



Barry Lawrence Ruderman Antique Maps Inc.

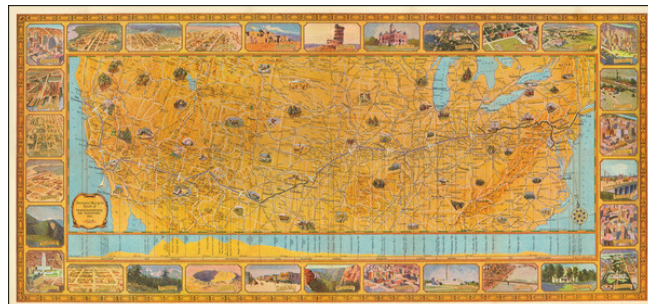
7407 La Jolla Boulevard
La Jolla, CA 92037

www.raremaps.com

(858) 551-8500
blr@raremaps.com

Illustrated Map of the route of Transcontinental Air Transport Inc. (Stephen Dupont Flight from Columbus, Ohio to Waynoka, Oklahoma on September 21, 1929 -- Curtiss Condor B-2).

Stock#: 69926
Map Maker: Rand McNally & Company
Date: 1929
Place: Chicago
Color: Color
Condition: VG+
Size: 31 x 14 inches
Price: Not Available



Description:

Rare Early Flight Planning Map

Finely executed pictorial map of the United States showing the route of Transcontinental Air Transport, embellished by 30 decorative vignettes showing major American cities and points of interest.

On the verso is flight log and a weather map of the route, clearly intended to inspire passenger confidence, which, as it turns out, would have been misplaced. Beginning on September 3, 1929, TAT would endure three serious accidents over the next five months. The New York Times declared the September 3 accident "the first great tragedy on a national air route since giant passenger planes became a mode of transcontinental travel."

The TAT had its own weather bureau and relied on other weather observers as well. This second map identifies various weather reporting stations with red dots. A key at the lower right identifies these as Pennsylvania Railroad observers, Santa Fe observers, T.A.T. observers, and U.S. Weather observers. The company's teletype and radio systems at each of these locales provided pilots with an exact picture of weather conditions along the line of flight, as explained in the accompanying text.

Transcontinental Air Transport

Transcontinental Air Transport (TAT) was founded in 1928 by Clement Melville Keys (1876-1952) and merged in 1930 with Western Air Express to form Transcontinental & Western Air (T&WA), which later became Trans World Airlines (TWA). In the 19'20s Keys hired Charles Lindbergh to design a transcontinental network to receive government airmail contracts. To this end, Lindbergh established a



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number of airports across the country, and in July 1929, transcontinental trips commenced. Passenger service was added as well.

The TAT, whose slogan was "Harnessing the Plane and the Iron Horse," initially offered a 51-hour train-cum-plane trip with several change-overs beginning in New York City and terminating in various destinations such as Albuquerque, Winslow, Az., Los Angeles, and San Francisco. A one-way trip from New York to Los Angeles cost \$338.

The TAT was one of the first airline companies to offer passenger service.

Detailed Condition: