

*This Volume Provides Descriptions of Slides Contained on
Original Photo CD No. 2718 and its Duplicate, Photo CD No. 1765*

SLIDE NO. 5 - NEWARK "AIRWAY TRAFFIC CONTROL STATION" - DEC. 1, 1935

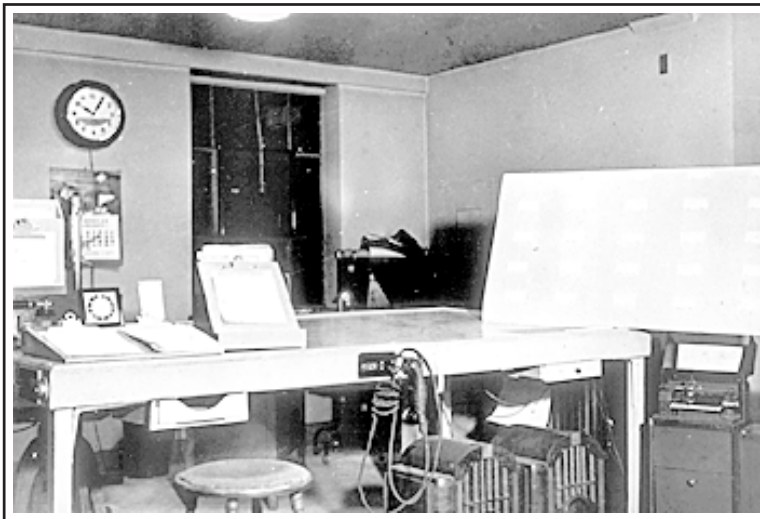
Established, funded and staffed by the scheduled airlines on Dec. 1, 1935 at Newark, NJ, this is the world's first "AIRWAY TRAFFIC CONTROL STATION," as it was then called. It was located on the floor below the office of the Chief Controller of the Newark Tower, which was just below the control tower cab.

The concept for these centers originated with Earl Ward, American Airlines' Operations Manager at Chicago, and eventually a Vice President of American Airlines. As the airlines began flying on instruments in the early thirties, Ward, an experienced pilot himself, became concerned about the possibility of mid-air collisions during instrument flight, especially at the busier airports where many different airlines were operating independently of one another. In 1934, Ward was convinced that the situation demanded some sort of immediate coordinated action among the airlines to avoid a potential disaster which could ruin the burgeoning air transport industry.

At that time, Glen Gilbert was an Asst. Flight Superintendent for AA at Chicago, and Earl Ward assigned Glen to develop procedures that might be used by the airlines to reduce the risk of mid-air collisions between flights operating on instruments.

Glen's initial procedures called for all airline radio operators at Chicago to call their counterparts in each airline

with information concerning the position and altitude of each of their respective flights operating within the vicinity of Chicago. Should a conflict become evident, the concerned airlines, through mutual coordination, would suggest changes in altitude or other maneuvers for the radio operators to relay to their respective pilots. Ward was sufficiently impressed with Glen's procedures to the extent that he proposed an immediate opera-



Newark Airway Traffic Control Station - Dec. 1, 1935

tional test at Chicago.

Ward called a meeting of his counterparts in each of the airlines at Chicago and won their approval of the proposed test. To insure proper understanding amongst all participants, Ward had Glen prepare a document which each airline signed, thus becoming the airline industry's first Interline Agreement. Conducted in 1935, the tests were proving quite successful and airline support was increasing. It became obvious that coordination would be facilitated by establishing some sort of interphone between the airlines, enabling them to call the information to a central

coordinator who would facilitate the development of solutions to any potential conflicts between flights of different companies.

With these changes, and the continued success of the Chicago trials, Ward now encouraged the airlines to adopt more permanent arrangements for such procedures at major airline stations. To accomplish this, Ward proposed the formation of

small airline corporations to operate facilities, which were to be known as "airway traffic control stations," at Newark, Cleveland and Chicago. Newark, then the major airport for the New York Metropolitan area, was agreed upon by the participating airlines as the first location for such a facility. Funded completely by the participating airlines, and staffed with airline personnel, the Newark Airway Traffic Control Station was opened on Dec. 1, 1935.

The airlines quickly established additional centers at Cleveland, OH and Chicago, IL, each funded completely by airlines and staffed with airline personnel.

(See ATCA Bulletin No. 61-7 dated July 1961 for story about Earl Ward, together with information about the early Newark Center. See Slide No. 71 on Photo CD #2719 or Dupe No. 1232 for photo of Earl Ward.)

In 1936, Earl Ward was hired by the U. S. Dept. of Commerce to head the newly formed Federal Airways Operations Division.