success of TWA's spring dance at the Pla-Mor early in May—everybody had a marvelous time, and that goes for all 600 who danced to the tunes of Red Blackburn's band. Mrs. R. F. Kraemer is Chuck's partner in this picture.



—Photo By Whittington
Cesar Romero, Twentieth Century-Fox star, carried one of the new Stetson "Stratoliner" hats in its streamlined hat box when he came to view the first of TWA's giant Boeings when it arrived in Burbank. Left to right, Chief Hostess Avis Peak, Romero, Hostess Vivian Stollfus, and Dick Pittinger, publicity representative for Twentieth Century-Fox.



—TWA News Photo
Frances Lee, TWA hostess instructor, is now a colonel—not the military variety, but a colonel of good-will and peace. She is shown here with Gov. John E. Miles of New Mexico receiving an appointment as a colonel on his personal staff. At the same time, Miss Lee received an official scroll invitation, signed by the governor, to attend the colorful Coronado Cuarto Centennial celebration in New Mexico, West Texas and Arizona this year.



—TWA News Photo
Edward A. Tappe, manager of passenger relations for TWA, has been appointed chairman of the national aviation committee of the United States Junior Chamber of Commerce. See story, page 3, column 3.



—Photo By Schuyler Craft
Jimmy Stewart, MGM star, decided to learn at first hand the size of TWA's new "Stratoliners," so he rolled his own private plane, a Stinson "105," up to the Boeing at Burbank. The picture tells its own story.

Fun Along TWA's Coast-to-Coast Route



—TWA News Photo
When "Amos 'n Andy" want to hop from Hollywood to New York between their nightly CBS broadcasts for Campbell's Soups, they go by TWA and get there in plenty of time before going on the air. Here is the famous radio team at Kansas City en route to New York on a recent trip. Left to right, Freeman (Amos) Gosden, Charles (Andy) Correll, Mrs. Gosden and Bill Hay, announcer.



—TWA News Photo
One of the most outstanding picnics ever held for members of the transportation industry was held by TWA for Southern California travel agents at the Altadena Golf and Country Club, April 28. The agents joined TWA people for a full day of fun and plenty of food and 387 registered during the day. For musical entertainment, Donald Douglas donated the Douglas Aircraft Band. Here's the start of the men's potato race, one of the scores of events on the program. Some of the contestants shown here were Herb Collins, Broadway Department Store Travel Bureau; George Dugan, Hollywood Travel Bureau, and Bill Elliott, San Diego Travel Bureau. Al Albertson, TWA sales representative (back to camera) was the starter.



—TWA News Photo
Ann Morriss, MGM starlet, who bought the first ticket from TWA's enlarged reservations desk at the Union Air Terminal in Burbank. The ticket office for the Los Angeles terminal was doubled recently to take care of TWA's greatly increased transcontinental traffic.



—TWA News Photo

Jerry Cleland of Lockheed Aircraft and Mrs. Cleland had a lot of fun watching the contestants in the race events at the TWA agents' picnic. Included among the events were straight and novelty races, golf, tennis, badminton and other varieties of recreation that appealed to all of the 387 who attended. Travel agents and aircraft officials from as far north as Santa Barbara and as far south as San Diego attended the affair.



—TWA News Photo

Three happy members of the Douglas Aircraft sales department are shown here going after the barbecue ribs at TWA's agent picnic in Los Angeles. Left to right are Mrs. Napier, Betty Ridgman and Mac McDonald. Betty is world famous in aviation circles for her cheery greetings to business visitors to the Douglas plant in Santa Monica.



—TWA News Photo
Two happy boys were John Brown, left, and Clyde Simpson, right, as they boarded a TWA plane at Kansas City for Chicago after winning high honors in Sears' annual craftsman contest during May. In addition to prizes awarded by Sears, including free trips to Chicago by TWA, the boys were presented trophies by TWA in a ceremony at the Kansas City municipal auditorium. Paul E. Richter represented TWA in congratulating the boys for their craftsman work. Hostess in the picture is Miss Pat Schultz.



—TWA News Photo

And here's the most important event on the TWA picnic program at the Altadena Country Club—food! Sampling one of the barbecued ribs is Art Stewart, western region manager for TWA, who was a perfect host for the big affair. Art received a flock of complimentary letters for handling the picnic so smoothly.



—TWA News Photo

Ruth Eckert, manager of the Hollywood Plaza Hotel Travel Bureau, and Jack Clark, manager of the Hollywood Plaza, were rooting for Al Davis, Southern California manager of the California Parlor Cars Tours, (front) to win one of the men's races at the TWA agents' picnic.

Seek Boston As Terminus

Establishment of Boston as eastern terminus for TWA's new fleet of 33-passenger Boeing "Stratoliner" planes — first four-motor transports to go into domestic service—is being sought by the airline through an extension of its present California-to-New York system.

Jack Frye, president, said TWA will ask the Civil Aeronautics Authority for approval of the application to operate "Stratoliner" planes from New York, present eastern terminus, through New Haven, Conn., and Worcester, Mass., into Boston.

The new airway into the Hub City is the second sought by TWA, which recently filed an application to operate from Pittsburgh to Boston by way of Williamsport, N. Y., Binghamton, N. Y., and Springfield, Mass. An amendment is being asked to include Albany as a stop on this route, Frye said.

Approval of the routes sought would open a new outlet for Boston to the west by way of Pittsburgh and inaugurate "Stratoliner" service from New England to the Pacific Coast.

The new airway also would connect Boston directly with a four-motor aerial highway extending nearly three-fourths of the way around the world. The TWA "Stratoliners" will connect with Pan American Clipper planes across the Pacific ocean to China, and across the Atlantic to Lisbon and other European points.

The new route sought will add 198 miles to TWA's system. The distance from New York to New Haven is 65 miles. The next leg, from New Haven to Worcester, is 92 miles, and Worcester is 41 miles from Boston.

No Soup on Real Plane Passengers

While Jack Benny stood in a Hollywood studio the other Sunday and hilariously enacted the spilling of his soup during a fictitious plane ride by TWA "Sky Chief" across the country, passengers on actual TWA flights were listening to the broadcast from their planes flying along at 8,000 feet and hugely enjoying Benny's verbal antics.

And, to quote Lionel King, TWA food supervisor, who heard the program on Flight 20, there wasn't a single passenger who spilled a drop of his soup during the broadcast.

TWA CAREERS

WILLIAM FREDERICK JUDD, Jr.
Operations Department

Born: January 7, 1916. Height: Five feet, eleven inches. Weight: 155 pounds.

Attended Hyde Park Grade School and Westport High School in Kansas City. Also attended evening classes at Rockhurst College for one year, and took a business course at Huff's College.

Started with TWA at Kansas City as stenographer in the executive offices June 10, 1935. His career since:

August 20, 1937—Passenger Agent Clerk, San Francisco.

December 16, 1937—Passenger Agent, San Francisco.

October 15, 1938—Passenger Agent, Burbank.

March 1, 1940—Student Co-Pilot, Kansas City.

March 8, 1940—First Officer, Kansas City.



L. A. McDonald, Columbus district traffic manager, now has a private office as a result of general expansion here. Miss Genevieve Nutter is a new secretary while Dwight Eddy, formerly a passenger agent at the field, has become a ticket and reservation clerk. Max Tegerdine and Eddy really are putting on the passengers at Columbus.

Mr. Howick, Mr. Thomas and Dick Herron are new additions to Columbus personnel.

Max Tegerdine's mother enjoyed her first trip by air when she flew from Chicago to Columbus to spend Mother's Day.

—Paul D. Strahm.

Seek Identification on Plan Suggestions

All suggestions turned in to the Employees' Suggestion Plan contest committee are now being reviewed and winners for each month from December to April, inclusive, will be published in the June issue of the Skyliner.

L. M. Reed, secretary of the Suggestion Plan Committee, who made the announcement, said that a number of accepted suggestions have not yet been identified and that contestants sending in the following suggestions are requested to identify themselves as soon as possible:

May	929	2768
June	1604	
July	2569	1616
August		678
	1451	2380
	52	1087
September	2666	
	779	778
	2393	1397
	1453	
October	1459	1119
	1151	583
		1453
	138	1747
	1551	1734
November	1666	676
	3065	1549
	3067	464
	938	

Number 1459 for October was awarded second prize of \$10 and 20 points and is still unidentified, Reed said.

Search for Photos

Jack Frye, President of TWA, has offered a reward of \$25.00 to anyone who can locate a group of 17 photographs of old planes sent to the New York traffic office in the fall of 1938 to be used as models for water color drawings, and were lost or misplaced.

These photographs belonged to various individuals in the organization and as no negatives are available, they cannot be replaced, according to Mr. Frye. The photos included six views of Fokkers, four of Stearman, two each of Lockheeds, Fords and Fleetsters and one of a Northrop Alpha. Anyone having any information about these pictures is requested to write Mr. Frye.

SELLING TWA

April 30, 1940.

Mr. Stick Randall,
TWA, New York.
Dear Mr. Randall:

Some time ago, through the kindness of TWA, I experienced my first flight. It was a Sunday courtesy flight.

This serves to thank you, and to tell you that the experience was not in vain. After writing my wife about the flight, it was decided that she would fly back, TWA, from Los Angeles, with our ten months old son.

Perhaps you could use your influence with the responsible parties to see that an important piece of equipment is established (at least for that day) at the Airport. It is essential for distinguished guests—a high-chair in the Kitty Hawk Restaurant, to accommodate the Yale fullback of Class of 1958 and the future president of the United States. I have not seen him in seven months.

After my experience in your plane, I feel assured as to the safety and comfort which they will experience on the trip.

Thanking you for the courtesy shown me by you and your staff, I am,

Sincerely yours,
George Seagrave Franklin,
Assistant Corporation Counsel,
New York City.

May 28, 1940.

Mr. Stick Randall,
TWA, New York.
Dear Mr. Randall:

A few weeks ago you went to a lot of trouble to provide a high

Washburne to New K. C. Post

Ray Washburne, reservations manager in New York, has been transferred to Kansas City and promoted to Reservations Supervisor, it was announced late in May by Robert Whitmer, System Superintendent of Reservations.

Washburne will replace Mel Warshaw who has been transferred to the Rates, Schedules and Research department. Warshaw will assist Charles Gallo in developing statistical data pertaining to route applications.

J. H. Woods, Reservation Sales Representative, New York, has been promoted to Reservations Manager in New York, replacing Washburne, according to Whitmer, who also announced that Ralph Oursler, Reservation Sales Representative, Los Angeles, has been transferred to Kansas City as chief clerk to Mr. Whitmer.

chair for your distinguished passenger, my ten months old son.

This is to thank you for the courtesy which you and TWA extended to Mrs. Franklin and the baby from the time of their boarding the plane in Los Angeles to New York. The trip was most enjoyable and the little fellow slept like a log practically all the way. Upon arrival in New York we found a pair of baby shoes which I am informed were given us through the courtesy of the line.

Thank you again.

Very sincerely yours,
George Seagrave Franklin.

TWA IN MINIATURE



Irv Greenwald, busy executive of the Hollywood traffic office, shows how to handle business by telephone. And, he proves by this picture, business is GOOD!



Baseball's high commissioner, Judge Kenesaw M. Landis, met a friend of 40 years' standing when he arrived in Kansas City early in May by TWA to attend the opening of the Kansas City Blues' baseball season. The Judge, right, is shown here with E. F. Swinney, prominent Kansas City banker, who knew Landis for many years before he became the czar of the diamond game.

TRANSFERS AND PROMOTIONS

Name	Present Position	Location	To Position	Location
Huber, Edward T.	Stud. Tkt. Sales Rep.	AB	Tkt. Sales Rep.	PT
Morrow, H. M.	Stud. Tkt. Sales Rep.	KC	Tkt. Sales Rep.	PT
Ecton, Dale Y.	Res. Sales Rep.	BU	Tkt. Sales Rep.	LB
Frost, Robert E.	Stud. Res. Sales Rep.	KC	Res. Sales Rep.	PT
Kuehn, B.	"A" Mech. (Maint.)	KC	Inspector	KC
McCormick, R. H.	Chief Tkt. & Res. Sales Rep.	BU	Chief Tkt. & Res. Sales Rep.	LA
Pomeroy, H. M.	Stud. Tkt. & Res. Sales Rep.	KC	Res. Sales Rep.	PT
Schmonsees, C. E.	Stud. Res. Sales Rep.	KC	Res. Sales Rep.	PT
Dunn, Frank W.	Stud. Tkt. & Res. Sales Rep.	KC	Tkt. Sales Rep.	WA
Hesselgesser, L. E.	Stud. Tkt. & Res. Sales Rep.	KC	Res. Sales Rep.	PT
Hightower, David	Chief Tkt. Sales Rep.	KC	Rep. Traffic & Sales	WA
Holmes, C. M.	Stud. Tkt. & Res. Sales Rep.	KC	Res. Sales Rep.	PT
McGuire, Hilda M.	Air Hostess	KC	Air Hostess	NY
Millington, H. J.	"A" Apprentice	LG	Lead Maint. Dispatch	KC
Mutcher, Clifford	System Superintendent	KC	System Supt. of Passenger Trains	KC
Obermiller, H. B.	Traveling Auditor	KC	Asst. Personnel Mgr.	KC
Skillin, Byron W.	Rep. Traffic & Sales	NY	District Manager	BO
Reed, J. Wilson	Stud. Tkt. & Res. Sales Rep.	KC	Rep. Traffic & Sales	WA
Bell, R. K.	Clerk	KC	Chief Clerk	KC
Busse, D. E.	Radio Technician	KC	Radio Engineer	KC
Corner, W. B.	Lead Mechanic	NY	Master Mechanic	NY
Crowl, J. M.	Radio Mechanic	KC	Radio Technician	KC
Dahnke, W. P.	Crew Chief	KC	Asst. Chief Insp.	KC
Gilbert, F. H.	Inspector	KC	Instructor	KC
Holland, Robt. W.	Dishwasher	KC	Junior Clerk	KC
Kay, K. K.	Link Trainer	KC	Fore. Radio & Elec.	KC
Lundblad, Chas. L.	Radio Technician	EC	Radio Engineer	KC
McMillan, R. D.	Mail Boy	KC	Dispatch Clerk	KC
Mills, E. J.	Lead Stores Clerk	KC	Asst. System Stores-keeper	KC
Mohr, F.	Master Mechanic	KC	Crew Chief	KC
Paul, Robert R.	Stud. Tkt. & Res. Sales Rep.	KC	Tkt. & Res. Sales Rep.	PH
Enyart, C. E.	Captain	CG	Captain	KC
Kasper, S. M.	Captain	PT	Captain	CG
Kravitz, I. S.	Captain	PT	Captain	CG
Truesdale, H. W.	Captain	CG	Captain	KC
Overman, R. E.	Captain	CG	Captain	KC
Beggs, L. A.	"A" Mechanic (Operations)	WO	Maintenance	KC
Bryan, Elmer M.	Stud. Tkt. & Res. Sales Rep.	KC	Tkt. Sales Rep.	WA
Ginther, F. W.	"C" Mechanic	NY	"D" Mechanic	ID
Mountain, J. D.	First Officer	KC	Reserve Captain	CG
Billings, E. C.	Reserve Captain	KC	Captain	CG
Cocke, Emmett O.	District Manager	LA	Allegheny Manager	PT
Dunahoo, R. A.	Reserve Captain	LG	Captain	PT
O'Brien, J. H.	Stud. Res. & Sales Rep.	KC	Res. Sales Rep.	CG
Pastorius, F. R.	Reserve Captain	CG	Captain	CG
Rubin, Jack	"C" Apprentice	KC	"C" Apprentice	BC



There's nothing like relaxation on a day off, according to Captain Amos Collins. Bare feet, pajamas and a big sombrero to keep the sun's warmth at a distance. All compose a part of Captain Amos' preparedness for an ideal siesta.



This pastoral scene is not the start of a chain of Thomas goat farms but is a pictorial record of Add (Chicago manager) Thomas' birthday present. Add entered into the spirit of the picture but Kid Mahatma flatly refused to cooperate. Inadvertently, the joke backfired and the donee, one "Vendetta" Anderson, now has a year-round boarder at the family country home.

NEW EMPLOYEES

Name	Position	Location
Moore, R. C.	Draftsman	KC
Shamrell, Francis X.	Jr. Clerk	AB
Smith, Betty J.	Jr. Clerk	CG
Hyer, A. B.	"C" Apprentice (Prop.)	KC
Jenkins, E. G.	Porter	AB
Potter, C. R.	"B" Mechanic (Maint.)	KC
Madsen, R. Glen	Radio Technician	KC
Marshall, W. R.	"C" Mechanic (Maint.)	NY
Ziegler, F. C.	"C" Cleaner	NY
Zajdel, J. A.	"C" Apprentice	NY
Gray, Leon W.	First Officer	KC
Wilkins, J. G.	Class "B" Mechanic (Maint.)	KC
Windham, A. E.	"C" Cleaner	KC
Morgan, D. C.	Plane Polisher	KC
Walker, T. A.	"B" Mechanic (Maint.)	KC
Tunder, J. R.	"C" Apprentice	KC
DeMasters, F. E.	Jr. Clerk	KC
Tull, E. G.	"C" Apprentice	KC
Butterbach, Wm. J.	Reservation Sales Repr.	PT
Dunn, Frank W.	Ticket Sales Repr.	WA
Eckart, Wm. N.	Ticket Sales Repr.	OA
Miller, M. W.	"C" Apprentice	LG
Trischler, R. C.	"C" Apprentice	KC
Trost, J. T.	"C" Apprentice	KC
Tucker, J. W.	Cleaner	NY
Trotter, M. L.	Telemeter Operator	NY
Tautfest, E.	"C" Mechanic	KC
Smith, N. W.	Plane Polisher	KC
Shaw, E. V.	"C" Apprentice	KC
Roach, K. O.	"C" Mechanic	KC
Polley, W. J.	"C" Apprentice	KC
Goodman, Patrick E.	Mail Boy	KC
Reed, J. Wilson	Repr. Traffic & Sales	WA
Palmiter, J. A.	Class "C" Apprentice	PT
Mosiman, E. J.	"C" Apprentice	CG
McKee, J. W.	"C" Apprentice	CG
Lawrence, C. W.	"C" Apprentice	CG
Currie, Robert T.	Reservation Sales Repr.	PT
Edmonds, Charles B.	Reservation Sales Repr.	BU
Coldren, Russell W.	Class "C" Appr. Mechanic	HX
Naylor, Wm. L.	Reservation Sales Repr.	LA
Kolenchitz, N.	Class "C" Mechanic	NY
Heald, H. L.	Janitor (Office)	NY
Guenther, Edith E.	Telemeter Operator	BU
Glaze, J. S.	Plane Polisher	KC
Doty, C. K.	"C" Apprentice	KC
Davis, T. W.	"C" Mechanic	KC
Cuddy, E. N.	"C" Mechanic	KC
Fellhauer, Harold E.	Radio Technician	KC
Crahan, James	Mail Boy	KC
Boyle, J. F.	"C" Cleaner	KC
Bowser, Velma E.	Air Hostess	KC
Chamness, B. D.	"A" Apprentice	KC
Dudson, Albert	Reservation Sales Repr.	NY
Damico, Carl	Plane Cleaner	LG
Custer, D. F.	"B" Mechanic	KC
Johnson, Andrew	Porter	AB
Loke, Ruth P.	Air Hostess	KC
Mavshaw, Wilson	Porter	WO
Mills, C. H.	"C" Apprentice	KC
Mosier, Helen D.	Hostess	KC
Mueller, Robert B.	First Officer	KC
Owells, Horace E.	Jr. Clerk	KC
Pattison, William	"B" Clerk	KC
Paul, Robert R.	Ticket and Reservation Sales Repr.	PG
Phillips, Harriet	Stenographer	KC
Reaves, L. A.	Porter	AB
Robinson, Marian	Hostess	KC
Stewart, Virginia D.	Jr. Clerk	KC
Sullivan, Elsbeth A.	Hostess	KC
Swaner, Edith L.	Hostess	KC
Coffman, C. A.	"C" Apprentice	KC
Eilersen, D. A.	"C" Cleaner	BU
Bryan, Elmer M.	Ticket Sales Repr.	WA
Lampert, A. R.	"C" Apprentice	KC
Sherman, Leonard	"A" Apprentice	KC
Bryant, R. C.	"C" Mechanic	KC
Goodman, Patrick E.	Mail Boy	KC
Leahy, Rose H.	Secretary	KC
Sanders, J. D.	"A" Mechanic	BU
Collins, Alexander T., Jr.	Student Tkt. & Res. Sales Repr.	NY
Ferguson, C. J.	Plane Polisher	KC
Shoats, Albert Lee	Student Tkt. & Res. Sales Repr.	KC
Graham, R. P.	"C" Apprentice	NY
Fisher, Norman C.	Jr. Clerk	KC
Trainer, F. E.	"C" Mechanic	KC
McLaughlin, T. W.	"C" Apprentice	KC
Gentry, C. W.	"B" Mechanic	KC
Crow, J. K.	"B" Mechanic	KC
Novak, L. R.	"C" Apprentice	KC
Schindler, R. C., Jr.	Courier	KC
Beck, Richard H.	First Officer	KC
Chambers, Robert F.	Reservation Sales Repr.	LA
Finley, V. A.	"C" Mechanic Repr.	KC
Karshick, F. A.	"C" Apprentice	NY
McGrath, William F.	Eastern Manager	NY
Ostroff, Gladys	Stenographer	NY
Morgan, Robert J.	Repr. Traffic & Sales	CG
Stannard, Helen E.	Telemeter Operator	KC
Blevins, H. D.	"C" Apprentice	BU
Oakes, Thomas E.	Repr. Traffic & Sales	CG
Wiencke, Raymond Elliot	Flight Control Clerk	NY
Sapp, Earl Nelson	Dishwasher	KC
Kollet, Robt. Valentine	Flight Control Clerk	NY
Lahde, Emory Elmer	Flight Control Clerk	CG
Linn, William Russell	Jr. Clerk	DA
Juell, Edith Marie	Student Tkt. & Res. Sales Repr.	KC
Hylton, Leonard I.	First Officer	KC
Myron E. Hoffman	Repr. Traffic & Sales	NY
Carroll, Margaret C.	Jr. Clerk	NY
Wischmann, Dorothy	Jr. Clerk	NY
Schuyler, Norman	Flight Control Clerk	NY
Conner, Thomas J.	Jr. Clerk	ID
Estabrook, Willard S.	Jr. Clerk	NY
Rising, Wm. S.	Cargo Handler	NY
Armbruster, E. M., Jr.	Jr. Clerk	KC
Cain, T. R.	"B" Mechanic	DA
Mickey, James, Jr.	Jr. Clerk	KC
Gamertsfelder, B. J.	Stenographer	KC



Here is the inevitable spring story about the longest single ticket ever sold to end stories about the longest single ticket. This will really finish such yarns, because New York, according to George Stanley, sold TWO tickets for circle trips, each consisting of one 0-29 pasted to an 0-22. The total length: 3 1/2 feet. Anybody do better last month?

Welcome to Ethel Costello, our new brunette stenographer, who is really the answer to the salesman's prayer—"I wish I could get somebody to type this stuff for me!"

Bergit Redmond, who we think started the controversy about whether New York or Kansas City girls wore hairbows first, has a question to ask. K. C. girls say they started wearing hair ribbons when they were six months old. Is that why they still wear them?

Bonnie Hanlon, Lee Swigart's girl Friday, just looked up from the switchboard to say she was leaving for her vacation at home in Tampa, Florida, and, sez Bunny, mysteriously, "I'm not just going for the ride either." Which finger shall we watch?

The best evidence of technological difficulty caused by the lights, moving belt, private compartments and so forth, of New York's new reservations room is a series of little white washers, each the size of a Life Saver, hung on the various phone keys. On one side the life saver is marked "UP"; on the other "DOWN." Seems the architect-electricians left no way to indicate whether the phone on the upper or lower key was in use, and after two boys, each trying for space on 21-1 one afternoon, got each other's customers, there was trouble. So nothing daunted, Hudson Tourtelot's resourcefulness saved the day and made the board look a bit like an orphan's Xmas tree.

"Twenty Men and a Girl" is the situation in the reservations room where Edith Juell was welcomed as the first phone reservations girl TWA's had out here in the far east.

Margie Corcoran, who used to be the only girl in reservations (she handled the teletype) now misses that doubtful honor, but the law of compensations set in for Margie. She now has her own office and three other girls to help operate the teletypes.

—Dicky Meyer.

McCloy, Edward	Flight Control Clerk	CG
Rowan, Raymond	Jr. Clerk	NY
Kraushar, Philin G.	Flight Control Clerk	NY
Holzner, Marjorie J.	Jr. Clerk	CG
Heaney, Geraldine	Jr. Clerk	CG
Golden, Charles E.	"C" Apprentice	ID
Engstrom, Doris J.	Jr. Clerk	CG
Doerfler, Raymond J.	Jr. Clerk	PT
Barker, Janet E.	Jr. Clerk	PT
Sliga, Josephine M.	Jr. Clerk	CG
Budek, J. S.	Jr. Clerk	NY
Harcourt, H. W.	Courier	NY
Floyd, L. E.	"C" Apprentice	KC
Kushner, Em.	"C" Mechanic	KC
Stewart, E. A.	Plane Polisher	KC
Hollender, S. E.	Secy. to Personnel Manager	KC
Bodnar, Alexander	"C" Mechanic	KC
Stark, R. G.	Jr. Clerk	KC
Cline, F. A.	"C" Mechanic	KC
Read, J. R.	First Officer	BU
Soule, J. H.	"A" Apprentice	KC
Stormont, Al C.	"C" Apprentice	ID
Cook, J. M.	Stenographer	KC
Slater, R. L.	Jr. Clerk	CG
Goodale, Dorothy	Stenographer	KC
Jones, Lloyd W.	"A" Radioman	KC
Denton, Lucille F.	Jr. Clerk	WA
McNerney, Maisie A.	Stenographer	NY
Little, L. L.	Mail Boy	PT
Campbell, T. M.	Stenographer	PT
Pargen, Marjorie	Stenographer	KC

SKYWAY SALLY—

Miss Ida K. Staggars, who has been traveling lots of miles in the past two months seeking hostess candidates, has been appointed division chief hostess of the Atlantic and Eastern divisions with headquarters at LaGuardia Field. Miss Staggars, one of TWA's "half-million mile" hostesses, replaces Olga Harbaugh, who will be on active "Stratoliner" duty when the new planes go into service.

Miss Staggars graduated from St. Luke's Hospital in Kansas City in 1934 and did private nursing work for 15 months before joining TWA. She is one of the most popular girls in TWA ranks.

Arrival of June casts a pall over the chief hostess office because Cupid and his "fifth column" are breaking through the hostess line. But just the same, all TWA hostesses offer lots of congratulations to Evelyn Brennenman and Mary Worley of Chicago, Emma Loos of Kansas City and Josephine Sutherland, Ruth Gambol and Florence Meyer of New York for their approaching marriages.

With marriages depleting the

First Flight

No more an earth-bound mortal, I
Have climbed the pathways of the sky,
Have brushed the clouds with silver wings,
And watched the bird's high wanderings.

I've watched the mighty hills bend low
As over their proud heads I go;
I've leant from peak to precipice
Above the canyon's deep abyss.

I've seen the Painted Desert spread
With canopies of grey and red,
And patch-work fields of varied hue
With here and there a lake of blue.

On slender wings I seemed to poise
Where far below, like children's toys,
Some tiny towns flashed into view,
Then faded out, as I flew.

I've waved a greeting to the dawn
Through azure heights I've drifted on
Beyond the sunset's fading light
Into the mystery of Night.

No more an earth-bound mortal, I
Must ever keep the breadth of sky
Within my heart, and strive to see
The vastness of Infinity.

—Mary S. Edgar.

Written en route from Los Angeles to Chicago via Transcontinental and Western Air, Inc.

ranks of hostesses, new candidates are being schooled at Kansas City in duties in the air. Newest class to be employed in active work included Lillian Boston, Amarillo; Lucille Dittman, Kansas City, Kan.; Florence Eckles, Mt. Pleasant, Pa.; Margaret Greisamer, Quakertown, Pa.; Maxine Greenhagen, Luverne, Minn.; Mildred Landcraft, Kansas City, Mo.; Vera Logsdon, Toledo, Ohio; Beulah Peterson, Omaha; Wilma Poore, Harviell, Mo.; Gladys Schulz, Kansas City, Mo.; Elsie Shane, Baden, Pa.; Mary Shortall, Topeka, Kan.; Eula Walker, Los Angeles; Violet Wilk, Passaic, N. J., and Catherine Zukas, Boston.

Can you picture Frances Ice as a colonel? It's true, she has been appointed an honorary colonel in the New Mexico Reserve Corps by Governor John Miles.

Everyone will be happy to know that Edith Long is progressing nicely from a recent illness. Also, best wishes for quick recoveries to Gladys Bobo and Ruth Arthur.



Sam Mead, Radio Technician of the Communications Department, has completed installation of the very latest in radio transmitting equipment. This new transmitter brings about a power increase of from 400 watts to 3,000 watts. In addition to getting this equipment installed, Sam got a beautiful sun-"red" from a boat trip up the canyon.

Equipment has since arrived for a much needed public address system; and we certainly would like to see Sam get back here right away, in order that we might put this equipment to use.

Just as another example of how things are done out here in the West, the George Osborn family has recently had an addition to the extent of 9 pounds, 6 ounces. It's a boy too. The young man has been named Robert (Bobby) Paul.

R. D. "Dick" Jones (K. C. Reservations) and family made a recent visit to Boulder City. Although this visit was unexpected, or at least unplanned, a sight-seeing trip through the dam and a trip to Las Vegas seemed to make their stay here worth while.

Dun Roush, Radio Operator, recently made a quick trip to Kansas City for his car. . . The Stoltzfus family has, after nearly two months, found a place to live. . . Joe Gardner, old-timer in K. C. Accounting Department, has been a visitor in Boulder City. . . Mr. and Mrs. Gene Duffy left May 26 for a two-week vacation to eastern points. . . C. E. (Jim) Harris has arrived in JD for vacation relief duty here.

Homer Stoltzfus.

Some of the best news received around the Chicago sector late in May was the birth of a son to M. B. ("Battle") Joyner, station manager, and his Missus. The young man, John Howard, named after his paternal grandfather, arrived at the West Suburban Hospital late May 31.

CHRISTEN BOEING FLEET AT WASHINGTON

Thousands See Plane at Capital

"Stratoliner" Christened By Mrs. Hinckley at Bolling Field

TWA's new Stratoliner fleet was christened May 27 in a colorful ceremony that brought many high government officials and hundreds of private citizens to Washington's Bolling Field to see commercial aviation's most modern transport.

While a navy band played the national anthem and news reel cameras clicked, Mrs. Robert H. Hinckley, wife of the Chairman of the Civil Aeronautics Authority, clipped a strand of colored ribbon, formally releasing Boeing No. 402 for flight. It was a drama-filled moment in a ceremony that went down as one of the highlights of the National Aviation Forum.

Approximately 100,000 persons inspected the Stratoliner during the three days it was on exhibition at Bolling Field. From 1 to 7 p. m. each day, they passed through the ship in an almost endless procession, marveling at the spaciousness and luxury of its interior. Full crews and equipment, including an air conditioning truck, had been driven to the capital from La Guardia Field to assist in the ground program.

High praise for TWA's "foresightedness" in being the first airline to adopt such a craft for domestic service was lavished upon the airline's executive and engineering departments by Mr. Hinckley and Smith W. Purdum, second Assistant Postmaster General. The two speakers were introduced by T. B. Wilson, Chairman of the TWA board, who presided as chairman.

Mr. Purdum, speaking for Postmaster James A. Farley, who at the last minute was unable to appear, termed the event "an auspicious occasion."

"In assembling here at Bolling Field today for these ceremonies in connection with the christening of the new TWA Stratoliner," he said, "we are doing more than merely taking part in a program commemorating the adoption of a new type of commercial airliner."

"From the broader standpoint we are marking the dawn of a new era in the ever-expanding field of American air transport services. For the placing in operation of giant airliners of this type and design foreshadow not only greater speed, but what is equally important, greater passenger comfort. Postmaster General Farley joins me in commending Transcontinental and Western Air for its foresightedness in pioneering in this newest field of commercial aviation—that of flying in the stratosphere."

Speaking extemporaneously, Mr. Hinckley was equally laudatory in extolling TWA for its vision in adopting a 4-motor luxury airliner for domestic service. He described the craft as the "Flying Carpet of Bagdad."

Mr. Wilson pointed out that the Stratoliner was built to meet the needs of an expanding industry. Tracing the history of commercial



Here's a portion of the crowd that inspected the interior of the TWA "Stratoliner" that was on inspection in Washington following its christening. The thousands filed in line through the plane from the crew entrance in the nose and out the passenger door. See story, this page, column 1.

aviation from the tri-motor Ford days, he described how TWA embarked on a prolonged and exhaustive period of research to develop not only a larger plane but also one designed for high altitude flying.

"Out of all these years of research," he said, "has come the plane you now see before you—the TWA Boeing Stratoliner, backed by the combined experience of TWA, the Boeing Aircraft Company and the United States Army."

"Aviation science has built the work of its finest engineers into this plane. It has gone through the most rigorous tests of any airplane ever put into commercial service. We of TWA and the men of the aircraft industry who are here today present it to you with pride. I believe it is the best ship we know how to build and I know you are going to realize this when you experience a ride in it."

"In one sense it is not a new plane. It is the result of a decade of careful, painstaking effort, and exhaustive labor to build the fastest and safest transportation in the world today."

Immediately after the christening, the plane was thrown open for inspection. Among the first to be shown through were Jesse H. Jones, administrator of the Federal Loan Agency, and Emil Schram, chairman of the Reconstruction Finance Corporation. Most of the invited guests then adjourned to the Hotel Carlton for a buffet luncheon, arranged by C. E. Fleming, who supervised arrangements for the entire program.

The plane was flown into Washington on May 25. D. W. Tomlinson and John Collings were at the controls with Ray Dunn as flight engineer and Olga Harbaugh and Frances Lee as hostesses. The plane carried a complement of New York, Chicago and Kansas City newspapermen and at Pittsburgh, picked up Don Ameche, the movie star, who had flown in from Hollywood on the Sky Chief.

After four days in Washington, the Stratoliner started on its return flight to Kansas City.

A Message to Stone

Last month's move of the general accounting department from the airport to a downtown office building was accomplished with a minimum of confusion—with the possible exception of tossing Miss Chris Wilson of the General Traffic Office for a loss.

It is reported that Ray Jones, G. T. O. Chief Clerk, was asked by Accounting for a certain report which he promptly prepared and asked Chris to take up to Lee Stone of Accounting. Chris dashed upstairs with her usual promptness and discovered a vacant room devoid of buzzing comptometers. The light dawned, and the next time Jones saw Chris she was heading for a taxicab, undaunted in her efforts to carry out orders and deliver the report to Lee Stone.

According to Jones, it's lucky that he saw her—and that Stone wasn't on vacation in Tucumcari!



Many improvements are being made at TWA's near-perfect airport: The restaurant, with a capacity of 100 diners, is expected to be opened July 1. TWA is equipping the \$25,000 cafe and will be reimbursed from profits . . . Oiling of the road to the airport is underway . . . Presidential approval has been granted on the project to surface two runways. President Roosevelt has requested \$1,500 to install beams for blind landings.

TRANSIT: Major A. D. Smith, Western Division superintendent, has returned from Wichita, Amarillo and Wichita . . . R. C. Huxford attended a conference in Kansas City for chief radio operators . . . Francis Shamrell, commissary clerk, was a recent Kansas City visitor.

VACATIONS: E. E. Knudson,

passenger agent, is visiting in Dallas, New York City and Chicago . . . Passenger Agent J. T. Mortimer spent his vacation in Kansas City and Chicago . . . O. E. Bogness, mechanic, visited in Kansas City and Burbank during his vacation.

BRIEFS: George Gibson, traffic, is "batching it" in a mountain cabin, while Radio Operator Jimmy Taylor is doing likewise at his "Rancho de Taylor," north of town . . . M. F. Zanotti, vacation-relief passenger agent, is on duty after completing his assignment at Winslow . . . Mrs. R. R. Gibson, mother of Dorothy Gibson, traffic, has returned to her home after undergoing a major operation.

—Bob Hix.



Here's how 17 Ford Information Girls completed training for their job—which is to tell you all about the Ford Exposition and other attractions at the 1940 New York World's Fair. They are alighting from a sky-club plane which was put at their disposal by TWA for an air view of the fair. Persis Harper of Minneapolis is in front, center. The others (left to right) are Ruth Hawk, Fremont, Ohio; Gertrude Hartigan (second row), Mary Shields, Fort Wayne, Indiana; and Mary Lou Miller of Detroit. The hostess is Ruth Gambol.

Schedules To Record June High

Reach 23,000,000 Miles Per Month to Handle Increased Traffic

Schedules of Transcontinental and Western Air, Inc., hit a new record peak of nearly 23,000,000 seat miles a month on June 1 when four new flights were added to the eastern division of the airline's coast-to-coast system, it has been announced by V. P. Conroy, vice-president in charge of traffic and sales.

Conroy said that the new schedules will provide increased "commuter" service preceding the inauguration of crack transcontinental flights of a fleet of 33-passenger "Stratoliners" early in July.

The new flights will add 566,800 seat miles, he said. The system total of seat miles will be 22,910,694, higher than any previous month in the airline's history. The new flights will include a daily round trip "commuter" schedule between Pittsburgh and Chicago, with stops at Columbus, Dayton and Fort Wayne, and a daily round trip schedule between Pittsburgh and New York with a stop at Philadelphia on the westbound trip.

Conroy also said that TWA will transfer all Philadelphia activities to the Quaker City's new municipal airport on June 20, immediately after its official opening. TWA and other airlines have been using the privately owned Camden airport for Philadelphia traffic. The new \$2,000,000 airport is located on Hog Island, six miles south-southwest of downtown Philadelphia and will provide the city with one of the best air terminals in the country.