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New York Airways Collection - Manuscripts, "The History of New York Airways", A. C. Woodruff (Dartmouth College), undated

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a 120 mile long area from Bridgeport, Connecticut to the capital of New Jersey, Trenton. The reason that this segment was chosen, was that on the whole, the communities were more ready to cooperate than the towns and villages of the "E" or "W" routes.(1)

Still there were problems in starting the "S" segment of the air route. An example was the battle with Greyhound Bus Line for the mail carrying business to New Brunswick. After much work by the heads of New York Airways, the airline won the battle, and they were allowed to give mail service to that city. (2)

The morning of June 9, dawned and at 3:42 A.M. the first official flight to the Southern Segment began. The helicopter flew from La Guardia Airport around the triangle route to Newark. Then at 4:20, it left the main New Jersey airport and started its circular route covering most of the state. In each town the pilots, Cal Alston and Les Carter, were met with many differing receptions, from the mayor to the casual indifference of the Post Office driver. But the main point was made ~~in~~ that New York Airways was now formally in New Jersey and had stretched its lines so that now, it was really a tri-state carrier. The day was then completed when that evening at 8:14 P.M., the helicopter returned to Newark Airport with the evening load of mail. Thus by having late evening and early morning flights to New Jersey, New York Airways could supply the same and equally as good service as it did to the segment going north.

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