

FRISCO ANNOUNCES AIR-RAIL SERVICE

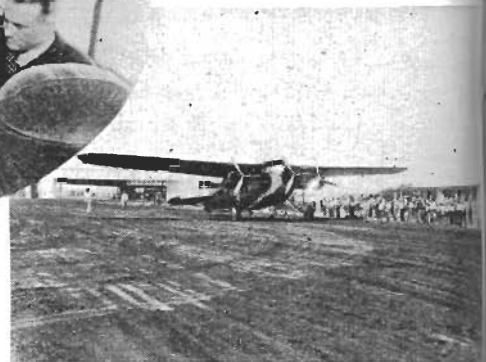
AT Jacksonville, Fla., one day early in October, a busy business executive boarded the Kansas City-Florida Special of Frisco Lines. Up through Atlanta, on through the cotton fields of Mississippi and Alabama and into Memphis, he rode comfortably behind powerful engines. As he retired for the night, he summoned the conductor of the train.

"I wish you would kindly wire Kansas City and reserve space for me aboard the Western Air Express plane

Florida to California Via Rail and Air Now Available —Other Air Connections at Dallas, Tulsa and St. Louis



Above: A cooling drink served 5,000 feet above the earth in a Fokker tri-motored cabin plane.



*At right: A Western Air Express plane at the Santa Monica, Calif., airport.
At left: A close-up of the plane.*

leaving there tomorrow morning for Los Angeles," he said.

At 8:30 next morning, the executive left the Frisco's crack Florida train in Kansas City's spacious union station, stepped into an automobile operated by the airway company and was driven to the flying field. On the runway, with motors warming for the 13-hour flight, stood the ponderous though graceful Fokker F-10, a gigantic tri-motored ship. It had awaited the Frisco's passenger. He took his seat, the pilot received his final orders, the three powerful motors increased their speed, and the plane took off.

That evening as the sun sank into the Pacific off San Pedro harbor, the business man stepped from the plane in Los Angeles.

His trip from Jacksonville to Los Angeles, via Frisco Lines and Western Air Express had taken forty-seven hours.

On other trains of Frisco Lines, on other planes of other air companies, similar instances in the romance of transportation were being performed

in much the same matter-of-fact manner.

As the Frisco's Texas Special roared up from San Antonio and Fort Worth to St. Louis, the Robertson Aircraft Corporation received a wire in its St. Louis offices reserving space on the Chicago plane which leaves St. Louis at 12:45 in the afternoon. When the Special arrived at 11:35 a. m., a red-cap escorted the air passenger to the waiting bus of the Robertson Company, and he was driven to Lambert-St. Louis field. At 3:15 that afternoon he arrived in Chicago.

Passengers on the Bluebonnet of Frisco Lines may leave St. Louis at 2:01 p. m., arrive in Dallas at 8:06 o'clock the next morning, and board Texas Air Transport Flying Service, Inc., planes at 8:25 the same morning for Houston, or leave on another plane operated by the same company at 8:30 for San Antonio and Brownsville, or on yet another plane at 10:45 a. m. for El Paso.

Florida Special passengers who desire air passage from Kansas City to Denver, may leave Kansas City at

9:00 a. m. on United States Airways, Inc., and disembark in Denver at 2:10 p. m. the same day.

Passengers from the East who ride the Frisco's Meteor from St. Louis to Tulsa, may leave Oklahoma's oil capital at 8:00 a. m. via Braniff Air Lines, Inc., to Amarillo, connect there with Western Air Express and arrive in Los Angeles at 9:35 p. m. the same day. Similar service is provided to Wichita Falls, Breckenridge, Abilene and San Angelo, Texas.

And so Frisco Lines has

recognized the fast-moving plane as an additional transportation medium. The perfect service it is striving at all times to give, but it is not attempting to influence its patrons to use air travel. Rather, this railroad is offering advice on these connections in the spirit of helpfulness to the passengers who desire to travel more swiftly than trains may take them.

For patrons who may have slight qualms as to the safety of air travel, a brief glance at the records of Western Air Express, a typical airway company, may be interesting. Planes flying the Los Angeles-Salt Lake City route of the W. A. E., have flown 2,700,000 miles in the last three years without a passenger killed or an ounce of mail lost or damaged, and with a on-time record of 99 per cent. In 1926 this company had five planes and 20 employees. It now has 40 planes and 325 employees and operates 14 lines instead of one. Over all its passenger routes involving purely land travel, the company operates 14 tri-motored Fokker monoplanes.