Judy

REMARKS OF

Clay T. Whitehead, Director

Office of Telecommunications Policy
Executive Office of the President

before the

National Cable Television Association
Anaheim Convention Center
Anaheim, California

June 20, 1973

A little over a year ago, one commentator stated that cable television was going to be just the same thing as regular television, only worse. "Real television," he stated, "dreary, hackneyed, boring, and gutless as it is, is at least run by professionals. All the guys in the cable television companies are the guys who aren't good enough to make it in real television." He then lamented that the only things he had seen on his cable set were old British movies -- which he had seen a thousand times before.

This type of comment about cable is not unique. People have made such statements about every new technology or new service that has ever been introduced in the country. Let me read you some of the things that people were saying in the past about a few new-fangled ideas.

Most investors in the 1870's regarded Alexander Graham Bell's telephone invention as an interesting "toy for hobbyists," certainly not a serious long-term investment. One study reported as follows (see if it sounds familiar):

> Bell's proposal to place the telephone in every home and business is, of course, fantastic in view of the capital costs involved in installing endless number of wires.... Obviously, the public cannot be trusted to handle technical communications equipment. Bell expects that subscribers to his service will actually pay for each call made and

> they will agree to pay a monthly minimum if no calls are made. We feel it is unlikely that any substantial number of people will ever buy such a concept ...."

* * *

Obstacles of another sort were encountered by Lee De Forest, the inventor of the vacuum tube, which makes radio broadcasting possible. In 1913, De Forest was brought to trial on charges of using the U.S. mails fraudulently to sell stock to the public in his worthless enterprise. The District Attorney charged that De Forest made the absurd and deliberately misleading claim that it would soon be possible to transmit the human voice across the Atlantic. De Forest was acquitted, but advised by the judge to "get a common garden variety of job and stick to it."

Writing in the 1830's on the growth of the new railroad industry, one commentator argued that railroad growth should be curtailed. The reasons:

> Grave, plodding citizens will be flying about like comets. All local attachments will be at an end. It will encourage flightiness of the intellect. Veracious people will turn into the most immeasurable liars .... It will upset all the gravity of the nation.

* * *

The cable industry can expect to hear similar statements made against its development. In fact, the campaign to stop cable has already begun. Statements are being made in the

press; arguments are being made to the Government; and the public is being told how cable will end the American way of life. Let's take a closer look at some of these claims and charges against cable.

One is that cable must be stopped because viewers should under no circumstances have to pay (or for that matter, be allowed to pay) for what they watch on a television screen. People can buy paperback books, magazines, and movies, but not television shows. Paying for television is inherently against the natural order of things, and maybe even down-right-un-American.

Never mind that there may be many viewers who would be willing to pay to get programming that advertisers don't find it profitable to support. Never mind that the aged, infirm, and the deaf may benefit immensely from having special-interest programming brought into their homes via cable. And that they would be willing to pay for these benefits.

We all know how closed-circuit movies are catching on in hotels and motels. These critics don't seem to realize that they are creating another immoral purpose for renting a hotel room, namely, to pay for a TV program they can't see in their homes.

Others claim that mass appeal national television programming promotes a shared national experience. It inculates a unified national vision in our people. Cable's greatly expanded channel capacity would allow people to watch whatever they wanted, thereby fragmenting the audience and destroying this national vision. Cable might even bring low-cost channels devoted to single communities, or school districts, or even neighborhoods. This would turn communities inward, away from national goals, and it must be prevented.

Others charge that cable will violate the individual's right of privacy. A great deal of information on the subscriber's living habits would become available to industry, and government, resulting in "big-brotherism" in its worst form. Never mind the fact that in stopping cable's growth the Government would also be denying individual consumers the right to decide for themselves what they want to see and hear.

Concerns about privacy and security in cable communications are not only legitimate, they are extremely important; but these concerns are not reason enough for the Government to ban cable's development. As it is necessary it is possible to achieve a balance in protecting the right of privacy

while at the same time allowing customers to buy cable services.

Other complainers charge that cable's two-way educational, library, banking, shopping, and newspaper distribution services would put an end to human interaction. If people could handle their daily transactions via home cable hookup to stores, banks, and libraries, what would become of social contact? There would be an inhuman sense of alienation and individual anonymity (just as books brought about, I suppose).

Moreover, if people could see movies and sports in their homes, won't our theaters and expensive coliseums and sports arenas deteriorate with the rest of our inner cities? Without the bright lighting that is emitted from our arenas, movie and theater marquees, our inner cities and even suburbs will become even more crime ridden.

* * *

Some of these charges are obviously far-fetched, and others are merely self-serving claims advanced by those who stand to lose business by cable's development. Embedded in some of these arguments, however, are elements of fact. We <u>should</u> be concerned over cable's ultimate impact on society.

But before we can determine what cable's impact on society will be, we must know how it is going to develop. And at this point it is too early to tell. We have to have some solid data and, to date, very little is available. It is possible, however, to make a few predictions.

First, cable television is going to come.

It will come with a multiplicity of channels; the majority of our American homes will be wired for cable; and we will have an electronic information distribution system in which cable and related technologies will play a major part.

Regulation at all levels of Government will have to be sorted out, but the biggest point here is that Government should not block cable's growth. No one has done more to that end than Chairman Dean Burch at the FCC. The Commission has done an exceptional job of getting cable moving again. The cable industry and television public owe a great debt to Chairman Burch for removing the regulatory logjam blocking cable's growth.

Many regulatory issues remain, of course, and some important policy issues regarding the regulatory environment for cable must be resolved. The Cabinet committee on cable television has been studying these problems and,hopefully, its recommendations will match the dynamic character and promise of the cable industry. But uncertainties about policy or regulation should not be an excuse for inaction.

Government can go only so far. Cable, like broadcast TV, is going to have to be a profitable private enterprise activity, so don't wait for Government to tell you what to do. The cable industry is going to have to make the next moves. The industry will have to decide whether to expand the range of programming and services presently available to the viewing public and ultimately take its place as full-fledged member of the communications industry. Or whether, instead, to accept the view of many of cable's detractors and remain simply an ancillary retransmission medium or merely as a purveyor of stale old films.

Let's fact it, the viewing public can benefit from the full scale development of cable systems throughout the country only if it means more and better programming with more choice for

the viewer. The potential and capacity of cable to expand programming and the consumer's choice is great indeed. Granted, there will be problems and complications in cable's movement to industrial maturity. But they won't be any more difficult than those encountered by earlier entrepreneurs.

Some of the arguments lodged against the development of the railroads, telephone, and radio industries seem ludicrous to us today. But if you people gathered here measure up to those who went before in other industries, if your main concern is finding out what the public -- the consumer -- wants and needs, then I am sure that generations after us will be similarly amused at some of the exaggerated fears and short-sighted statements that were made against cable in <u>its</u> formative years.

AUG 29 1973

Mr. C. David Batalsky
ABL Communications Corporation
P.O. Box 507
Lansdale, Pennsylvania 19446

Dear Mr. Batalsky:

Mr. Whitehead will not be back in Washington until after Labor Day but I wanted to thank you in his behalf for forwarding the pictures you took during the NCTA meeting in Anaheim. I know he will enjoy having them and I will bring them to his attention as soon as he returns.

Best regards and many thanks.

Sincerely,

Brian P. Lamb
Assistant to the Director

cc:
DO REcords
DO Chron
Mr. Whitehead
Mr. Lamb
HCH CHron

HCHall:mlf:8-25-73

AEL COMMUNICATIONS CORPORATION
P. O. Box 507, Lansdale, Pa. 19446
TELEPHONE: 215-822-2929 TWX: 510-661-4976 CABLE: AMERLAB

August 10, 1973

Mr. Clay Whitehead
Office of TeleCommunications Policy
Executive Office of the President
Washington, D.C. 20504

Dear Clay:

Enclosed with this letter are the pictures I took of you at the recent NCTA Show in Anaheim, California. They are numbered on the back, and I will be glad to identify the people in each picture.

Picture #1 - Mr. Robert Tarlton, Panther Valley TV Cable, Lansford, Pa., the other gentlemen is Mr. Bud Hostetter, who is the present NCTA Chairman.

Picture #2 - Mr. Ted Chunock, Jr. of TelePrompTer Corporation.

Picture #3 - William and Barbara Bresnan, past NCTA Chairman and President of TelePrompTer Corporation.

Picture #4 - Ex-Governor Raymond P. Shafer, TelePrompTer Chairman-of-the-Board, I do not know the person standing next to you. The fourth (4th) person in the picture is Mr. Clarence Jones, who is a local publisher in New York City and his wife is Charlotte Jones of TelePrompTer.

Picture #5 - Mr. Ralph Roberts, Comcast Corporation, Bala Cynwyd, Pa.

Picture #6 - Mr. and Mrs. Don Guthire

I hope you find them enjoyable to review. I am looking forward to meeting you again.

Very truly yours,

C. David Batalsky
Sales Specialist

CDB/ea
Enclosures

OTP FORM 6
December 1971

DOCUMENT CONTROL

SEC. CL.	ORIGIN	CONTROL NO.

DATE OF DOC	DATE REC'D	DATE OUT	SUSPENSE DATE	CROSS REFERENCE OR POINT OF FILING
6-21-73	6-27	6-27	7-5	Speech 6/21/73

TO
FROM Elise Star
SUBJ. David H. Frater

Thanking him for his part in making a success of the 22nd Annual Mtg of the Nat Cable TV Assoc Inc.

ROUTING	DATE SENT
~~HCK~~	~~6/27~~
~~Allen~~	~~7/27~~

COURIER NO.	ANSWERED	NO REPLY
		✓

3

SEC. CL.	ORIGIN	CONTROL NO.

DATE OF DOC	DATE REC'D	DATE OUT	SUSPENSE DATE	CROSS REFERENCE OR POINT OF FILING
12-13	1-24	1-27	1-5	S. of State

TO
FROM Secretary
SUBJ. Joseph H. Foster
Acknowledges receipt of making a
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[illegible] of the
[illegible]

ROUTING	DATE SENT
~~[illegible]~~	~~[illegible]~~
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COURIER NO.	ANSWERED	NO REPLY
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4

National Cable Television Association, Inc.

OFFICE OF THE PRESIDENT

June 26, 1973

Dr. Clay Whitehead
Office of Telecommunications Policy
1800 G Street, N.W. Room 770
Washington, D.C.

Dear ~~Dr. Whitehead~~, Tom -

I want to thank you for the many ways in which you and your staff helped to make our 22nd Annual Convention a success. Your luncheon speech should, I think, assure many of our members as to the long range intention of OTP. Even more importantly, the quiet informality with which you greeted our members, guests and exhibitors cannot help but promote more effective communication in the future.

Best regards,

David

David H. Foster

DHF/jb

918 Sixteenth Street, N.W., Washington, D.C. 20006 • (202) 466-8111

National Cable Television Association, Inc.
918 Sixteenth Street, N.W., Washington, D.C. 20006

Itinerary for
Clay T. Whitehead
Los Angeles/Anaheim, California
June 17-21, 1973

Sunday, June 17, 1973

5:55 p.m.	Lv. Dulles airport via American Flt. 75	
8:05 p.m.	Arr. Los Angeles, California	
	Pick up Avis rental car at airport	
	You have reservations at the Holiday Inn 9360 Wilshire Boulevard Beverly Hills, Calif.	(213) 273-1400

Monday, June 18, 1973

10:00 a.m.	Meeting with Mike Raleigh 1900 Avenue of the Stars 26th Floor	(213) 879-1834
12:00 noon	Lunch with Franklin Murphy TM Communications Times Mirror Square Los Angeles, Calif.	(213) 486-3838
	You have reservations at the Holiday Inn for tonight, too.	

Tuesday, June 19, 1973

12:00 noon	Meet Brian Lamb at the desk of the Disneyland Hotel 1150 West Cerritos Avenue Anaheim, California (You have reservations here for this evening and Wednesday)	(714) 535-8171
6:00 p.m.	Cocktails with Jack Wrather and others 11th Floor of the Marina Tower	

Wednesday, June 20, 1973

11:30 a.m.	Received from David Foster invitation to a reception in the VIP Room of the Disneyland Hotel (letter attached)
12:00 noon	Luncheon speech NCTA Convention

Thursday, June 21, 1973

9:15 a.m.	Lv. Los Angeles via American Flt. 76
5:01 p.m.	Arr. Dulles airport

Friday 6/15/73

INV. ACC.
6/20/73
6:00 p.m.

6:00 We have accepted the invitation from Judy Wrather to the cocktails in his suite on Tuesday, June 19, at 6:00.

Friday 6/15/73

INV.
6/19/73
Evening

3:00 Jack Wrather's office called. He has extended to you an invitation for Tuesday evening, June 19, at 6:00. He is inviting a small group of people to his suite at the Disneyland hotel (on the 11th floor of Marina Tower) for cocktails. Would like to know if you would like to go.

Accept ____

Regret ____

(213) 278-8521 Vivian Moriarity

Monday 6/11/73

LUNCHEON
6/18/73
12:00 p.m.

6:00 p.m. Mr. Whitehead has scheduled a lunch for 12:00 noon, Monday, June 18, with Franklin Murphy, Times Mirror Square, Los Angeles.

(213) 486-3838

Itinerary for Henry Goldberg

Saturday, June 16

12:00 Lv Friendship AP via TWA#227
2:18 p.m. Ar San Francisco Airport

Bruce Owen
593 Salvatierra Street
Stanford, California
(415) 327-7191

Sunday, June 17

Golden T Motel
Morro Bay, California
(805) 772-7313

Monday, Tuesday, June 18 and 19

NCTA Convention
Disneyland Hotel
Anaheim, California
(714) 535-8171

Wednesday, June 20

Beverly Wilshire Hotel
Beverly Hills California

Thursday, June 21

9:15 a.m. Lv Los Angeles AP via AA#76
5:01 p.m. Ar Washington, Dulles

Itinerary for Brian P. Lamb

Saturday, June 16

12:00 Lv Friendship AP via TWA#227
2:18 p.m. Ar San Francisco Airport

Avis-Rent-a-Car pick up at Airport

Bruce Owen
593 Salvatierra Street
Stanford, California
(415) 327-7191

Sunday, June 17

Golden T Motel
Morro Bay, California
(805) 772-7313

Monday, Tuesday, June 18 and 19

NCTA Convention
Disneyland Hotel
Anaheim, California
(714) 535-8171

Wednesday, June 20

will call

Thursday, June 21

9:15 a.m. Lv Los Angeles AP via AA#76
5:01 p.m. Ar Washington, Dulles

THE WHITE HOUSE

WASHINGTON

June 14, 1973

It is a pleasure for me to congratulate the members of the National Cable Television Association on the occasion of your Twenty-Second Annual Convention. Although my talks with Mr. Brezhnev preclude my own participation in your meeting, I am pleased that my Director of Telecommunications Policy, Tom Whitehead, will be with you on this occasion.

Cable television has the strong potential of significantly increasing the importance of the television medium for American viewers. With its abundant channel capacity, it can greatly expand the diversity of programming. And with the opening of additional cable channels to local groups, programs can be more responsive to the needs of the community. Communications can thus be used in a creative way to bring new services to the public and to enhance our national efforts in education, health and cultural affairs.

Yours is a dynamic industry that can dramatically encourage citizens to use the television medium to improve the quality of their lives. This almost unlimited promise of cable communications poses a tremendous challenge for your industry. In meeting this challenge it will be necessary for your present membership to lay the foundation for a future in which the cable and broadcasting industries will individually and jointly provide a wealth of quality information and entertainment program services. We shall work with you in achieving this goal

by seeking to formulate policies that help ensure the stable, orderly growth of the cable industry while at the same time avoiding any serious disruptions in the existing level of television service.

I sincerely hope that this Convention will produce fresh ideas and initiatives to further our mutual goals and the national well-being.

Richard Nixon

OFFICE OF TELECOMMUNICATIONS POLICY
WASHINGTON

4/24/73

Judy:

I asked if this is something we will probably be asked to prepare for the President. He said probably -- but to wait (we might not have a government by then).

I had thought of giving Helen and Mike copies so they would be a little ahead of the game if we are to work on it. But won't.

Eva

I called Parker's office about the "Clayton".

cy to Judy

April 19, 1973

Dear Governor:

I have been asked to acknowledge your letter of March 23 to the President inviting him to address the annual convention of the National Cable Television Association from the Oval Office using domestic satellite transmission.

Although it is too early for a definite commitment regarding the President's participation in the transmission to be made, please know that your request is under advisement. We will be in touch again within a few weeks.

Sincerely,

David N. Parker
Special Assistant
to the President

Honorable Raymond P. Shafer
Teleprompter Corporation
50 West 44th Street
New York, New York 10036

DNP:MFW:mw
cc: Clayton Whitehead - FYI
cc: Helen C. Donaldson for May 1 ACTION and FOLLOW-UP

Thursday 4/19/73

5:00 Re Gov. Shafer's invitation to the President to make the first space cablecast in June to their NCTA annual convention on June 18, Brian has talked with Mary Rawlins (Ext. 2564). They will send us a copy of the interim reply they will be sending and keep in touch about the invitation.

TELEPROMPTER
CORPORATION
50 WEST 44th STREET • NEW YORK, NEW YORK 10036 • Cable Address: TELEPROMPT • Telephone: (212) 986-7500

RAYMOND P. SHAFER
Chairman of the Board

Invitation to address June 18, 1973

March 23, 1973

4/18/73
WC
2564

Original to Mary Rawlins
Rm 171

Send copies to Clay Whitehead
Jerry Warren, Press Office
Dave Gergen

Richard M. Nixon
The President
The White House
Washington, D.C. 20500

Dear Mr. President:

Your Administration has provided an environment in which two notable advances have taken place on the Telecommunications front, namely, the establishment of domestic satellite policy and the opening up of the vast frontiers cable TV. The convergence of these technologies offers to this nation incalculable benefits in social progress, cultural and creative energies, and career opportunities.

The broadband communications industry, through the National Cable Television Association, plans to dramatize these developments by an actual demonstration of domestic satellite transmission at its annual Convention in Anaheim, California, June 17-21, 1973. Arrangements are being made for this transmission to take place from Washington, D.C. to a portable earth station at Anaheim adjacent to the Convention site and thence by cable to the main meeting of the Convention via large screen. The expected attendance of over 5,000 members will be gathered for the occasion at 11:00 a.m. Pacific time, June 18, 1973.

For this historic first, I have the honor to invite you to address the membership of our industry and its suppliers from your office in the White House via this new technology. Your acceptance would be an appropriate starting point for imminent developments in communications which have been made possible by your inspiring leadership in both domestic and international affairs. Naturally we will adjust the time to suit your convenience.

I have taken the liberty of discussing these plans with both Ken Cole and Tom Whitehead. I sincerely hope your schedule can accommodate this request. It will be a major event in the history of communications in our country and your personal participation will be deeply appreciated by everyone in our rapidly expanding industry.

Warmest personal regards.

Cordially,

Ray

OFFICE OF TELECOMMUNICATIONS POLICY
WASHINGTON

4/3/73

To: Brian

From: Tom

I would like to talk with you about this.

TELEPROMPTER
CORPORATION
50 WEST 44th STREET • NEW YORK, NEW YORK 10036 • Cable Address: TELEPROMPT • Telephone: (212) 986-7500

RAYMOND P. SHAFER
Chairman of the Board

March 23, 1973

Mr. Clay T. Whitehead
Office of Telecommunications Policy
The White House
Washington, D.C. 20500

Dear Tom:

Enclosed is a copy of our invitation to the President to make the first cable spacecast in June.

As you and I agree, this historic event will further highlight the President's leadership role in helping cable properly develop and realize its vast potential in service to people. I sincerely hope he will be able to do this.

Thanks for your cooperation and I hope to see you personally very soon.

Warmest regards.

Cordially,

Ray

RPS:lc
Enclosure

Itinerary for
Clay T. Whitehead
Los Angeles/Anaheim, California
June 17-21, 1973

Sunday, June 17, 1973

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12:00 noon	Luncheon speech NCTA Convention

Thursday, June 21, 1973

9:15 a.m.	Lv. Los Angeles via American Flt. 76
5:01 p.m.	Arr. Dulles airport

Judy

National Cable Television Association, Inc.

OFFICE OF THE PRESIDENT

May 23, 1973

Dr. Clay T. Whitehead
Director
Office of Telecommunications Policy
Executive Office of the President
Washington, D. C. 20504

Dear ~~Dr. Whitehead~~: Tom —

We are delighted that you will be a participant at our 1973 annual convention in Anaheim, California.

I would like to inform you that a reception will precede the luncheon on Wednesday June 20 in the VIP Room at 11:30 with lunch at 12:00. Other guests at the head table with you will be the 1973-1974 NCTA Board of Directors and the 1973 NCTA Committee Chairmen.

I look forward to seeing you in Anaheim.

Sincerely,

David H. Foster

DHF/ag

918 Sixteenth Street, N.W., Washington, D.C. 20006 • (202) 466-8111

MAY 17 1973

Mr. David H. Foster
President
National Cable Television
Association
918 Sixteenth Street, N.W.
Washington, D.C. 20006

Dear David:

I was delighted to receive your letter urging me to attend the NCTA Annual Convention in Anaheim in mid-June. After reviewing the advance program information, I would agree with you that the Convention sounds very good and I am very pleased that I will be able to be there for part of it.

I look forward to seeing you then. Best regards.

Sincerely,

Signed
TOM

Clay T. Whitehead

cc:
DO Records
DO Chron
Mr. Whitehead
Eva
Judy
HCH Chron
HCH Subject

HCHall:mlf:5-16-73

National Cable Television Association, Inc.

OFFICE OF THE PRESIDENT

April 30, 1973

Dr. Clay Whitehead
Office of Telecommunications Policy
1800 G Street, N.W. Room 770
Washington, D. C.

Dear Dr. Whitehead,

The 22nd Annual Convention of the National Cable Television Association opens June 17 at the Anaheim Convention Center in Anaheim, California. I would very much like to have you attend this convention as a guest of NCTA.

Our exhibit of equipment and services will be the largest ever, and we expect our attendance to exceed 6,000.

Program details are enclosed for your information. Also a complimentary Registration Form is included for your convenience. Please mail it as soon as possible so that a Housing Bureau form can be sent to you.

I hope your busy schedule will permit you to join us for what we believe will be our largest, most informative and exciting convention to date. Your complimentary registration packet will be waiting at NCTA Headquarters in the Orange Room at the Convention Center.

Sincerely,

David H. Foster

Enc.
DHF/jb

P.S. I'll be calling you.

918 Sixteenth Street, N.W., Washington, D.C. 20006 • (202) 466-8111

I will ____ will not attend X

Hon. Clay T. Whitehead
NAME

Director
TITLE

Office of Telecommunications Policy
ORGANIZATION

Kindly respond by June 1, 1973.

Sol Taishoff, chairman and editor, and
Lawrence B. Taishoff, president and publisher,
of Broadcasting Publications Inc.
cordially invite you to attend
a reception honoring

William Bresnan, chairman,
Amos B. Hostetter Jr., chairman-elect,
and David Foster, president, of the
National Cable Television Association

on Monday, June 18, 1973, from 4 to 7 p.m.
in the Royal Room of the Royal Inn
in Anaheim, California, during the 22nd
annual convention of that association.

National Cable Television Association, Inc.

OFFICE OF THE PRESIDENT

May 23, 1973

Dr. Clay T. Whitehead
Director
Office of Telecommunications Policy
Executive Office of the President
Washington, D. C. 20504

Dear Dr. ~~Whitehead~~: Tom —

We are delighted that you will be a participant at our 1973 annual convention in Anaheim, California.

I would like to inform you that a reception will precede the luncheon on Wednesday June 20 in the VIP Room at 11:30 with lunch at 12:00. Other guests at the head table with you will be the 1973-1974 NCTA Board of Directors and the 1973 NCTA Committee Chairmen.

I look forward to seeing you in Anaheim.

Sincerely,

David H. Foster

DHF/ag

918 Sixteenth Street, N.W., Washington, D.C. 20006 • (202) 466-8111

GEOFFREY M. NATHANSON, *President*

June 8, 1973

Dr. Clay T. Whitehead
Office of Telecommunications Policy
1800 G Street, N.W.
Washington, D.C. 20504

Dear Tom:

The CHANNEL 100 Gold Card is carried by our most privileged pay cable customers. It is symbolic of our professional approach to marketing of the programs and services presently being offered to CATV subscribers in San Diego and surrounding communities.

A year ago, pay cable was a conversation piece. Today, it's a reality. Be sure and visit with us at the NCTA convention; or better yet, please accept this as a personal invitation to visit CHANNEL 100 itself in San Diego before, during or after the convention.

See you next week,

Jeff

P.S. If you would like to visit CHANNEL 100 in San Diego, please call Dick Peterson at 714/449-2000 so that he can make the necessary arrangements.

GMN:ww

OPTICAL SYSTEMS CORPORATION • 11255 Olympic Boulevard • Los Angeles, California 90064 • (213) 478-7701

JUN 13 1973

LOS ANGELES JUN-8'73 CALIF.

U.S. POSTAGE 0.08

P.B. METER 1034780

Dr. Clay T. Whitehead
Office of Telecommunications Policy
1800 G Street, N.W.
Washington, D.C. 20504

760

OPTICAL SYSTEMS CORPORATION
11255 Olympic Boulevard • Los Angeles, California 90064

C 45936 17 JUNE 73

DR CLAY T WHITEHEAD

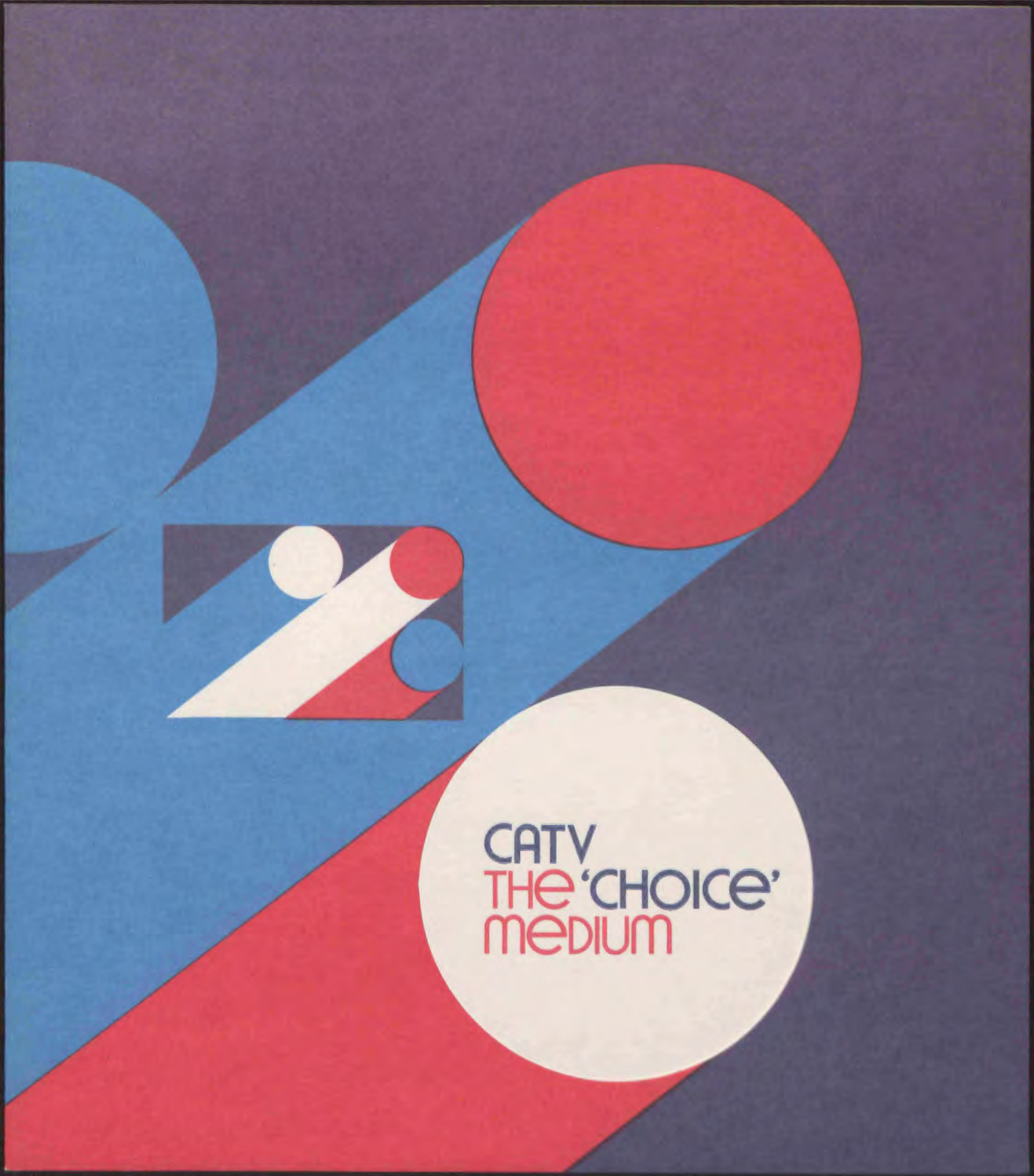
SIGNATURE OF CARDHOLDER OR AUTHORIZED USER

FOR PROGRAM INFORMATION CALL [illegible]

1. This card, if not cancelled or expired, may be used by the customer named hereon or by any other person whom customer shall so authorize, to purchase programming and/or other services provided by CHANNEL 100. 2. The person named hereon has executed a CHANNEL 100 Customer Agreement, and agrees to abide by the terms and conditions thereof. 3. This card is the property of CHANNEL 100 and use of this card constitutes the cardholder's agreement to assume full responsibility for control of and access to all programming received from CHANNEL 100, and to pay for all purchases made by the cardholder or authorized user. 4. CHANNEL 100 reserves the right to [illegible] within 10 days of [illegible] or [illegible] orders, refuse to honor this card, terminate any collection [illegible] which might occur as a result of billing errors. 5. Customer [illegible] have no liability for unauthorized use of this card after customer notifies CHANNEL 100 of its loss or theft. However, cardholder's liability for unauthorized charges incurred prior to such notification are limited to $50.00. 6. Use of this card is subject to [illegible] and federal laws governing the use of such cards. [illegible] Los Angeles, California, for billing and collection. 7. CHANNEL 100 reserves the right to modify or cancel this card and terminate all privileges connected therewith [illegible] and further to require surrender of this card upon demand.

CHANNEL 100

© [illegible] 100 is a trademark of Cablevision Systems Corporation


CATV
THE 'CHOICE'
MEDIUM

If Greeley were writing it today, he would probably say, "Go West, young *person . . .*"

Cable persons *will* be going West this year in number for the 22nd Annual NCTA Convention in Anaheim, California, where some 6,000 cable-conscious participants are expected to gather for stimulating interaction on the communications issues of today.

The theme — CATV — The Choice Medium — reflects accurately the challenges facing those involved with cable, the newest of media. The cable operator, the Federal Communications Commission, Congress, the cities and, of course, the cable subscriber will be deciding the fate of the CATV industry in the months and years ahead. In the larger sense, their choices will be multiplied many-fold as the CATV industry grows. So will the issues of orderly expansion and the realization of cable's potential growth.

NCTA's goal in 1973 is to open the convention to those concerned with the issues and choices — the city officials, cable operators, regulators and other leaders throughout the country who are interested in the technology of cable and its effects on their future.

Special attention will be given to national, state and local regulation of the industry, and minority group interest in cable as well as financing and citizen involvement.

Participation of members of two FCC advisory committees — one on technical aspects of cable, the other on the interfacing of regulatory agencies — will be highlights of this year's convention program along with major speakers of importance to the industry.

Recognized authorities and experts will address the issues and problems facing the CATV industry in the management and technical convention sessions. Added emphasis in all sessions will be placed upon dealing with the problems faced by small operators.

A special feature will be the expanded length of the eye-opener sessions — to one-and-a-half hours — and repetition of these popular meetings in the afternoon to allow participation in a wider range of topics by each convention guest.

As usual, speakers' presentations will be limited to permit extensive give-and-take discussion with and among members of the audience.

All of this will take place in the Anaheim Convention Center where more than 600 booths full of exhibits of CATV products and services will be a major attraction. Ample time, unconflicting with meeting sessions, will be provided for members to tour the exhibit areas. An added attraction is the proximity of Disneyland — a casual stroll away — for relaxation and enjoyment after meeting hours.

Join us . . . share with us . . . meet with us . . . June 17-20, in Anaheim, California, as we explore "CATV — The Choice Medium."

David H. Foster, *NCTA President*

SUNDAY, JUNE 17

10:00 AM - Noon —
Annual Associate Member Meeting

Noon - 8:00 PM —
General Registration

1:00 PM - 7:00 PM —
Exhibits Open

5:30 PM - 6:30 PM —
Exhibitors' Reception

MONDAY, JUNE 18

8:00 AM - 5:00 PM —
General Registration

8:00 AM - 9:30 AM —
Eye Opener Sessions — Workshops

9:00 AM - 6:00 PM —
Exhibits Open

9:45 AM - 11:00 AM —
OPENING SESSION
Moderator, Burt I. Harris, Convention Chairman
KEYNOTE ADDRESS
Chairman's Annual Report

11:15 AM - 12 Noon —
JOINT MANAGEMENT/TECHNICAL SESSION

12:15 PM - 2:00 PM —
LUNCHEON

2:15 PM - 4:00 PM —
MANAGEMENT SESSIONS

2:15 PM - 4:15 PM —
TECHNICAL SESSIONS

TUESDAY, JUNE 19

8:00 AM - 5:00 PM —
General Registration

8:00 AM - 9:30 AM —
Eye Opener Sessions — Workshops

9:00 AM - 6:00 PM —
Exhibits Open

9:45 AM - 11:45 AM —
MANAGEMENT SESSIONS
TECHNICAL SESSIONS

12:15 PM - 2:00 PM —
LUNCHEON

2:15 PM - 3:15 PM —
MANAGEMENT SESSIONS

2:15 PM - 4:15 PM —
TECHNICAL SESSIONS

3:15 PM - 5:00 PM —
ANNUAL MEMBERSHIP MEETING

7:30 PM —
BANQUET

WEDNESDAY, JUNE 20

8:00 AM - 1:00 PM —
General Registration

8:00 AM - 9:30 AM —
Eye Opener Sessions — Workshops

9:00 AM - 1:00 PM —
Exhibits Open

9:45 AM - 11:45 AM —
MANAGEMENT SESSIONS
TECHNICAL SESSIONS

12:15 PM - 2:00 PM — - CTN
LUNCHEON

2:15 PM - 4:00 PM —
MANAGEMENT SESSIONS

2:15 PM - 4:00 PM —
TECHNICAL SESSIONS

4:00 PM —
ADJOURNMENT

22ND ANNUAL NCTA CONVENTION
ANAHEIM CONVENTION CENTER
ANAHEIM, CALIFORNIA
JUNE 17-20, 1973

CATV
THE 'CHOICE'
MEDIUM

NATIONAL
CABLE
TELEVISION
ASSOCIATION, INC.

918 16th STREET,
NORTHWEST
WASHINGTON, D.C. 20006
202 466-8111

22nd ANNUAL
NCTA CONVENTION
ANAHEIM CONVENTION CENTER
ANAHEIM, CALIFORNIA
JUNE 17-20, 1973

MATERIALS GATHERED FOR

NCTA SPEECH

June 20, 1973

TABLE OF CONTENTS

A. Telephone

B. Automobile

C. Radio and Television

D. Other Technologies

A

Telephone

- Alexander Graham Bell--along with the other two partners, Hubbard and Sanders--encountered an initial apathetic response to the telephone invention on the part of the investing community and the public in general. The investors regarded it as little more than an interesting toy. The "Providence Press," in commenting on Bell's invention said it was "hard to resist the notion that the powers of darkness are somehow in league with it."

- One telegraph company commissioned a study into the possibility of effective competition from the telephone.

- Study Report advised against any investment in Bell's "scheme":

  - "Bell's proposal to place his instrument in every home and business is, of course, fantastic in view of the capital costs involved in installing endless numbers of wires ....

  - "Obviously the public cannot be trusted to handle technical communications equipment.... Bell expects that subscribers to his service will actually pay for each call made and they will agree to pay a monthly minimum if no calls are made.... We feel it is unlikely that any substantial number of people will ever buy such a concept...."

- Reports such as the above prompted the Bell parternership to offer to sell Bell telephone patents to Western Union Telegraph Company in August 1877 for $100,000. Western Union laughed at the offer.

- Western Union later had second thoughts--
  they decided a better plan was to checkmate a potential rival.

- Western Union secured patents of similar telephone devices invented at the same time by Elisha Gray; set up a subsidiary and began soliciting clients.

- Western Union at this time was already national in scope, with an extensive wire plant, and political

power--served as inhibiting effect on Bell's capital subscription plans and overall operations.

Eventually, compromise was agreed to by Bell and Western Union--1879.

Bell agreed to:	never touch telegraph business
	purchase the WU telephone subsidiaries
	pay WU a royalty of 20% on all telephone rentals
WU agreed to:	acknowledge Bell as the holder of original, valid patents
	retire forever from telephone business

B

Early Obstacles in the Automobile Industry

-- In 1870, George B. Selden, an amateur inventor, applied for a patent on the idea of a gas-motor vehicle; sixteen years later it was finally awarded. Never having built the machine he had designed, he set out to find the capital to support such a venture. He finally found a man willing to put up $5000, but when Selden declared they would both live to see the day when motor-driven vehicles outnumbered horse-drawn carriages, the man declared Selden crazy and walked out.

-- When Henry Ford conceived of the mass-produced auto for the common man in 1903, he had a fight on his hands. In 1899 a group of New York financiers had bought Selden's patent with the promise of handsome royalties, and had formed the Association of Licensed Automobile Manufacturers. Having thus obtained what they thought was a monopoly on the manufacture of automobiles with gasoline engines, they offered the privilege of making autos to others -- for a stiff license fee. Most dealers in the country accepted the reality of the situation and refused to sell unlicensed automobiles. Ford, however, fought the issue in the courts for eight years, finally winning on appeal in 1911. The struggle featured a high-priced public relations and advertising campaign by the A.L.A.M., which sought to convince the public that the future of the industry was dependent on their maintaining their monopoly.

-- Antagonisms toward automobiles at the turn of the century were reflected in the laws and journals of the era:

-- In 1899 in San Rafael, California, an ordinance required the driver of an automobile to come to a dead stop within 300 feet of every passing horse.

-- In 1900 Vermont enacted a statute requiring every motorist to have "a person of mature age" walk 1/8 mile ahead waving a red flag.

-- The speed limit for autos in many large cities in 1902 was 8m.p.h.

-- "Automobileers" were banned from the parkways of most large cities; violators were arrested for "riot, disturbance, and breach of the peace."

-- When the first auto race in America was held in 1895, only one local newspaper, the Chicago Tribune, covered the event. The Tribune

commented that the race had served only to show that the automobile posed no threat to the "good old horse".

-- When Henry Ford worked for the Edison Company, his employers were hardly encouraging about his efforts to develop his gas engine:

"... my gas-engine experiments were no more popular with the president of the company than my first mechanical leanings were with my father. It was not that my employer objected to experiments -- only to experiments with the gas engine. I can still hear him say: " Electricity yes, that's the coming thing, but gas -- no".; and " The Edison Company offered me the general superintendency of the company, but only on condition that I would give up my gas engine and devote myself to something really useful."

C

Radio

Lee de Forest:

In 1913 Lee de Forest, inventor of the audion tube, which device makes radio broadcasting possible, was brought to trial on charges of fraudulently using the U. S. mails to sell the public stock in the Radio Telephone Company, a worthless enterprise. In the court proceedings, the District Attorney charged that

> "De Forest has said in many newspapers and over his signature that it would be possible to transmit the human voice across the Atlantic before many years. Based on these absurd and deliberately misleading statements, the misguided public...has been persuaded to purchase stock in his company...."

De Forest was acquitted, but the judge advised him

> "to get a common garden variety of job and stick to it."

Source: Archer, L. History of Radio. New York, American Historical Society, 1938. p. 110.

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Limited utility of radio:

W. W. Dean, President of the Dean Telephone Company told Lee de Forest in 1907:

> "...You could put in this room [his office], de Forest, all the radiotelephone apparatus that the country will ever need!"

Source: De Forest, Lee. Father of Radio, the Autobiography of Lee de Forest. Chicago, Wilcox and Follett Co., 1950. p. 232.

* * * * * *

Friends of Lee de Forest asked:

> "Well, then of what possible use can your 'radiotelephone' be? It can't compare with the wire 'phone, you say, and it can't cover the distances that the wireless telegraph can cover. Then what the hell use is it anyway, Lee?"

Source: De Forest, Lee. Father of Radio, the Autobiography of Lee de Forest. Chicago, Wilcox and Follett Co., 1950. p. 227.

Radio and Television

- Dr. Levering Tyson, who was director of extension activities of Columbia University, related how, on the morning after the Harding election he had read in the Times about KDKA and the reaction to it. At five minutes past nine he was in the anteroom of President Nicholas Murray Butler. The president, himself, after hearing Tyson's account, waved it aside saying :"Tyson, don't bother about that. There are gadgets turning up every week in this country."

- In November 1916, David Sarnoff wrote to his superior, Edward J. Nally, vice president and general manager of American Marconi, a memorandum outling a plan to make radio a household utility. General manager Edward Nally seems to have considered the idea hare-brained."

- "Secretary of the Navy Josephus Daniels (in December, 1918) said 'the passage of this bill will secure for all times to the Navy Department the control of radio in the United States, and will enable the Navy to continue the splendid work it has carried on during the war."

- "In November, De Forest anticipated history in a curious way....he broadcast the presidential election returns in 1916, and personally announced to his audience that Charles Evans Hughes had been elected President."

- Erik Barnow in A Tower in Babel reports "that broadcasting had been tried by DeForest and others but nothing came of it. It would seem a discredited notion, belonging to yesterday."

- The small firm launched by Bell in 1877 -- The Bell Telephone Company -- was almost at once in financial straits; a delegation therefore called on President Orton of Western Union and offered him the whole Bell Telephone Company and its patent for $100,000. President Orton is said merely to have smiled. The telephone, a toy for hobbyists, was not taken seriously."

- Excitement over radio, AT&T feared, might bring a sudden decline in the value of telephone stock. AT&T did want to contribute to such an excitement but at the same time felt it had to have a hand in radio, for self-protection. The conflicting motives caused a good deal of vacillation.

- The FCC promised in 1952 an early end to the television freeze. If radio was fearful, the film was panicsville.

- RCA (Sarnoff) has invested in television in 1936, large sums from radio earnings, and wanted to continue earnings to carry the work forward. FM and the inventor Edwin Howard Armstrong were seen as an invention that could only disrupt the structure of radio and plunge it into years of readjustment and loss. FM posed a threat not only to the status quo in radio, but to funds needed for TV. RCA therefore was not inclined to make any move helpful to FM. Because of RCA's position in the industry, its lack of interest loomed as a fatal road block.

- Advertising was a growing concern. Senators Hatfield and Wagner with support of education lobbyists sought reform. On the Senate floor Senator Dill, author of the 1927 Radio Act, addressed himself to the advertising revenue authorized by Wagner-Hatfield. Dill expressed horror. Wasn't there too much advertising already? Wasn't everybody agreed on that. Now the educators proposed still more of it. "That," said Dill piously, "is not what the people of this country are asking for." Thus Dill ingeniously turned the concern with "over commercialization" into an argument for the status quo.

- Regarding the Communications Act legislation, Broadcasting headlined: "Powerful Lobby Threatens Radio Structure, and castigated "self seeking reformers."

- It is worth noting that in its first discussion of economic alternatives (to financing radio), Radio Broadcast did not mention advertising as a possible means of support.

- In Century magazine Bruce Bliver wrote: "the use of the radio for advertising is wholly undesirable and should be prohibited by legislation if necessary."

- Newspaper publishers began 1933 in an angry mood. It was bad enough that revenues were dwindling as readers and advertisers turned to radio. What was worse was that the newspaper world was itself furthering the disaster -- first, by publicizing radio programs free of charge through listings and radio columns; and second, by providing news material free of charge of news broadcasts. As a result the American Newspaper Publishers Association meeting in April, 1933, passed a resolution that

- program logs should thence forth be published only as paid-for-advertising. That same month, the AP voted to provide no more news to networks. UPI and International News adopted similar rules. That fall NBC and CBS began gathering their own news.

- In an article published in Forum and entered in the Congressional Record (in 1934), theatrical producer Eddie Downing pictured the rise of commercial broadcasting as a cultural disaster. For huge profits -- protected by "swarming lobbies" -- it had "sold its front page, sold its editorial page, sold anything and everything without reservation to keep that rich income coming in."

- In an address in 1938, David Sarnoff declared that "television in the home is now technically feasible." Not everyone agreed. The magazine Radio Guide sent its friends a century plant seed wrapped in cellophane, with a note that read: "Plant it in a pot, water it carefully,expose it to the sunlight. When it blossoms, throw the switch on the new television cabinet that your grandson will have bought and you may expect to see telecasts offering program quality and network coverage comparable to that of our broadcasts of today."

- "I believe television will not be a full-grown industry until color is provided. Color excites one of our most responsive senses. **** (Moreover) color is almost a must to cut down operating expenses. For example, black and white TV has to depend largely upon action (movement) which becomes a rather expensive type of program to produce. The enjoyment of color alone would necessitate less action." COMMISSIONER JONES, 1949

- Stratovision (e.g., clear-channel TV) offers a means of supplying broadcast TV signals over large areas.... **** (If) stratovision as a licensee or as a license system seems undesirable, certainly stratovision transmission should be considered as a common carrier. This concept of common carrier places the competition at the program level rather than at the station level." DO

- During the Table Assignment hearings in 1952, there were some who urged the Commission not to adopt a nationwide table of assignments and permit as in the case of AM and FM broadcasting, the assignment of frequencies in terms of community needs and in accordance with established engineering standards. The Commission rejected this proposal, stating reasons as follows: "....(O)ur conclusion that these standards can best be achieved by the adoption of a Table of Assignments is based upon three compelling considerations: A Table of Assignments makes for the most efficient technical use of the relatively limited number of channels available for the television service. It protects the interests of the public residing in the smaller cities and rural areas more adequately than any other system for distribution of service and affords the most effective mechanism for providing noncommercial educational television. It permits the elimination of certain procedural disadvantages in connection with the processing of applications which would otherwise unduly delay the overall availability of television to the people...."

D

Aircraft

Samuel Langley's experiments with airplanes:

Comment in the New York Times one week before the successful flight of the Kitty Hawk by the Wright brothers:

> "...We hope that Professor Langley will not put his substantial greatness as a scientist in further peril by continuing to waste his time, and the money involved, in further airship experiments. Life is short, and he is capable of services to humanity incomparably greater than can be expected to result from trying to fly.... For students and investigators of the Langley type there are more useful employments."

Source: New York Times, December 10, 1903, editorial page.

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Possibility of building a successful flying machine:

> "Outside of the proven impossible, there probably can be found no better example of the speculative tendency carrying man to the verge of the chimerical than in his attempts to imitate the birds, or no field where so much inventive seed has been sown with so little return as in the attempts of man to fly successfully through the air. Never, it would seem, has the human mind so persistently evaded the issue, begged the question and, 'wrangling resolutely with the facts', insisted upon dreams being accepted as actual performance, as when there has been proclaimed time and again the proximate and perfect utility of the balloon or of the flying machine."

"...Should man succeed in building a machine small enough to fly and large enough to carry himself, then in attempting to build a still larger machine he will find himself limited by the strength of his materials in the same manner and for the same reasons that nature has."

"...there is no basis for the ardent hopes and positive statements made as to the safe and successful use of the dirigible balloon or flying machine, or both, for commercial transportation or as weapons of war, and that, therefore, it would be a wrong, whether wilful or unknowing, to lead the people and perhaps governments at this time to believe the contrary;..."

Source: Melville, Rear Admiral George W. The Engineer and the Problem of Aerial Navigation. North American Review, December 1901. pp. 820, 825, 830-831.

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"...The limit which the rarity of the air places upon its power of supporting wings, taken in connection with the combined weight of a man and a machine, make a drawback which we should not too hastily assume our ability to overcome. The example of the bird does not prove that man can fly. The hundred and fifty pounds of dead weight which the manager of the machine must add to it over and above that necessary in the bird may well prove an insurmountable obstacle to success."

"The practical difficulties in the way of realizing the movement of such an object are obvious. The aeroplane must have its propellers. These must be driven by an engine with a source of power. Weight is an essential quality of every engine. The propellers must be made of metal, which has its weakness, and which is liable to give way when its speed attains a

certain limit. And, granting complete success, imagine the proud possessor of the aeroplane darting through the air at a speed of several hundred feet per second! It is the speed alone that sustains him. How is he ever going to stop? Once he slackens his speed, down he begins to fall. He may, indeed, increase the inclination of his aeroplane. Then he increases the resistance necessary to move it. Once he stops he falls a dead mass. How shall he reach the ground without destroying his delicate machinery?"

Source: Newcomb, Simon. Outlook for the Flying Machine. The Independent, October 22, 1903. pp. 2508, 2510-2511.

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Simon Newcomb also wrote:

"...The demonstration that no possible combination of known substances, known forms of machinery and known forms of force, can be united in a practical machine by which man shall fly long distances through the air, seems to the writer as complete as it is possible for the demonstration of any physical fact to be."

Source: Clarke, Arthur C. Profiles of the Future. New York, Harper and Row, 1962. pp. 2-3.

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Limitations of airplanes:

"...The machines will eventually be fast, they will be used in sport, but they are not to be thought of as commercial carriers. To say nothing of the danger, the sizes must remain small and the passengers few, because the weight will, for the same design, increase as the cube of the dimensions, while the supporting surfaces will only increase as the square. It is true that

when higher speeds become safe it will require fewer square feet of surface to carry a man, and that dimensions will actually decrease, but this will not be enough to carry much greater extraneous loads, such as a store of explosives or big guns to shoot them. The power required will always be great, say something like one horse power to every hundred pounds of weight, and hence fuel can not be carried for long single journeys."

Source: Chanute, Octave. Aerial Navigation. Popular Science Monthly, March 1904. p. 393.

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The astronomer, William H. Pickering, said with regard to airflight after the invention of the airplane:

"...The popular mind often pictures gigantic flying machines speeding across the Atlantic and carrying innumerable passengers in a way analogous to our modern steamships....It seems safe to say that such ideas must be wholly visionary, and even if a machine could get across with one or two passengers the expense would be prohibitive to any but the capitalist who could own his own yacht.

Another popular fallacy is to expect enormous speed to be obtained. It must be remembered that the resistance of the air increases as the square of the speed and the work as the cube.... If with 30 h.p. we can now attain a speed of 40 m.p.h., then in order to reach a speed of 100 m.p.h. we must use a motor capable of 470 h.p...it is clear that with our present devices there is no hope of competing for racing speed with either our locomotives or our automobiles."

Source: Clarke, Arthur C. Profiles of the Future, New York, Harper and Row, 1962. pp. 3-4.

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Canals:

Panama Canal:

"The Panama Canal is actually a thing of the past, and Nature in her works will soon obliterate all traces of French energy and money expended on the Isthmus."

Source: 50 years ago in the Scientific American. Scientific American, January 1941, p. 4.

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Suez Canal:

"...All mankind has heard much of M. Lesseps and his Suez Canal....I have a very strong opinion that such canal will not and cannot be made; that all the strength of the arguments adduced in the matter are hostile to it; and that steam navigation by land will and ought to be the means of transit through Egypt."

Source: Trollope, Anthony. The West Indies and the Spanish Main. New York, Harper and Brothers, 1860. p. 331.

Electricity

Opposition to the use of alternating current:

"There is no plea which will justify the use of high-tension and alternating currents, either in a scientific or a commercial sense. They are employed solely to reduce investment in copper wire and real estate."

"...My personal desire would be to prohibit entirely the use of alternating currents. They are unnecessary as they are dangerous.... I can therefore see no justification for the introduction of a system which has no element of permanency and every element of danger to life and property."

"...I have always consistently opposed high-tension and alternating systems of electric lighting...not only on account of danger, but because of their general unreliability and unsuitability for any general system of distribution."

Source: Edison, Thomas A. The Dangers of Electric Lighting. North American Review, November, 1889. pp. 630, 632, 633.

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Thomas A. Edison is also reported to have said:

"Just as certain as death, [George] Westinghouse will kill a customer within six months after he puts in a system of any size."

Source: Blow, Michael. Men of Science and Invention. New York, American Heritage Publishing Co., Inc., 1961. p. 95.

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Opposition to placing electric wires underground:

"The public may rest absolutely assured that safety will not be secured by burying these wires. The condensation of moisture, the ingress of water, the dissolving influence of coal gas and air-oxidation upon the various insulating compounds will result only in the transfer of deaths to man-holes, houses, stores, and offices, through the agency of the telephone, the low-pressure systems, and the apparatus of the high-tension current itself."

Source: Edison, Thomas A., "The Dangers of Electric Lighting." North American Review, November 1889. p. 629.

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Development of the incandescent lamp:

Sir Arthur Preece, engineer-in-chief of the British Post Office, said in 1878:

"...Subdivision of the electric light is an absolute ignus fatuus."

Source: Clarke, Arthur C. Profiles of the Future, New York, Harper and Row, 1962. p. 2.

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A committee of the British Parliament in 1878 reported Thomas Edison's ideas of developing an incandescent lamp to be

"good enough for our transatlantic friends... but unworthy of the attention of practical or scientific men"

Source: Clarke, Arthur C. Profiles of the Future. New York, Harper and Row, 1962. p. 2.

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Utility of electric lighting:

For general purposes:

"...I do not think there is the slightest chance of its [electricity] competing, in a general way, with gas. There are defects about the electric light which, unless some essential change takes place, must entirely prevent its application to ordinary lighting purposes."

Source: Remarks of Mr. Keates, Minutes of Evidence Taken before the Select Committee on Lighting by Electricity in Report from the Select Committee on Lighting by Electricity. London, House of Commons, 1879. p. 146.

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For use on board ships:

"...Without going into the consideration of many minor objections to the general adoption of such a light on board ship, it may be sufficient to call attention to the following serious drawbacks, viz.: That whether fixed, revolving, or intermittent, a powerful light, such as is referred to, could not fail to interfere very considerably with the distinctive arrangements for lighting the coasts by means of lighthouses and light vessels. That such powerful lights would be almost certain to detract very much from the value of the smaller lights which the law compels all ships to show by night, and the risks of collision would be increased. That the glare of such powerful lights in crowded channels would be perplexing, and would probably cause such confusion that the risks of collision would be increased."

Source: Remarks of Mr. Farrer, Minutes of Evidence Taken before the Select Committee on Lighting by Electricity in Report from the Select Committee on Lighting by Electricity. London, House of Commons, 1879. pp. 156-157.

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Criticism of Goddard's Rocket Research:

A New York Times editorial of 1921 said:

> "That Professor Goddard with his 'chair' in Clark College and the countenancing of the Smithsonian Institution does not know the relation of action to reaction, and of the need to have something better than a vacuum against which to react--to say that would be absurd. Of course he only seems to lack the knowledge ladled out daily in high schools...."

Source: Lehman, Milton. This High Man, the Life of Robert H. Goddard. New York, Farrar, Straus and Company, 1963. p. 111.

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Letter from Charles A. Lindbergh to Harry Guggenheim of the Guggenheim Foundation, May 1936:

> "I would much prefer to have Goddard interested in real scientific development than to have him primarily interested in more spectacular achievements which are of less real value."

Source: Lehman, Milton. This High Man, the Life of Robert H. Goddard. New York, Farrar, Straus and Company, 1963. p. 231.

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Rocket research as proposed to U. S. Army by Robert H. Goddard:

Letter (excerpts) from Brig. Gen. George H. Brett, Chief of Materiel, U. S. Army Air Corps, to Robert H. Goddard rejecting his rocket research proposals (1941):

"The proposals as outlined in your letter... have been carefully reviewed....While the Air Corps is deeply interested in the research work being carried out by your organization... it does not, at this time, feel justified in obligating further funds for basic jet propulsion research and experimentation...."

Source: Lehman, Milton. This High Man, the Life of Robert H. Goddard. New York, Farrar, Straus and Company, 1963. p. 310.

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Highways

"The actual building of roads devoted to motor cars is not for the near future, in spite of many rumors to that effect."

Source: Harpers Weekly, August 2, 1902. p. 1046.

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Inventions (general)

Henry L. Ellsworth, U. S. Commissioner of Patents, said in 1844:

"...The advancement of the arts from year to year taxes our credulity and seems to presage the arrival of that period when further improvement must end."

Source: Woods, Ralph L. Prophets Can be Right and Prophets Can be Wrong. American Legion Magazine, October 1966. p. 29.

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Railroads and locomotives

Limitations of railroads and locomotive engines:

"...the most ridiculous ideas have been formed, and circulated, of their powers; and though I am of the opinion, when made the subject of attention amongst engineers, they will advance in improvement like other machines, they must as yet be considered only in their infancy, and as not having reached beyond the trammels of prejudice. It is far from my wish to promulgate to the world that the ridiculous expectations, or rather professions, of the enthusiastic speculist will be realised, and that we shall see them travelling at the rate of 12, 16, 18, or 20 miles an hour: nothing could do more harm towards their adoption, or general improvement, than the promulgation of such nonsense."

Source: Wood, Nicholas. Practical Treatise on Rail-roads. London, Knight and Lacey, 1825. pp. 290-291.

"...that any general system of conveying passengers would answer, to go at a velocity exceeding 10 miles an hour, or thereabouts, is extremely improbable."

Source: Tredgold, Thomas. Practical Treatise on Rail-Roads and Carriages. London, J. B. Nichols and Son, 2d edition, 1835. p. 119.

"I see what will be the effect of it; that it will set the whole world a-gadding. Twenty miles an hour, sir!--Why, you will not be able to keep an apprentice boy at his work! Every Saturday evening he must have a trip to Ohio to spend a Sunday with his sweetheart. Grave plodding citizens will be flying about like comets. All local attachments will be at an end. It will encourage flightiness of intellect. Veracious people will turn into the most immeasurable liars. All conceptions will be exaggerated by the magnificent notions of distance.--Only a hundred miles off!--Tut, nonsense, I'll step across, madam, and bring your fan'.... And then, sir, there will be barrels of pork, cargoes of flour, chaldrons of coal, and even lead and whiskey, and such like sober things that have always been used to slow travelling--whisking away like a sky rocket. It will upset all the gravity of the nation....Upon the whole, sir, it is a pestilential, topsy-turvy, harum-scarum whirligig. Give me the old, solemn, straight forward, regular Dutch Canal--three miles an hour for expresses, and two rod jog-trot journeys--with a yoke of oxen for heavy loads. I go for beasts of burden. It is more formative and scriptural, and suits a moral and religious people better.--None of your hop skip and jump whimsies for me."

Source: From the Western Sun of Vincennes, Indiana, July 24, 1830, as quoted by Seymour Dunbar in A History of Travel in America, Indianapolis, Bobbs-Merrill Co., 1915, Vol. III. p. 938.

* * * * * * *

Steamships

Proposal to apply steam power to ships (early 1800's):

Sir Joseph Banks, English explorer-naturalist and President of the British Royal Society, said:

> "...a pretty plan; but there is just one point overlooked--that the steam engine requires a firm basis on which to work!"

Source: Butler, R. R. Scientific Discovery. London, English Universities Press, Ltd., 1947. p. 68.

* * * * * * *

Proposal to drive a steamboat by screw-propellor:

Sir William Symonds, Surveyor of the British Navy, commented in 1837:

> "...even if the propeller had the power of propelling a vessel, it would be found altogether useless in practice, <u>because</u> the power being applied in the <u>stern</u> it would be <u>absolutely impossible</u> to make the vessel steer."

Source: Church, William Conant. The Life of John Ericsson. New York, Charles Scribner's Sons, 1890. p. 90.

* * * * * * *

Telegraphy

Samuel F. B. Morse

Reaction of Senator Smith of Indiana after a demonstration by Samuel Morse of his telegraph before Congressional members in 1842:

"I watched his countenance closely, to see if he was not deranged....and I was assured by other Senators after we left the room that they had no confidence in it."

Source: Dunbar, Seymour. A History of Travel in America. Indianapolis, Bobbs-Merrill Co., 1915, Vol. III. p. 1048.

* * * * * * *

When Samuel F. B. Morse offered to sell his telegraph to the U. S. government for $100,000, the Postmaster General rejected the offer on the basis that

"...the operation of the telegraph between Washington and Baltimore had not satisfied him that under any rate of postage that could be adopted, its revenues could be made equal to its expenditures."

Source: Reid, James D. The Telegraph in America. New York, Derby Brothers, 1879. p. 108

* * * * * * *

Opposition to providing funds to build a telegraph line between Baltimore and New York City:

When the bill to appropriate money ($8,000) for maintenance of the telegraph line between Washington and Baltimore came up in Congress in 1845, amendment was offered in the Senate providing that money also be appropriated for construction of a telegraph line between Baltimore and New York City, the cost of which was estimated at $100,000. The following objection was raised:

"...What was this telegraph to do? Would it transmit letters and newspapers? Under what power in the constitution did Senators propose to erect this telegraph? He was not aware of any authority except under the clause for the establishment of post roads. And besides the telegraph might be made very mischievous, and secret information after communicated to the prejudice of merchants."

Source: Statement of Senator George McLuffie, Congressional Globe, 28th Congress, 2d session, 1344-45. p. 366.

* * * * * * *

Wireless telegraphy

At a meeting of stockholders of the Western Telegraph Company in 1907, Sir John Wolfe-Barry remarked:

"...As far as I can judge, I do not look upon any system of wireless telegraphy as a serious competitor with our cables. Some years ago I said the same thing and nothing has since occurred to alter my views."

Source: Dunlap's Radio and Television Almanac. New York, Harper, 1951. p. 44.

* * * * * * *

April 25, 1973

Mr. Delmer C. Ports
Vice President - Engineering
National Cable Television Association, Inc.
918 - Sixteenth Street, N. W.
Washington, D. C. 20006

Dear Mr. Ports:

Thank you for your invitation and complimentary registration to attend the 22nd Annual Convention of the National Cable Television Association in Anaheim, California, June 17-20. From a quick look at the agenda, it looks as though you have planned some stimulating sessions, and I am pleased to accept your invitation.

My completed registration form is enclosed, and I shall await further information regarding a hotel reservation. Thanks again for inviting me.

Sincerely,

SIGNED

Walter E. Sutter

Encl.

DChrisman
DO Records; DO Chron
Mr. Whitehead
Mr. Sutter; Subj. Chron

May 15, 1973

Mr. Delmer C. Ports
Vice President - Engineering
National Cable Television Association, Inc.
918 - Sixteenth Street, N. W.
Washington, D. C. 20006

Dear Mr. Ports:

Thank you for your invitation and complimentary registration to attend the 22nd Annual Convention of the National Cable Television Association in Anaheim, California, June 17-19. I am pleased to accept your invitation, and anticipate attending many sessions, especially those on pay cable television and other special applications.

My completed registration form is enclosed, and I shall await further information from the Housing Bureau you mentioned.

I look forward to meeting you at the Convention.

Sincerely,

SIGNED

Vincent Sardella

VSardella:dc
DO Records
DO Chron
Mr. Whitehead
Mr. Sutter
Encl.

MAY 17 1973

Mr. Burt I. Harris
NCTA Convention Chairman
Cypress Communications Corporation
10880 Wilshire Boulevard
Los Angeles, California 90024

Dear Burt:

Thank you for your note regarding the forthcoming NCTA Convention in Anaheim June 17-20. I have also heard from David Foster and am very pleased that I will be able to be there. I will look forward to seeing you then.

Best regards.

Sincerely,

signed
TOM

Clay T. Whitehead

cc:
DO Records
DO Chron
Mr. Whitehead
Eva
Judy
HCH Chron
HCH SUbject

HCHall:mlf:5-16-73

CYPRESS
communications
corporation

April 2, 1973

Dr. Clay T. Whitehead, Director
Office of Telecommunications Policy
Executive office of the President
White House
Washington, D. C.

Dear Tom:

Just a note to let you know that I am Chairman of the 1973 NCTA Convention which will be held in Anaheim, California from June 17 - 20, 1973. I not only hope you plan to attend, but that you will be able to participate in the program in some manner.

One of our CATV industry leaders or I will be in personal touch with you shortly. Let me know if you have any comments on the forthcoming convention and if I can be of any help to you.

Best regards,

Sincerely,

Burt

Burt I. Harris,
NCTA Convention Chairman

BIH:rb

Enjoyed seeing you Saturday —

REGISTRATION FORM

NCTA 22nd ANNUAL CONVENTION
JUNE 17-20, 1973

ANAHEIM CONVENTION CENTER
ANAHEIM, CALIFORNIA

RETURN TO:
NATIONAL CABLE TELEVISION ASSOCIATION
918 16th St., N.W.
Washington, D.C. 20006

COMPLIMENTARY

FILL OUT SEPARATE FORM FOR EACH REGISTRANT. PAYMENT WITH REGISTRATION IS REQUIRED. ADVANCE REGISTRATION ENDS JUNE 1, 1973. FOR CANCELLATIONS MADE AFTER JUNE 10, A 25% FEE WILL BE CHARGED.

NAME_____

FIRM_____

ADDRESS_____

CITY_____ STATE_____ ZIP_____

FULL PROGRAM*

		Advance	On Site
MEMBER	☐	$ 85.00	$ 95.00
NONMEMBER	☐	$155.00	$155.00

*Price includes all Business Sessions, three luncheons and annual Banquet

CATV THE 'CHOICE' MEDIUM

AFFILIATION *(Circle One)*

Systems:
0 CATV Operator (Ind.)
1 Multiple System Operator

Services:
2 Attorney for CATV Co.
3 Adv. Agency or Rep.
4 Broker–CATV
5 Consultant
6 Distributor
7 Exhibitor
8 Financial Institution
9 Insurance
10 Mfgr. or Supplier (not exhibiting)
11 Press
12 Other

Miscellaneous:
13 Educational Institution
14 Government
15 Student

MEMBERSHIP AFFILIATION
0 NCTA
1 IEEE
2 Foreign Cable Assn.

TITLE OR FUNCTION *(Circle One)*
0 President/Owner
1 Vice President
2 Secretary-Treas.
3 Manager
4 Engineer/Tech.
5 Cablecasting
6 Purchasing Agent
7 Marketing
8 Public Relations
9 Other

_____

COPY OF THIS FORM AND HOTEL RESERVATION CARD WILL BE SENT TO YOU AS ACKNOWLEDGMENT OF THIS REGISTRATION

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JUNE 17-20, 1973

ANAHEIM CONVENTION CENTER
ANAHEIM, CALIFORNIA

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9 Other _____

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LOS ANGELES, CALIF. PDT LAX
B-BUR (BURBANK) O-ONT (ONTARIO)
L-LAX (INTERNATIONAL)

From
TULSA, OKLA. CDT TUL

F 115.74 9.26 125.00 250.00
Y 88.89 7.11 96.00 192.00
YM 64.00 M 49.00
CO YZ 77.00 Z 63.00

9:00a 10:45a L AA 147 F/Y D10 B 1
10:25a 12:04p L TW 187 F/Y 727 L 1
12:00n 3:36p L TW 73 F/Y 727 L 3
1:50p 6:43p L CO 191 F/Y DC9 SD 6
4:00p 5:39p L TW 107 F/Y 727 D 1
4:00p 5:39p L AA 119 F/Y 72S D 1

CONNECTIONS

7:25a 9:51a L AA 645 F/Y B7F S 0
8:20a DAL 9:00a DL 41 F/Y 747 B 0
7:25a 10:08a L AA 645 F/Y B7F S 0
8:20a DAL 9:15a AA 27 F/Y 72S B 0
9:05a 11:40a L CO 443 F/Y/K 72S 1
10:08a DEN 10:30a CO 921 F/Y/K D10 L 0
9:40a 2:50p L AA 461 F/Y B3F 1
11:26a DAL 2:00p AA 603 F/Y B7F S 0
X6 12:25p 2:50p L OZ 961 F/Y DC9 S 0
1:14p DAL 2:00p AA 603 F/Y B7F S 0
6 12:40p 3:20p L CO 35 F/Y/K 72S S 1
1:43p DEN 2:20p CO 605 F/Y/K B2F S 0
X6 12:40p 3:20p L CO 35 F/Y/K 72S S 1
1:43p DEN 2:10p CO 605 F/Y/K 747 S 0
5:00p 8:42p L FL 642 S C5 S 2
7:10p DEN 7:45p CO 41 F/Y/K B2F D 0
5:05p 8:20p L CO 243 F/Y/K 72S D 0
5:31p DEN 6:20p WA 425 F/Y B2F D 1
5:05p 8:42p L CO 243 F/Y/K 72S D 0
5:31p DEN 7:45p CO 41 F/Y/K B2F D 0
7:00p 9:51p L AA 281 F/Y 727 0
7:55p DAL 9:00p DL 829 FN/YN D8F S 0
7:00p 9:53p L AA 281 F/Y 727 0
7:55p DAL 9:00p AA 509 FN/YN 727 S 0
7:30p 11:29p L CO 427 F/Y/K 72S 1
8:33p DEN 10:00p CO 23 F/Y/K 72S 1
8:45p 10:59p L BN 159 F/Y 72S 0
9:30p DAL 10:10p DL 15 FN/YN D8S S 0
56 10:00p 1:22a L BN 119 F/Y 727 1
11:34p DAL 12:30a AA 615 FN/YN B3F S 0
10:00p 3:01a L BN 119 F/Y 727 1
11:34p DAL 2:10a DL 889 FN/YN D8F S 0

TWIN FALLS, IDAHO MDT TWF

S 57.41 4.59 62.00 124.00
RW YM 41.00
RW YZ 50.00

9:10a 11:21a B RW 725 S D9S 2

CONNECTIONS

9:10a 11:30a L RW 725 S D9S 0
9:45a SLC 11:00a WA 561 F/Y B3F S/ 0
9:10a 11:49a L RW 725 S D9S 1
10:10a LAS 11:00a RW 5 S D9S 0
4:40p 6:55p L RW 824 S D9S 0
5:17p SLC 6:25p WA 23 Y 737 D 0
4:40p 7:08p L RW 824 S D9S S 1
5:40p LAS 6:20p WA 167 Y 737 0
4:40p 8:45p L RW 824 S D9S S 1
5:40p LAS 7:55p RW 7 S D9S 0

TYLER, TEXAS CDT TYR

CONNECTIONS

X6 11:28a 2:50p L TT 621 S C6 0
12:00n DAL 2:00p AA 603 F/Y B7F S 0
2:31p 5:55p L TT 629 S C6 0
3:03p DAL 5:00p AA 331 F/Y 72S D 0

UTICA, N.Y. EDT UCA

CONNECTIONS

6:20a 11:31a L AL 661 A C5 0
6:39a SYR 7:20a AA 73 F/Y D10 * 2
AA 73 * MEALS SL/L
6:23a 11:31a L AL 406 S BAC 0
6:42a SYR 7:20a AA 73 F/Y D10 * 2
AA 73 * MEALS SL/L
7:00a 12:29p L AL 500 S BAC S 1
8:24a EWR 10:00a AA 671 F/Y D10 L 0
2:25p 8:30p L AL 478 S BAC 1
3:57p JFK 6:00p AA 21 F/Y 747 D 0

VANCOUVER, B.C. PDT YVR

F 100.00 8.00 108.00 216.00
Y 79.00 6.32 85.32 170.64
Z 57.24

7:30a 10:54a L WA 700 F/Y 72S * 1
WA 700 * MEALS SB/B
1:00p 3:25p L WA 751 F/Y B2F L 0
5:45p 8:10p L WA 761 F/Y 72S D 0
WA 761 EFFECTIVE JUN22
5:50p 9:35p L WA 761 F/Y B2F D 1
WA 761 DISCONTINUED AFTER JUN21
6:15p 9:50p L UA 381 F/Y 727 S 1

CONNECTIONS

X7 6:30a 10:16a L UA 931 F/Y D8F 0
7:07a SEA 8:00a UA 320 F/Y D8F B 0
7:45a 11:55a L CP 77 F/Y 737 B 0
9:55a SFO 10:45a TW 760 F/K 747 0
7:45a 12:08p L CP 77 F/Y 737 B 0
9:55a SFO 11:00a UA 511 F/K 737 S/ 0
9:15a 1:01p L UA 144 F/Y D8S 0
9:52a SEA 10:45a UA 371 F/Y 72S L 0
10:00a 2:06p L WA 753 F/Y B2F S 0
11:58a SFO 1:00p UA 896 F/K 727 S/ 0
EFFECTIVE JUN23
1:30p 6:06p L CP 71 F/Y 737 L 0
3:40p SFO 5:00p UA 525 F/K D8S S/ 0
3:00p 7:08p L WA 755 F/Y B2F S 0
4:58p SFO 6:00p UA 527 F/K 737 S/ 0
EFFECTIVE JUN22
4:00p 7:46p L UA 339 F/Y D8F 0
4:35p SEA 5:30p UA 337 F/Y D10 D 0
X6 6:35p 10:41p L CP 73 F/Y 737 D 0
8:45p SFO 9:35p TW 16 F/K B7F 0
10:50p 4:05a L UA 965 F/Y D8F 0
11:25p SEA 12:55a WA 653 F/Y B2F 1

VICTORIA, B.C. PDT YYJ

CONNECTIONS

9:40a 1:54p L PW 690 Y CO 0
10:15a SEA 11:45a WA 603 F/Y B2F L 0
DIS AFTER JUN21
9:40a 1:54p L PW 690 Y CO 0
10:15a SEA 11:45a WA 603 F/Y 72S L 0
EFFECTIVE JUN22
9:40a 2:31p L PW 690 Y CO 0
10:15a SEA 12:15p UA 353 F/Y D8F L 0

CONT. NEXT COLUMN

LOS ANGELES, CALIF. PDT LAX
B-BUR (BURBANK) O-ONT (ONTARIO)
L-LAX (INTERNATIONAL)

From
VICTORIA, B.C.-CONT.

11:50a 3:25p L PW 691 Y CO 0
12:15p YVR 1:00p WA 751 F/Y B2F L 0
1:25p 7:46p L PW 692 Y CO 0
2:00p SEA 5:30p UA 337 F/Y D10 D 0
3:35p 8:10p L PW 693 Y CO 0
4:00p YVR 5:45p WA 761 F/Y 72S D 0
EFFECTIVE JUN22
4:00p 8:10p L AC 292 F/Y D9S 0
4:25p YVR 5:45p WA 761 F/Y 72S D 0
EFFECTIVE JUN22
5:10p 9:59p L PW 694 Y CO 0
5:45p SEA 7:45p UA 381 F/Y 727 S 0
X6 7:55p 1:21a L PW 696 Y CO 0
8:30p SEA 9:45p UA 543 * D8S S/ 1
UA 543 F/Y-SFO-F/K

VISALIA, CALIF. PDT VIS

1 F 20.00 1.60 21.60 43.20
1 INTRASTATE
UA F 28.70 2.30 31.00 62.00
2 Y 14.82 1.19 16.01 32.02
2 INTRASTATE
UA Y 22.22 1.78 24.00 48.00
UA YM 16.00 UA M 12.00
UA Z 15.00
UA*YM 12.96
* INTRASTATE
UA*M 8.64
* INTRASTATE
UA*Z 8.64
* INTRASTATE
4:40p 5:18p L UA 829 F/Y 737 0

WACO, TEXAS CDT ACT

CONNECTIONS

X7 9:47a 12:42p L TT 678 S C6 0
10:18a DAL 11:50a AA 495 F/Y 72S L 0
7 10:09a 12:42p L TT 682 S C6 0
10:40a DAL 11:50a AA 495 F/Y 72S L 0
3:14p 5:55p L TT 684 S C6 0
3:45p DAL 5:00p AA 331 F/Y 72S D 0
56 8:10p 1:22a L TT 640 S C6 0
8:41p DAL 12:30a AA 615 FN/YN B3F S 0

WALLA WALLA, WASH. PDT ALW

CONNECTIONS

10:00a 4:52p L RW 521 S F7 0
10:20a PSC 11:10a RW 723 S DC9 S 5
4:05p 8:54p L RW 627 S F7 0
4:42p YKM 5:05p RW 729 S D9S S 2

WASHINGTON, D.C. EDT WAS

D-IAD, N-DCA, F-BAL

F 191.67 15.33 207.00 414.00
Y 147.22 11.78 159.00 318.00
YM 107.00 M 81.00
Z 106.00
EX/1 30 DAY 278.00

7:45a N 12:42p L AA 495 F/Y 72S BL 3
8:45a D 11:00a L AA 77 F/Y B7F SL 0
8:50a D 12:15p L UA 323 * D8F L 1
UA 323 F/Y-SAN-F/K
9:45a F 11:49a L TW 61 F/Y B7F L 0
11:00a F 2:05p L UA 735 F/Y D8F BS 2
12:00n D 2:09p L TW 99 F/Y B7F L 0
12:00n D 2:15p L UA 59 F/Y D8S L 0
X6 12:30p N 5:39p L AA 119 F/Y 72S LD 3
1:05p F 5:39p L TW 107 F/Y 727 LD 3
X6 1:45p N 5:45p L UA 553 F/Y 727 D 2
X6 5:00p D 7:15p L TW 735 F/Y B3F D 0
TW 735 EFFECTIVE JUN 3
X26 5:00p D 7:15p L TW 735 F/Y B3F D 0
TW 735 DISCONTINUED AFTER JUN 2
5:30p D 7:40p L UA 55 F/Y D10 D 0
5:55p D 8:05p L AA 75 F/Y 747 D 0
6:00p F 8:45p L UA 65 F/Y D8F D 0
7:50p D 11:03p L AA 155 * B3F D 1
AA 155 F/Y-SAN-FN/YN

CONNECTIONS

7:30a N 10:25a L TW 421 F/Y 72S B 0
8:21a STL 8:55a TW 443 F/Y B7F B 0
X7 7:30a N 10:50a L NW 309 F/Y 727 B 0
8:35a CLE 9:20a UA 75 F/Y 747 L 0
7:45a N 10:40a L AA 495 F/Y 72S B 0
8:45a MEM 9:10a AA 445 F/Y 72S L 0
7:45a N 11:00a L AA 495 F/Y 72S B 0
8:45a MEM 9:25a UA 433 F/Y 727 L 0
7:59a N 11:47a L DL 705 F/Y D9S B 0
9:26a ATL 10:18a DL 809 F/Y D8F L 0
8:00a N 12:40p L NW 305 F/Y 727 B 0
9:16a MSP 11:10a NW 21 F/Y 747 L 0
9:20a D 12:42p L AA 93 F/Y B3F B 0
11:14a DAL 11:50a AA 495 F/Y 72S L 0
10:30a N 1:56p L AA 423 F/Y 72S S 0
11:17a ORD 12:00n AA 189 F/Y/K 727 L 0
11:25a N 2:18p L TW 419 F/Y 727 L 0
12:19p STL 12:45p TW 91 F/Y 72S L 0
11:25a D 2:50p L AA 229 F/Y D10 L 0
1:19p DAL 2:00p AA 603 F/Y B7F S 0
11:25a F 2:53p L UA 171 F/Y D8F S 0
12:10p ORD 1:00p AA 197 F/Y/K D10 L 0
11:25a F 2:53p L UA 171 F/Y D8F S 0
12:10p ORD 1:00p UA 107 F/Y/K D10 L 0
11:30a N 2:53p L AA 223 F/Y 72S L 0
12:17p ORD 1:00p AA 197 F/Y/K D10 L 0
11:40a N 3:15p L EA 139 F/Y D9S L 0
1:14p ATL 1:57p EA 83 F/Y 727 D 0
12:55p N 6:40p L NW 347 F/Y 72S L 0
2:12p MSP 5:10p NW 169 F/Y B3F D 0
1:10p N 5:03p L UA 261 F/Y 727 L 0
1:54p ORD 3:05p CO 903 F/Y/K D10 S 0
1:55p F 6:35p L AL 853 S D9S 0
3:13p CVG 5:30p TW 159 F/Y B7F D 0
2:05p N 5:59p L DL 711 F/Y D9S S 0
3:32p ATL 4:30p DL 1479 F/Y DC8 D 0
2:10p N 5:45p L UA 247 F/Y 72S 0
2:54p ORD 3:45p UA 111 F/Y/K 747 D 0
2:55p N 6:48p L NW 353 F/Y 727 0
4:02p CLE 5:15p AA 79 F/Y B7F D 0
3:10p N 6:48p L UA 447 F/Y 727 0
4:14p CLE 5:15p AA 79 F/Y B7F D 0
DIS AFTER JUN14
X7 3:10p N 6:48p L UA 447 F/Y 727 0
4:14p CLE 5:15p AA 79 F/Y B7F D 0
EFFECTIVE JUN15
3:30p N 6:55p L NW 361 F/Y 72S 0
4:47p DTW 5:30p AA 41 F/Y 747 D 0
3:40p D 8:22p L DL 107 F/Y 747 S 0
5:21p ATL 6:55p DL 29 F/Y 747 D 0

CONT. NEXT COLUMN

LOS ANGELES, CALIF. PDT LAX
B-BUR (BURBANK) O-ONT (ONTARIO)
L-LAX (INTERNATIONAL)

From
WASHINGTON, D.C.-CONT.

4:15p N 8:13p L AA 395 F/Y 727 D 0
5:16p MEM 6:35p AA 383 F/Y 727 D 0
5:00p N 8:13p L BN 115 F/Y 727 D 0
5:57p MEM 6:35p AA 383 F/Y 727 D 0
5:20p N 9:23p L EA 137 F/Y 72S D 0
6:56p ATL 8:10p EA 89 F/Y 727 D 0
5:20p D 9:53p L AA 69 F/Y B7F D 0
7:14p DAL 9:00p AA 509 FN/YN 727 S 0
5:30p N 9:15p L AA 553 F/Y 72S D 0
6:26p ORD 7:15p AA 459 F/Y/K B7F D 0
5:55p N 11:25p L NW 85 F/Y 72S D 0
7:14p MSP 10:00p NW 171 FN/YN 747 S 0
6:00p N 9:23p L DL 1203 F/Y 72S D 0
7:24p ATL 8:10p EA 89 F/Y 727 D 0
6:00p N 10:59p L DL 1203 F/Y 72S D 0
7:24p ATL 8:29p DL 15 * D8S DS 1
DL 15 F/Y-DAL-FN/YN
X6 7:30p N 11:20p L AA 453 F/Y 727 D 0
8:26p ORD 9:20p UA 117 F/Y/K 747 S 0
7:30p F 11:20p L UA 821 F/Y 72S D 0
8:18p ORD 9:20p UA 117 F/Y/K 747 S 0
X6 7:30p N 12:59a L AA 453 F/Y 727 D 0
8:26p ORD 9:00p AA 157 * D10 S 2
AA 157 F/Y-PHX-FN/YN
7:35p N 11:20p L UA 667 F/Y 727 D 0
8:23p ORD 9:20p UA 117 F/Y/K 747 S 0
9:15p N 2:36a L NW 389 F/Y 72S 1
11:22p DTW 12:10a AA 193 * B7F S 1
AA 193 FN/YN-ORD-F/Y/K
10:00p N 1:06a L DL 1269 FN/YN 727 0
11:24p ATL 12:04a EA 87 FN/YN 727 S 0
10:00p N 1:06a L EA 459 FN/YN D9S 0
11:27p ATL 12:04a EA 87 FN/YN 727 S 0
10:00p F 2:09a L DL 579 FN/YN D9S 0
11:39p ATL 12:40a DL 187 FN/YN D8S S 0
10:00p N 2:09a L DL 1269 FN/YN 727 0
11:24p ATL 12:40a DL 187 FN/YN D8S S 0
X6 11:15p D 3:01a L BN 19 F/Y 727 S 0
12:58a DAL 2:10a DL 889 FN/YN D8F S 0

WATERLOO, IOWA CDT ALO

CONNECTIONS

X7 8:44a 12:10p L OZ 881 A FH 2
10:30a OMA 11:10a UA 223 F/Y 727 L 0
10:02a 3:09p L OZ 981 F/Y D9S L/S 1
11:10a DEN 2:05p UA 701 F/Y/K 727 S 0
6 10:02a 3:20p L OZ 981 F/Y D9S L/S 1
11:10a DEN 2:20p CO 605 F/Y/K B2F S 0
X6 10:02a 3:20p L OZ 981 F/Y D9S L/S 1
11:10a DEN 2:10p CO 605 F/Y/K 747 S 0
X6 1:25p 7:05p L OZ 978 F/Y D9S 0
1:45p CID 4:50p UA 227 F/Y 72S D 1
5:15p 11:29p L OZ 715 A FH 1
6:55p MCI 9:00p CO 23 F/Y/K 72S 2

WAUSAU, WIS. CDT AUW

W-AUW, A-CWA

CONNECTIONS

6:20a A 11:40a L NC 50 S D9S S 1
7:35a MKE 9:40a UA 733 F/Y D8F L 0
6:20a A 12:00n L NC 50 S D9S S 1
7:35a MKE 8:05a UA 243 F/Y D8F BS 2
7:51a A 1:36p L NC 450 S D9S S 1
9:20a ORD 11:45a CO 907 F/Y/K D10 L 0
7:51a A 1:56p L NC 450 S D9S S 1
9:20a ORD 12:00n AA 189 F/Y/K 727 L 0
10:15a A 3:20p L NC 451 S D9S 0
10:53a MSP 2:00p WA 503 F/Y B2F S 0
1:02p A 5:45p L NC 452 S D9S 1
2:30p ORD 3:45p UA 111 F/Y/K 747 D 0
1:02p A 6:25p L NC 452 S D9S 1
2:30p ORD 3:30p TW 207 F/Y 880 DS 1
1:02p A 7:23p L NC 452 S D9S 1
2:30p ORD 3:45p AA 313 F/Y D10 SD 1
3:44p A 7:20p L NC 453 S D9S 1
4:45p MSP 6:00p WA 509 F/Y 72S D 0
DIS AFTER JUN21
3:44p A 7:20p L NC 453 S D9S 1
4:45p MSP 6:00p WA 509 F/Y D10 D 0
EFFECTIVE JUN22
4:50p A 8:30p L NC 574 S C5 1
6:05p MKE 6:35p UA 579 F/Y 727 D 0
5:05p A 9:15p L NC 576 S D9S S 0
5:49p ORD 7:15p AA 459 F/Y/K B7F D 0
7:04p A 11:20p L NC 455 S C5 0
7:48p MSP 10:00p WA 505 FN/YN 72S S/ 0
DIS AFTER JUN15
7:04p A 11:20p L NC 455 S C5 0
7:48p MSP 10:00p WA 505 FN/YN B2F S/ 0
EFFECTIVE JUN16
7:04p A 11:25p L NC 455 S C5 0
7:48p MSP 10:00p NW 171 FN/YN 747 S 0

WEST PALM BEACH, FLA. EDT PBI

F 195.37 15.63 211.00 422.00
Y 145.37 11.63 157.00 314.00
NA YM 106.00 NA M 79.00
NA YZ 118.00
NA EX/1 30 DAY 273.00

10:30a 2:06p L NA 39 F/Y D8S SL 2

CONNECTIONS

7:25a 10:55a L EA 118 F/Y 72S B 0
8:51a ATL 9:40a EA 81 F/Y 727 B 0
EFFECTIVE JUN21
7:25a 11:47a L EA 118 F/Y 72S B 0
8:51a ATL 10:18a DL 809 F/Y D8F L 0
8:00a 11:47a L DL 958 F/Y 880 B 0
9:21a ATL 10:18a DL 809 F/Y D8F L 0
9:00a 2:53p L DL 132 F/Y D8S B 1
11:39a ORD 1:00p AA 197 F/Y/K D10 L 0
1:00p 7:23p L DL 952 F/Y 880 L 0
2:34p ORD 3:45p AA 313 F/Y D10 SD 1
X3 1:50p 6:21p L NA 66 F/Y D10 0
2:26p MCO 3:25p DL 125 F/Y D8S SD 1
3 1:50p 6:21p L NA 66 F/Y 727 0
2:26p MCO 3:25p DL 125 F/Y D8S SD 1
2:00p 5:59p L DL 658 F/Y D9S S/ 0
3:22p ATL 4:30p DL 1479 F/Y DC8 D 0
2:01p 9:15p L DL 954 F/Y 880 S 2
5:20p ORD 7:15p AA 459 F/Y/K B7F D 0
3:06p 7:55p L NA 125 F/Y 72S 0
3:36p MIA 5:10p NA 185 F/Y 72S D 1
4:10p 8:22p L EA 620 F/Y D9S S 0
5:43p ATL 6:55p DL 29 F/Y 747 D 0
6:00p 9:23p L DL 744 F/Y D9S D 0
7:22p ATL 8:10p EA 89 F/Y 727 D 0
10:00p 1:06a L DL 692 FN/YN D9S 0
11:22p ATL 12:04a EA 87 FN/YN 727 S 0

CONT. NEXT COLUMN

LOS ANGELES, CALIF. PDT L
B-BUR (BURBANK) O-ONT (ONTARIO)
L-LAX (INTERNATIONAL)

From
WEST PALM BEACH, FLA.-CONT.

5 10:30p 2:10a L NA 65 F/Y D10
10:58p MIA 12:15a NA 79 FN/YN D10 S
5 10:45p 2:10a L EA 137 F/Y 72S
11:11p MIA 12:15a NA 79 FN/YN D10 S
5 11:05p 2:10a L DL 951 F/Y 880
11:31p MIA 12:15a NA 79 FN/YN D10 S

WICHITA, KAN. CDT

F 109.26 8.74 118.00 236.00
Y 84.26 6.74 91.00 182.00
TW YM 61.00 TW M 47.00
TW Z 60.00

7:55a 8:35a L TW 295 F/Y 727 B
12:35p 2:56p L TW 315 F/Y 72S S
5:35p 7:11p L TW 337 F/Y 72S D

CONNECTIONS

7:30a 10:45a L CO 430 F/Y/K 72S
8:01a TUL 9:00a AA 147 F/Y D10 B
10:00a 11:40a L CO 443 F/Y/K 72S
10:08a DEN 10:30a CO 921 F/Y/K D10 L
10:02a 2:50p L FL 507 S C5
12:50p DAL 2:00p AA 603 F/Y B7F S
11:50a 3:36p L BN 131 F/Y 72S
12:25p OKC 1:00p TW 73 F/Y 727 L
6 1:35p 3:20p L CO 35 F/Y/K 72S S
1:43p DEN 2:20p CO 605 F/Y/K B2F S
X6 1:35p 3:20p L CO 35 F/Y/K 72S S
1:43p DEN 2:10p CO 605 F/Y/K 747 S
2:10p 5:39p L CO 420 F/Y/K 72S
2:47p OKC 5:00p AA 119 F/Y 72S D
2:10p 5:39p L CO 420 F/Y/K 72S
2:47p OKC 5:00p TW 107 F/Y 727 D
4:10p 7:23p L BN 127 F/Y 727
5:49p DAL 6:30p AA 313 F/Y D10 D
5:05p 6:52p L CO 425 F/Y/K 72S
5:13p DEN 5:45p CO 909 F/Y/K D10 D
56 7:25p 1:22a L BN 255 F/Y 72S
9:04p DAL 12:30a AA 615 FN/YN B3F S
8:25p 10:57p L CO 427 F/Y/K 72S
8:33p DEN 9:55p UA 287 F/Y/K D8F S
8:25p 11:29p L CO 427 F/Y/K 72S
8:33p DEN 10:00p CO 23 F/Y/K 72S

WICHITA FALLS, TEXAS CDT

F 104.63 8.37 113.00 226.00
Y 80.56 6.44 87.00 174.00
CO YM 58.00 CO M 44.00
CO YZ 70.00 CO Z 58.00

3:40p 6:43p L CO 191 F/Y DC9 S

CONNECTIONS

6:35a 9:51a L TT 649 S C6
7:17a DAL 9:00a DL 41 F/Y 747 B
6:35a 10:07a L TT 649 S C6
7:17a DAL 6:35a TT 951 S DC9 B
6:35a 10:08a L TT 649 S C6
7:17a DAL 9:15a AA 27 F/Y 72S B
9:50a 12:04p L CO 190 F/Y DC9
10:48a OKC 11:25a TW 187 F/Y 727 L
10:08a 12:42p L TT 631 S C6
10:50a DAL 11:50a AA 495 F/Y 72S L
X6 3:20p 5:55p L TT 906 S DC9
3:55p DAL 5:00p AA 331 F/Y 72S D
X6 3:20p 6:21p L TT 906 S DC9
3:55p DAL 5:30p DL 125 F/Y D8S D
7:00p 9:51p L TT 637 S C6
7:42p DAL 9:00p DL 829 FN/YN D8F S
7:00p 9:53p L TT 637 S C6
7:42p DAL 9:00p AA 509 FN/YN 727 S

WILKES-BARRE/SCRANTON, PA. EDT

CONNECTIONS

7:00a 10:33a L AL 875 S D9S S
7:52a PIT 9:00a TW 209 F/Y L10 B
EFFECTIVE JUN1
7:00a 10:36a L AL 875 S D9S S
7:52a PIT 9:00a TW 209 F/Y B7F B
DIS AFTER JUN1
7:00a 11:20a L AL 875 S D9S S
8:30a ORD 9:15a AA 181 F/Y/K D10 B
7:00a 12:00n L AL 875 S D9S S
8:30a ORD 10:00a TW 117 F/Y/K L10 L
7:00a 12:00n L AL 875 S D9S S
8:30a ORD 10:00a UA 103 F/Y/K D10 L
7:00a 1:56p L AL 875 S D9S S
8:30a ORD 12:00n AA 189 F/Y/K 727 L
X67 7:10a 11:50a L AL 30□ A B9
7:50a EWR 9:30a UA 19 F/Y D10 L
X67 7:10a 12:29p L AL 30□ A B9
7:50a EWR 10:00a AA 671 F/Y D10 L
X6 8:45a 5:39p L EA 175 F/Y 72S
9:30a DCA 12:30p AA 119 F/Y 72S L
11:13a 6:25p L AL 465 S BAC
12:06p PIT 2:30p TW 207 F/Y 880 D
11:13a 6:55p L AL 465 S BAC
1:56p DTW 5:30p AA 41 F/Y 747 D
X6 1:20p 6:40p L AL 33□ A B9
2:25p EWR 4:15p UA 11 F/Y D8F D
3:23p 8:00p L AL 897 S D9S
4:59p ORD 6:00p TW 3 F/Y/K L10 D
3:23p 8:25p L AL 897 S D9S
4:59p ORD 6:20p UA 115 F/Y/K D8F D
3:23p 8:41p L AL 897 S D9S
4:59p ORD 5:45p AA 617 F/Y B7F D
3:23p 9:15p L AL 897 S D9S
4:59p ORD 7:15p AA 459 F/Y/K B7F D
X23 4:05p 7:56p L AL 34□ A B9
4:45p EWR 5:30p TW 293 F/Y B7F D
X6 4:05p 8:43p L AL 34□ A B9
4:45p EWR 5:25p TW 97 F/Y 72S D
7:27p 2:36a L AL 471 S BAC
10:01p DTW 12:10a AA 193 * B7F S
AA 193 FN/YN-ORD-F/Y

WILMINGTON, N.C. EDT

CONNECTIONS

X6 7:20a 5:39p L PI 46 S 737 S
8:54a DCA 12:30p AA 119 F/Y 72S L
X67 7:45a 5:39p L PI 906 S YS S
11:00a DCA 12:30p AA 119 F/Y 72S L

WINNIPEG, MAN. CDT Y

CONNECTIONS

7:30a 12:40p L NW 412 F/Y 72S S
9:30a MSP 11:10a NW 21 F/Y 747 L
10:15a 3:20p L NW 428 F/Y 72S
11:26a MSP 2:00p WA 503 F/Y B2F S
10:45a 3:25p L AC 205 F/Y D9S L
11:35a YVR 1:00p WA 751 F/Y B2F L
10:50a 3:25p L CP 71 F/Y 737 L
12:21p YVR 1:00p WA 751 F/Y B2F L

CONT. NEXT PAGE

4/5.27

1-Monday 3-Wednesday 5-Friday 7-Sunday
2-Tuesday 4-Thursday 6-Saturday X-Except

To

Freq. Leave Arrive Flight Class Eq MI S

WASHINGTON, D.C. EDT WAS
N-DCA (NATIONAL) D-IAD (DULLES)
F-BAL (FRIENDSHIP)

From
LEXINGTON, KY.-CONT.
CONNECTIONS
X7 7:25a 11:45a N AL 720 A C5 S 1
9:00a PIT 9:49a AL 732 A C5 2
7 11:47a 2:20p N AL 474 S BAC 0
12:40p PIT 1:32p NW 16 F/Y 725 0
1:39p 4:17p N PI 226 S FH 0
2:50p ROA 3:33p PI 42 S 737 0
7:07p 9:15p N PI 18 S 737 S 0
7:56p ROA 8:19p PI 932 S YS 0
CDT LNK

LINCOLN, NEBR.
CONNECTIONS
9:35a 2:21p N UA 910 F/Y 72S S/ 0
10:50a ORD 11:45a UA 252 F/Y 72S L 0
9:35a 3:05p N UA 910 F/Y 72S S/ 0
10:50a ORD 12:30p AA 148 F/Y 727 L 0
12:40p 7:02p N UA 538 F/Y 737 1
2:47p ORD 4:25p TW 424 F/Y 72S D 0
X6 12:40p 7:10p N UA 538 F/Y 737 1
2:47p ORD 4:30p AA 234 F/Y 727 D 0
12:40p 8:10p N UA 538 F/Y 737 1
2:47p ORD 5:30p AA 340 F/Y 72S D 0
4:22p 9:07p D FL 36 S 737 0
4:57p MCI 5:50p UA 738 F/Y 72S D 0
5:25p 10:00p N UA 626 F/Y 737 D 0
6:45p ORD 7:25p UA 278 F/Y 727 D 0
5:25p 11:26p D UA 626 F/Y 737 D 0
6:45p ORD 7:40p UA 736 F/Y 737 1
5:25p 11:30p D UA 626 F/Y 737 D 0
6:45p ORD 7:50p UA 146 F/Y D8S 1
CDT LIT

LITTLE ROCK, ARK.
F 85.19 6.81 92.00 184.00
Y 65.74 5.26 71.00 142.00
AA YM 48.00 AA M 36.00
AA Z 47.00
11:50a 3:46p N AA 488 F/Y 727 L 1
2:25p 7:22p N AA 514 F/Y 727 S 2
4:30p 8:26p N AA 122 F/Y 72S D 1
CONNECTIONS
6:25a 11:35a N DL 522 F/Y D9S B 1
9:22a ATL 10:10a DL 210 F/Y 72S S 0
7:35a 12:54p N DL 778 F/Y D9S S 0
8:29a STL 10:10a TW 482 F/Y 727 S 0
8:25a 1:30p N DL 648 F/Y D9S 1
8:58a MEM 10:00a BN 114 F/Y 727 L 1
EDT LOZ

LONDON, KY.
S 36.11 2.89 39.00 78.00
PI YM 26.00 PI M 21.00
PI YZ 32.00
PI EX/22 S SATURDAY 59.00
PI EX/1 30 DAY 59.00
X6 3:20p 6:18p N PI 248 S FH S 2
PDT LAX

LOS ANGELES, CALIF.
L-LAX, B-BUR, O-ONT
F 191.67 15.33 207.00 414.00
Y 147.22 11.78 159.00 318.00
FN 147.22 11.78 159.00 318.00
YN 117.59 9.41 127.00 254.00
YM 107.00 M 81.00
Z 106.00
EX/1 30 DAY 278.00
1:15a L 1:09p N AA 262 FN/YN 72S SBL 3
9:00a L 4:46p D UA 52 F/Y D10 L 0
9:15a L 5:01p D AA 76 F/Y 747 SL 0
X6 9:45a L 5:32p D TW 734 F/Y B3F L 0
TW 734 EFFECTIVE JUN 2
X26 9:45a L 5:32p D TW 734 F/Y B3F L 0
TW 734 DISCONTINUED AFTER JUN 1
9:50a L 8:26p N AA 122 F/Y 72S LD 3
10:00a L 5:40p F UA 64 F/Y D8S L 0
10:35a L 10:20p F TW 412 F/Y 72S * 4
TW 412 * MEALS LS/S
10:55a L 7:44p D UA 320 * D8F L 1
UA 320 F/K-SANF/Y
11:45a L 8:30p F UA 734 F/Y D8F D 1
X6 12:20p L 10:00p N TW 184 F/Y 72S LS 2
12:30p L 8:17p D TW 74 F/Y B7F L 0
12:45p L 8:35p D UA 54 F/Y D8S L 0
3:15p L 11:03p D AA 110 F/Y B3F D 0
X56 9:30p L 6:32a D AA 378 FN/YN B7F S 1
56 10:15p L 6:03a D AA 78 F/Y B7F S 0
10:50p L 6:22a F TW 62 F/Y B3F D/S 0
CONNECTIONS
X7 12:05a L 9:27a N AA 88 F/Y B3F S 0
7:03a DTW 8:15a NW 310 F/Y 72S B 0
EFFECTIVE JUN 2
12:05a L 9:44a N AA 88 F/Y B3F S 0
7:03a DTW 8:30a UA 370 F/Y 737 B 0
EFFECTIVE JUN 2
X7 12:10a L 9:21a N TW 20 F/Y/K L10 D/S 0
5:43a ORD 6:45a TW 106 F/Y 727 B 0
EFFECTIVE JUN 2
12:10a L 9:37a F TW 20 F/Y/K L10 D/S 0
5:43a ORD 7:00a UA 156 F/Y D8S B 0
EFFECTIVE JUN 2
X7 12:10a L 10:36a N AA 494 F/Y 727 S 0
5:31a MEM 7:00a AA 300 F/Y 727 SB 1
X7 12:15a L 9:21a N UA 118 F/Y/K 747 S 0
5:45a ORD 6:45a TW 106 F/Y 727 B 0
12:15a L 9:37a F UA 118 F/Y/K 747 S 0
5:45a ORD 7:00a UA 156 F/Y D8S B 0
12:20a L 9:37a F AA 196 F/Y/K B7F S 0
5:56a ORD 7:00a UA 156 F/Y D8S B 0
EFFECTIVE JUN 2
X67 12:20a L 10:09a N AA 196 F/Y/K B7F S 0
5:56a ORD 7:30a AA 312 F/Y 72S B 0
EFFECTIVE JUN 2
12:20a L 11:09a N AA 196 F/Y/K B7F S 0
5:56a ORD 8:30a AA 358 F/Y 727 B 0
EFFECTIVE JUN 2
X7 12:25a L 9:21a N CO 606 F/Y/K 747 S 0
5:53a ORD 6:45a TW 106 F/Y 727 B 0
12:25a L 9:37a F CO 606 F/Y/K 747 S 0
5:53a ORD 7:00a UA 156 F/Y D8S B 0
X7 12:25a L 9:53a N CO 606 F/Y/K 747 S 0
5:53a ORD 7:15a UA 322 F/Y 72S B 0
12:45a L 9:44a N UA 192 F/Y 747 S 0
7:40a DTW 8:30a UA 370 F/Y 737 B 0
EFF JUN 2-JUN22
X6 12:45a L 9:44a N UA 192 F/Y 747 S 0
7:40a DTW 8:30a UA 370 F/Y 737 B 0
EFFECTIVE JUN23
CONT. NEXT COLUMN

Wed 6/20

WASHINGTON, D.C. EDT WAS
N-DCA (NATIONAL) D-IAD (DULLES)
F-BAL (FRIENDSHIP)

From
LOS ANGELES, CALIF.-CONT.
6 12:45a L 9:44a N UA 1192 F/Y 747 S 0
7:40a DTW 8:30a UA 370 F/Y 737 B 0
EFFECTIVE JUN23
12:45a L 9:59a N TW 72 F/Y 72S D/S 0
6:00a STL 7:15a EA 514 F/Y DC9 B 0
12:45a L 10:21a N TW 72 F/Y 72S D/S 0
6:00a STL 7:40a TW 374 F/Y 727 B 0
X7 12:55a L 11:08a N NW 172 FN/YN 747 S 0
6:00a MSP 8:00a NW 314 F/Y 727 B 0
12:55a L 1:05p N NW 172 FN/YN 747 S 0
6:00a MSP 6:40a NW 334 F/Y 727 S 4
1:25a L 12:05p D DL 184 FN/YN D8S S 0
6:03a DAL 8:20a BN 12 F/Y B7F B 0
1:25a L 1:43p N DL 184 * D8S SB 2
10:59a ATL 12:16p DL 620 F/Y D9S L 0
DL 184 FN/YN-DAL-F/Y
2:00a L 11:15a F EA 88 FN/YN 727 B 0
8:54a ATL 9:45a EA 136 F/Y D9S S 0
2:00a L 11:22a N EA 88 FN/YN 727 B 0
8:54a ATL 9:55a EA 130 F/Y 72S S 0
2:00a L 11:35a N EA 88 FN/YN 727 B 0
8:54a ATL 10:10a DL 210 F/Y 72S S 0
2:00a L 11:50a F EA 88 FN/YN 727 B 0
8:54a ATL 10:24a DL 216 F/Y 72S S 0
5:45a L 3:40p D AA 630 F/Y B3F S 1
7:49a PHX 8:30a TW 58 F/Y B7F B 0
5:45a L 4:59p N AA 630 F/Y B3F SB 2
1:28p ORD 2:30p AA 226 F/Y 72S S 0
7:40a L 4:49p D AA 232 F/Y 72S B 0
12:24p DAL 1:00p AA 58 F/Y B7F L 0
8:00a L 4:51p N UA 100 F/Y/K 747 B 0
1:40p ORD 2:15p UA 412 F/Y 72S 0
8:00a L 4:59p N UA 100 F/Y/K 747 B 0
1:40p ORD 2:30p AA 226 F/Y 72S S 0
8:20a L 5:38p N DL 12 F/Y D8S B 0
3:14p ATL 4:11p DL 720 F/Y D9S S 0
8:20a L 6:34p D DL 12 F/Y D8S B 0
3:14p ATL 4:55p DL 106 F/Y 747 S 0
X6 8:30a L 5:37p N AA 318 F/Y/K B7F B 0
2:05p ORD 3:00p TW 432 F/Y 72S 0
X6 8:30a L 5:37p N CO 608 F/Y/K D10 B 0
2:01p ORD 3:00p TW 432 F/Y 72S 0
X6 8:30a L 6:10p N AA 318 F/Y/K B7F B 0
2:05p ORD 3:30p AA 284 F/Y 727 S 0
9:00a L 6:02p N AA 68 F/Y 747 L 0
3:57p DTW 4:50p NW 362 F/Y 72S S 0
9:00a L 7:22p N AA 250 F/Y 72S B 0
2:21p MEM 3:30p AA 514 F/Y 727 S 1
9:25a L 8:00p N EA 82 F/Y 727 L 0
4:24p ATL 6:30p EA 136 F/Y 72S D 0
EFFECTIVE JUN21
9:25a L 8:03p N EA 82 F/Y 727 L 0
4:24p ATL 6:30p EA 136 F/Y D9S D 0
DIS AFTER JUN20
9:25a L 8:35p N EA 82 F/Y 727 L 0
4:24p ATL 6:20p EA 566 F/Y D9S 1
9:30a L 7:02p N TW 24 F/Y/K L10 B 0
3:03p ORD 4:25p TW 424 F/Y 72S D 0
X6 10:05a L 7:10p N AA 184 F/Y/K D10 L 0
3:41p ORD 4:30p AA 234 F/Y 727 D 0
10:05a L 8:10p N AA 184 F/Y/K D10 L 0
3:41p ORD 5:30p AA 340 F/Y 72S D 0
10:45a L 8:10p N NW 166 F/Y B3F L 0
3:55p MSP 5:00p NW 68 F/Y 72S D 0
X6 11:30a L 10:00p N TW 36 F/Y/K B7F L 0
5:10p ORD 6:30p TW 294 F/Y 72S 1
X6 12:00n L 9:00p N WA 506 F/Y 72S L 0
5:05p MSP 5:50p UA 656 F/Y 727 D 0
DIS AFTER JUN21
X6 12:00n L 9:00p N WA 506 F/Y D10 L 0
5:05p MSP 5:50p UA 656 F/Y 727 D 0
EFFECTIVE JUN22
X6 12:00n L 9:13p N AA 194 F/Y/K D10 L 0
5:40p ORD 6:30p AA 156 F/Y 727 D 0
12:00n L 9:13p N WA 506 F/Y 72S L 0
5:05p MSP 6:05p NW 70 F/Y 72S D 0
DIS AFTER JUN21
12:00n L 9:13p N WA 506 F/Y D10 L 0
5:05p MSP 6:05p NW 70 F/Y 72S D 0
EFFECTIVE JUN22
12:00n L 10:00p N AA 194 F/Y/K D10 L 0
5:40p ORD 7:30p AA 582 F/Y 72S D 0
12:05p L 9:10p F UA 574 F/Y/K 727 L 0
3:04p DEN 4:10p UA 174 F/Y D8F D 0
12:20p L 10:00p N DL 120 F/Y D8S L 0
7:15p ATL 8:33p DL 526 F/Y D9S S 0
12:30p L 9:44p D AA 20 F/Y 72S L 0
5:15p DAL 5:55p AA 140 F/Y D10 D 0
12:30p L 10:00p N AA 96 F/Y D10 L 0
7:28p DTW 8:49p NW 392 F/Y 72S 0
1:05p L 10:00p N UA 108 F/Y/K D10 L 0
6:45p ORD 7:25p UA 278 F/Y 727 D 0
1:05p L 10:20p F UA 108 F/Y/K D10 L 0
6:45p ORD 7:40p TW 412 F/Y 72S 0
1:35p L 10:20p F TW 26 F/Y/K L10 L 0
7:13p ORD 7:40p TW 412 F/Y 72S 0
2:30p L 11:39p F AA 324 F/Y D10 S 0
7:15p DAL 8:00p AA 162 F/Y 72S S 0
4:10p L 1:53p F EA 86 F/Y 727 D 0
11:58p ATL 12:30a EA 966 FN/YN 72S 0
10:15p L 7:25a N EA 80 FN/YN 727 S 0
5:12a ATL 5:57a EA 582 FN/YN 727 B 0
10:15p L 7:44a N DL 44 FN/YN 747 S 0
5:09a ATL 6:19a DL 296 FN/YN 72S B 0
EDT SDF

LOUISVILLE, KY.
F 55.56 4.44 60.00 120.00
S 42.59 3.41 46.00 92.00
Y 42.59 3.41 46.00 92.00
YM 29.00 M 23.00
YZ 35.00
AL EX/11 S WEEKEND 68.00
PI EX/22 S SATURDAY 72.00
PI EX/1 30 DAY 72.00
7:00a 8:12a N EA 185 F/Y D9S B 0
7:08a 9:02a F AL 870 S D9S B 1
X6 1:05p 4:50p D PI 226 S FH 4
1:30p 3:22p N PI 62 S 737 1
2:30p 3:43p N EA 612 F/Y D9S 0
X6 2:34p 6:18p N PI 248 S FH S 3
8:15p 9:26p N EA 656 F/Y D9S 0
CONNECTIONS
12:35p 3:34p F AL 602 A C5 0
1:04p CVG 2:23p AL 858 S D9S 0
12:35p 3:57p N AA 34 F/Y 72S 0
1:17p CMH 3:00p TW 434 F/Y 72S 0
CONT. NEXT COLUMN

WASHINGTON, D.C. EDT WAS
N-DCA (NATIONAL) D-IAD (DULLES)
F-BAL (FRIENDSHIP)

From
LOUISVILLE, KY.-CONT.
1:05p 4:17p N PI 226 S FH 1
2:50p ROA 3:33p PI 42 S 737 0
X6 3:10p 7:13p F AL 994 S D9S 0
4:10p PIT 6:25p UA 262 F/Y 727 0
4:37p 7:22p N PI 959 S YS 0
5:09p CVG 6:10p AA 514 F/Y 727 S 0
6:30p 9:15p N PI 18 S 737 S 1
7:56p ROA 8:19p PI 932 S YS 0
6:45p 9:41p F AL 414 S BAC 0
7:14p CVG 8:30p AL 945 S D9S 0
CDT LBB

LUBBOCK, TEXAS
CONNECTIONS
6:45a 12:05p D CO 180 F/Y DC9 B 0
7:35a DAL 8:20a BN 12 F/Y B7F B 0
6:45a 12:09p F CO 180 F/Y DC9 B 0
7:35a DAL 8:30a AA 338 F/Y B7F B 0
7:00a 12:05p D BN 167 F/Y 727 B 0
7:49a DAL 8:20a BN 12 F/Y B7F B 0
7:00a 12:09p F BN 167 F/Y 727 B 0
7:49a DAL 8:30a AA 338 F/Y B7F B 0
7:00a 1:30p N BN 167 F/Y 727 B 0
7:49a DAL 8:25a BN 114 F/Y 727 BL 2
7:00a 3:46p N BN 167 F/Y 727 B 0
7:49a DAL 10:25a AA 488 F/Y 727 L 2
9:55a 3:37p N BN 165 F/Y 72S 0
10:44a DAL 11:20a BN 116 F/Y 727 L 1
9:55a 4:45p F BN 165 F/Y 72S 0
10:44a DAL 11:50a EA 134 F/Y 727 LS 1
9:55a 4:45p F CO 198 F/Y DC9 0
10:45a DAL 11:50a EA 134 F/Y 727 LS 1
9:55a 4:49p D BN 165 F/Y 72S 0
10:44a DAL 1:00p AA 58 F/Y B7F L 0
9:55a 4:49p D CO 198 F/Y DC9 0
10:45a DAL 1:00p AA 58 F/Y B7F L 0
12:50p 8:26p N CO 192 F/Y DC9 S 0
1:40p DAL 3:05p AA 122 F/Y 72S D 2
3:10p 9:31p N CO 214 F/Y/K 72S 0
4:00p DAL 5:05p AA 386 F/Y 72S SD 1
4:00p 9:10p D BN 161 F/Y 727 0
4:49p DAL 5:25p BN 10 F/Y 72S D 0
4:00p 9:32p N BN 161 F/Y 727 0
4:49p DAL 5:20p BN 112 F/Y 727 D 1
4:00p 9:44p D BN 161 F/Y 727 0
4:49p DAL 5:55p AA 140 F/Y D10 D 0
5:15p 11:39p F CO 188 F/Y DC9 S 0
6:05p DAL 8:00p AA 162 F/Y 72S S 0
X6 7:30p 1:18a D CO 148 F/Y DC9 0
8:20p DAL 9:35p BN 16 F/Y 727 S 0
EDT LYH

LYNCHBURG, VA.
S 24.07 1.93 26.00 52.00
PI YM 17.00 PI M 13.00
PI YZ 21.00
PI EX/22 S SATURDAY 39.00
PI EX/1 30 DAY 39.00
7:47a 9:08a N PI 980 S YS S 1
7:47a 9:46a F PI 980 S YS S 2
9:59a 11:06a N PI 242 S FH 1
3:38p 4:27p N PI 928 S YS 0
3:38p 5:06p F PI 928 S YS 1
X6 3:42p 4:50p D PI 226 S FH 1
5:42p 6:31p N PI 902 S YS 0
X6 10:10p 10:59p N PI 922 S YS 0
EDT MCN

MACON, GA.
F 60.19 4.81 65.00 130.00
Y 46.30 3.70 50.00 100.00
EA YM 34.00 EA M 25.00
EA YZ 38.00
8:20a 11:15a F EA 138 F/Y D9S S 1
CONNECTIONS
9:00a 11:35a N DL 702 F/Y D9S 0
9:27a ATL 10:10a DL 210 F/Y 72S S 0
1:51p 4:48p N DL 523 F/Y D9S 0
2:18p ATL 3:15p EA 380 F/Y D9S S 0
1:51p 5:38p N DL 523 F/Y D9S 0
2:18p ATL 4:11p DL 720 F/Y D9S S 0
5:00p 7:34p N DL 353 F/Y DC9 0
5:27p ATL 6:09p DL 208 F/Y 72S D 0
CDT MSN

MADISON, WIS.
F 71.30 5.70 77.00 154.00
Y 54.63 4.37 59.00 118.00
NW YM 39.00 NW M 29.00
NW YZ 47.00 NW Z 39.00
8:30a 1:05p N NW 334 F/Y 727 S 2
2:35p 6:13p N NW 308 F/Y 72S D 1
CONNECTIONS
X7 6:30a 12:53p N NW 202 F/Y 727 0
6:58a MKE 8:25a NW 306 F/Y 72S B 2
X7 7:00a 12:34p D NC 460 S C5 1
8:00a ORD 8:50a UA 318 F/Y 737 1
X7 7:05a 11:09a N NW 414 F/Y 727 S 0
7:40a ORD 8:30a AA 358 F/Y 727 B 0
X7 7:05a 12:34p D NW 414 F/Y 727 S 0
7:40a ORD 8:50a UA 318 F/Y 737 1
7:10a 12:18p N NC 50 S D9S S 0
7:35a MKE 8:35a UA 496 F/Y 727 S/ 1
8:35a 1:09p N NC 570 S D9S 0
9:10a ORD 10:30a AA 262 F/Y 72S L 0
X6 11:35a 3:59p N NW 434 F/Y 727 0
12:12p ORD 1:30p AA 356 F/Y 72S L 0
11:35a 7:50p N NW 434 F/Y 727 0
12:12p ORD 3:30p NW 356 F/Y 727 S 2
X6 12:15p 3:59p N NC 464 S D9S 0
12:50p ORD 1:30p AA 356 F/Y 72S L 0
12:15p 4:51p N NC 464 S D9S 0
12:50p ORD 2:15p UA 412 F/Y 72S 0
12:15p 4:55p F NC 464 S D9S 0
12:50p ORD 2:15p UA 426 F/Y 727 S 0
12:15p 4:59p N NC 464 S D9S 0
12:50p ORD 2:30p AA 226 F/Y 72S S 0
X6 1:20p 5:37p N NC 102 S C5 0
2:00p ORD 3:00p TW 432 F/Y 72S 0
X6 1:20p 5:56p N NC 102 S C5 0
2:00p ORD 3:15p UA 980 F/Y 737 0
X6 1:20p 6:10p N NC 102 S C5 0
2:00p ORD 3:30p AA 284 F/Y 727 S 0
X6 3:00p 7:10p N NC 104 S C5 0
3:40p ORD 4:30p AA 234 F/Y 727 D 0
X6 3:00p 7:10p N NW 440 F/Y 727 0
3:38p ORD 4:30p AA 234 F/Y 727 D 0
3:00p 7:31p F NC 104 S C5 0
3:40p ORD 4:55p TW 198 F/Y B7F D 0
3:00p 7:31p F NW 440 F/Y 727 0
3:38p ORD 4:55p TW 198 F/Y B7F D 0
3:00p 7:35p F NC 104 S C5 0
3:40p ORD 4:55p UA 374 F/Y 727 D 0
CONT. NEXT COLUMN

WASHINGTON, D.C. EDT WAS
N-DCA (NATIONAL) D-IAD (DULLES)
F-BAL (FRIENDSHIP)

From
MADISON, WIS.-CONT.
3:00p 7:35p F NW 440 F/Y 727 1
3:38p ORD 4:55p UA 374 F/Y 727 D 1
3:00p 8:00p N NC 104 S C5 1
3:40p ORD 5:20p TW 438 F/Y 727 D 1
3:00p 8:00p N NC 104 S C5 1
3:40p ORD 5:15p UA 488 F/Y 72S D 1
3:00p 8:00p N NW 440 F/Y 727 1
3:38p ORD 5:20p TW 438 F/Y 727 D 1
3:00p 8:00p N NW 440 F/Y 727 1
3:38p ORD 5:15p UA 488 F/Y 72S D 1
3:00p 8:02p N NW 440 F/Y 727 1
6:00p DTW 6:50p UA 752 F/Y 737 S 1
3:00p 8:10p N NC 104 S C5 1
3:40p ORD 5:30p AA 340 F/Y 72S D 1
3:00p 8:10p N NW 440 F/Y 727 1
3:38p ORD 5:30p AA 340 F/Y 72S D 1
3:00p 8:13p N NW 440 F/Y 727 1
6:00p DTW 7:00p NW 376 F/Y 72S D 1
X67 4:05p 10:00p N NW 224 F/Y 727 1
4:33p MKE 6:20p NW 392 F/Y 72S S 1
4:30p 9:03p D NW 718 F/Y 727 1
5:10p ORD 6:10p UA 490 F/Y 72S D 1
X6 4:30p 9:13p N NW 718 F/Y 727 1
5:10p ORD 6:30p AA 156 F/Y 727 D 1
4:30p 11:24p D NW 718 F/Y 727 1
5:10p ORD 5:50p NW 28 F/Y D10 S 1
5:55p 10:00p N NC 106 S D9S 1
6:30p ORD 7:30p AA 582 F/Y 72S D 1
5:55p 10:00p N NC 106 S D9S 1
6:30p ORD 7:25p UA 278 F/Y 727 D 1
5:55p 10:20p F NC 106 S D9S 1
6:30p ORD 7:40p TW 412 F/Y 72S 1
5:55p 10:25p F NC 106 S D9S 1
6:30p ORD 7:45p UA 356 F/Y 727 1
5:55p 11:26p D NC 106 S D9S 1
6:30p ORD 7:40p UA 736 F/Y 737 1
5:55p 11:30p D NC 106 S D9S 1
6:30p ORD 7:50p UA 146 F/Y D8S 1
EDT MH

MANASSAS, VA.
A 5.00 .40 5.40 10.80
COMMUTER AIR CARRIER
X67 6:55a 7:05a D MC 1 A B9 0
X67 4:30p 4:40p D MC 3 A B9 0
EDT M

MANCHESTER, N.H.
F 55.56 4.44 60.00 120.00
Y 42.59 3.41 46.00 92.00
DL YM 31.00 DL M 27.00
DL YZ 37.00
7:05a 10:03p N DL 751 F/Y D9S S
PDT

MARCO ISLAND, FLA.
Also see Carrier Service Pages for LS
CDT

MC ALLEN, TEXAS
CONNECTIONS
6:00a 12:05p D TT 974 S DC9 S
7:50p DAL 8:20p BN 12 F/Y B7F 1
6:00a 1:30p N TT 974 S DC9 S
7:50p DAL 8:25p BN 114 F/Y 727 1
10:00a 4:49p D TT 978 S DC9 0
12:18p DAL 1:00p AA 58 F/Y B7F 1
10:00a 5:15p D TT 978 S DC9 0
12:18p DAL 1:30p BN 14 F/Y B7F 1
1:40p 9:10p D TT 996 S DC9 0
4:18p DAL 5:25p BN 10 F/Y 72S 1
1:40p 9:31p N TT 996 S DC9 0
4:18p DAL 5:05p AA 386 F/Y 72S 1
1:40p 9:32p N TT 996 S DC9 0
4:18p DAL 5:20p BN 112 F/Y 727 1
1:40p 9:44p D TT 996 S DC9 0
4:18p DAL 5:55p AA 140 F/Y D10 1
X6 5:35p 1:18a D TT 972 S DC9 0
8:18p DAL 9:35p BN 16 F/Y 727 1
PDT

MEDFORD, ORE.
CONNECTIONS
6:30p 7:00a D RW 739 S D9S 0
8:12p SFO 11:00p UA 56 F/Y D8S 0
EDT

MELBOURNE, FLA.
CONNECTIONS
7:30a 10:43a N EA 240 F/Y 72S
8:40a ATL 9:20a UA 324 F/Y 727
EFFECTIVE J
7:30a 11:15a F EA 240 F/Y D8S
8:41a ATL 9:45a EA 138 F/Y D9S
DIS AFTER
7:30a 11:15a F EA 240 F/Y 72S
8:40a ATL 9:45a EA 138 F/Y D9S
EFFECTIVE
7:30a 11:22a N EA 240 F/Y D8S
8:41a ATL 9:55a EA 130 F/Y 72S
DIS AFTER
7:30a 11:22a N EA 240 F/Y 72S
8:40a ATL 9:55a EA 130 F/Y 72S
EFFECTIVE
7:45a 10:58a N NA 23 F/Y 72S
8:15a TPA 9:00a EA 180 F/Y D9S
X67 8:05a 10:49a N EA 152 F/Y 72S
8:29a MCO 9:05a NA 404 F/Y 72S
67 8:05a 10:49a N EA 152 F/Y D9S
8:29a MCO 9:05a NA 404 F/Y 72S
1:10p 4:45p F EA 586 F/Y D9S
2:30p ATL 3:15p EA 134 F/Y 72S
1:10p 4:48p N EA 586 F/Y D9S
2:30p ATL 3:15p EA 380 F/Y D9S
2:40p 7:32p N EA 156 F/Y D9S
3:21p JAX 6:00p NA 422 F/Y 72S
2:40p 8:26p F EA 156 F/Y D9S
3:21p JAX 6:00p NA 422 F/Y 72S
4:15p 7:56p F EA 272 F/Y 72S
5:34p ATL 6:25p EA 132 F/Y 72S
DIS AFTE
4:15p 7:56p F EA 646 F/Y 72S
5:34p ATL 6:25p EA 132 F/Y 72S
EFFECTI
4:15p 8:00p N EA 646 F/Y 72S
5:34p ATL 6:30p EA 136 F/Y 72S
EFFECTI
4:15p 8:03p N EA 272 F/Y 72S
5:34p ATL 6:30p EA 136 F/Y 72S
DIS AFT
7:30p 11:08p F EA 588 F/Y 72S
8:31p ATL 9:40p EA 126 F/Y 72S

Monday 6/11/73

TRIP
6/17-6/20/73

6:50 The NCTA has made reservations for Mr. Whitehead at the Disneyland Hotel (1150 W Cerritos Ave., Anaheim, Calif.,) for 6/17 - 6/19/73.

Carol Harris NCTA

Disneyland Hotel (714) 535-8171

Friday 6/8/73

TRIP
6/17-6/20
Anaheim, Calif.

5:00 We have reserved an Avis Rental Car for Mr. Whitehead for his trip to California 6/17-6/20. There will be a car available for him at the Los Angeles Airport, upon his arrival. He should check in at the Avis Rental Desk.

Irene Bardello

(800) 645-9300

ROUTING AND TRANSMITTAL SLIP

		ACTION
1 TO (Name, office symbol or location) B. Johnston 775 G	INITIALS	CIRCULATE
	DATE	COORDINATION
2 Sandy	INITIALS	FILE
	DATE	INFORMATION
3	INITIALS	NOTE AND RETURN
	DATE	PER CONVERSATION
4	INITIALS	SEE ME
	DATE	SIGNATURE

REMARKS

Do NOT use this form as a RECORD of approvals, concurrences, disapprovals, clearances, and similar actions.

FROM (Name, office symbol or location)	DATE
	PHONE

OPTIONAL FORM 41
AUGUST 1967
GSA FPMR (41CFR) 100-11.206

GPO 843—16—81418-1 419-015

5041-101

AVIS **RESERVATION CONFIRMATION**

We try harder.

for Mr. C Whitehead
(CUSTOMER NAME)

We are pleased to confirm your Avis reservation for a Intermediate size car
(TYPE OF CAR)

for your use in Los Angeles on 6/17/73 Arrival via AA75 at 2005
(CITY) (DATE) (CARRIER)

TO Office of Tele Communications THANK YOU FOR YOUR RESERVATION

Exec Offices

Washington, DC, 20504

ATT: SANDY

Irene
(AGENT NAME)

World Headquarters 6/8/73
(LOCATION) (DATE)

Avis rents sparkling new Plymouths and other fine cars.

F-26 (5/72) PRINTED IN U.S.A.

Tuesday 6/12/73

TRIP
LA/Anaheim, Calif.
6/17-20/73

1:00 We have made the following reservations for Mr. Whitehead for his trip to Los Angeles and Anaheim, Calif. 6/17-20/73:

Sun., & Mon - 6/17-6/18:

Holiday Inn (213) 273-1400
9360 Wilshire Blvd.
Beverly Hills

Tues., 6/19: + Wed. 6/20

Disneyland Hotel
1150 W Cerritos Ave. ((714) 535-8171
Anaheim

Carol Herrera

1. PLACE PREPARED (City and State): Washington, D.C.

2. DATE PREPARED: June 8, '73

OFFICIAL TRAVEL AUTHORIZATION
(See Instructions on reverse)

3. NAME OF TRAVELER (As shown on payroll): Clay T. Whitehead

4. TITLE (As shown on payroll): Director

5. OFFICE OR SERVICE, DIVISION AND PERMANENT DUTY STATION: Office of Telecommunications Policy

6. LOCATION OF TRAVELER'S OFFICIAL STATION: Washington, D.C.

NOTE TO TRAVELER

The official travel specified herein may not be performed until Item 22 has been executed by a GSA official empowered to authorize the travel.

The number (Item 23) and date (Item 24) of this Authorization must appear on each voucher claiming reimbursement for travel expenses incurred consequent to this Authorization.

7. SPECIFIC PURPOSE OF TRAVEL
To address the National Cable Television Association's 22nd Annual Convention in Anaheim, California.

8. APPROXIMATE DATES OF TRAVEL
A. BEGINNING ABOUT: June 17, 1973
B. ENDING ABOUT: June 20, 1973

9. TYPE OF AUTHORIZATION
A. ORIGINAL [X]
B. AMENDED [ ]

If Item 9B is checked, complete Items 10 and 11 below

10. ORIGINAL AUTH. NO.

11. ITEM NO. (S) AMENDED

12. ITINERARY

A. DATE	B. TRAVEL FROM	C. TRAVEL TO	D. ADDRESS AT DESTINATION
June 17	Washington, D.C.; Los Angeles;	Anaheim, California	
June 20	Anaheim, California; Los Angeles;	Washington, D.C.	

13. MODE OF TRANSPORTATION

A. NORMAL
(1) [X] COMMON CARRIER (2) [ ] GOVERNMENT-OWNED VEHICLE
[X] AIR [ ] BUS
[ ] RAIL [ ] SHIP

B. SPECIAL (Must be justified in Item 16)
(1) [X] FIRST CLASS PLANE (3) [ ] PRIVATELY OWNED VEHICLE (Complete 13C below)
(2) [ ] EXTRA-FARE TRAIN OR PLANE (4) [X] OTHER Rental Car*

C. If travel by privately owned vehicle is authorized check which of the following restrictions apply:
(1) [ ] COST OF TRAVEL DOES NOT EXCEED TRAVEL BY COMMON CARRIER.
(2) [ ] COST OF TRAVEL IS LIMITED TO THE CURRENT INTERAGENCY MOTOR POOL SERVICE RATES FOR A COMPARABLE VEHICLE.
(3) [ ] ITS USE HAS BEEN ADMINISTRATIVELY DETERMINED TO BE ADVANTAGEOUS TO THE GOVERNMENT. (Explain in Item 16)

14. ALLOWANCES

A. MILEAGE RATE	B. PER DIEM RATE	C. OTHER ALLOWANCES (Explain in Item 16 below)
____ ¢ PER MILE	$ 25.00 PER DAY	Rental Car*

15. ESTIMATED COST TO THE GOVERNMENT

A. TOTAL TRANSPORTATION	B. TOTAL PER DIEM	C. TOTAL OTHER	D. TOTAL COST TO GOVERNMENT
$ 415.27	$ 87.50	$ 75.00	$ 577.77

16. STATEMENT OF JUSTIFICATION FOR SPECIAL MODES OF TRANSPORTATION AND ALLOWANCES
First Class travel authorized. Use of taxi authorized between place of abode and place of official business.
*Car rental authorized if GSA car not available.

17. TRAVEL RECOMMENDED
BY Director, Office of Telecommunications Policy 6/8/73
(Signature) (Title) (Date)

18. COST ACCOUNT SYMBOL
0.970.3.9211 0.511

19. TRAVEL APPROVED
BY Bryan M. Eagle Executive Assistant 6/11/73
(Signature) (Title) (Date)

20. FUNDS OBLIGATED
BY ____ ____
(Initials) (Date)

21. TRAVEL CONCURRED IN (When required)

22. TRAVEL AUTHORIZED: The person named in Item 3 above is authorized to travel at Government expense subject to the Standardized Government Travel Regulations (as amended), Bureau of the Budget Circular No. A-56 (Revised), existing GSA travel policy, and the conditions specified in this Authorization.
Bryan M. Eagle Executive Assistant
(Signature) (Title)

23. AUTHORIZATION NO.

24. DATE AUTHORIZED

INSTRUCTIONS FOR PREPARATION OF GSA FORM 87

Items 1 through 4: Self-explanatory.

Items 5 and 6: If these locations are in a regional office, enter the regional location (city and State) and the regional number; if located in GSA Central Office, enter Washington, Central Office.

Item 7: Show the specific purpose of the travel. Generalizations such as "Official Business" or similar phrases are not acceptable. Indicate why the desired results cannot be gained through correspondence or other less-expensive means than travel.

Item 8: Enter the scheduled dates of the first and last days of the travel period.

Item 9: Check whether the form represents an original or an amended authorization.

Items 10 and 11: If the form amends a previous authorization, enter the original authorization number in Item 10 and the item number(s) being amended in Item 11.

Item 12: If trip order, specify in sequence and by date each official point to be visited and, if known, the address at destination where the traveler can be reached. If authorization covers travel within specified States, list the States. If travel authorization is limited only to the continental limits of the United States, enter phrase "To any points within the continental limits of the United States, in such order and at such times as may be necessary, and return."

Item 13: Check mode(s) of transportation required. The use of extra-fare trains, extra-fare airplanes, and other types of conveyances shall be justified by showing the advantage to the Government in a statement under Item 16.

Item 14: See the GSA Administrative Manual, Chap. 7 (DOA 5410.1) for allowable mileage and per diem rates. Under other allowances, indicate any unusual expense that the traveler will incur, such as rental of conference rooms, employment of temporary stenographers, or transfer of excess baggage in connection with official travel. If travel is incident to a change of official station, and the payment of travel, transportation, and related moving expenses is authorized, enter the remark "See attached GSA Form 87A." All such allowances must be carefully detailed on GSA Form 87A.

Item 15: Enter the estimated cost of travel, per diem, and other expenses that the Government will incur as a result of this authorization.

Item 16: If space provided is insufficient, complete the statement on a plain sheet and staple a copy to each copy of the authorization form.

Item 17: To be executed by the official recommending the travel.

Item 18: Enter the cost account symbol(s) to which the expenses incident to the travel are to be charged.

Item 19: To be executed by the official administratively approving the travel.

Item 20: For use by the service or staff office maintaining official prevalidation control records.

Item 21: When required, the signatures of concurring officials or the method by which their concurrences are obtained shall be included in this block.

Item 22: To be executed by the appropriate GSA official empowered to authorize the travel.

Item 23: The authorization number to be entered by the official approving the travel.

Item 24: Enter the date Item 22 is executed.

☆ U.S. GOVERNMENT PRINTING OFFICE: 1969—359-890

Friday 6/22/73

TRIP
6/17-6/21/73

9:30 Do you have any extra expenses to claim for your trip to Anaheim?

no

Reservations made by GSA Travel

Clay T. Whitehead

Sunday, June 17, 1973

5:55 p.m.	Lv Washington (Dulles) via AA #75
8:05 p.m.	Ar Los Angeles, California

Thursday, June 21, 1973

9:15 a.m.	Lv Los Angeles AP via AA #76
5:01 p.m.	Ar Washington (Dulles)

OTP FORM 6
December 1971

DOCUMENT CONTROL

SEC. CL.	ORIGIN	CONTROL NO.

DATE OF DOC	DATE REC'D	DATE OUT	SUSPENSE DATE	CROSS REFERENCE OR POINT OF FILING
6/21/73	6/25	6/28		Speech 6/20

TO
FROM Rep. L. Chavez
SUBJ.

Re Nuclear Legislation
Speech Report the
NCTA

ROUTING	DATE SENT
~~[illegible]~~	~~[illegible]~~
Cw	7/3

COURIER NO.	ANSWERED	NO REPLY

4

Broadcast Music Inc. 40 West 57th Street, New York, N. Y. 10019 212 586-2000

EDWARD M. CRAMER
PRESIDENT

June 26, 1973

Dr. Clay T. Whitehead
Director
Office of Communications Policy
1800 G Street N. W.
Washington, D. C. 20504

Dear Tom:

I read your speech before the NCTA. I think it was excellent.

I am reminded of the story of the opposition to the automobile on grounds that it would upset the balance of nature. It was said that it would mean there would be fewer horses and less horse droppings for birds to feed upon, which would result in a destruction of our plants and wildlife. Apparently some other source has supplied the horse droppings.

Sincerely,

Ed

EMC:mb

NEW YORK
JUL 26 '73
N.Y.
U.S. POSTAGE
.08
PB METER 845100

760

Dr. Clay T. Whitehead, Director
Office of Communications Policy
1800 G Street N. W.
Washington, D. C. 20504

Broadcast Music Inc. *40 West 57th Street, New York, N. Y. 10019*

1. PLACE PREPARED (City and State): Washington, D.C.

2. DATE PREPARED: June 8, '73

3. NAME OF TRAVELER (As shown on payroll): Clay T. Whitehead

4. TITLE (As shown on payroll): Director

5. OFFICE OR SERVICE, DIVISION AND PERMANENT DUTY STATION: Office of Telecommunications Policy

6. LOCATION OF TRAVELER'S OFFICIAL STATION: Washington, D.C.

OFFICIAL TRAVEL AUTHORIZATION

(See Instructions on reverse)

NOTE TO TRAVELER

The official travel specified herein may not be performed until Item 22 has been executed by a GSA official empowered to authorize the travel.

The number (Item 23) and date (Item 24) of this Authorization must appear on each voucher claiming reimbursement for travel expenses incurred consequent to this Authorization.

7. SPECIFIC PURPOSE OF TRAVEL

To address the National Cable Television Association's 22nd Annual Convention in Anaheim, California.

8. APPROXIMATE DATES OF TRAVEL
A. BEGINNING ABOUT: June 17, 1973
B. ENDING ABOUT: June 20, 1973

9. TYPE OF AUTHORIZATION
A. ORIGINAL [X]
B. AMENDED [ ]

If Item 9B is checked, complete Items 10 and 11 below

10. ORIGINAL AUTH. NO.

11. ITEM NO. (S) AMENDED

12. ITINERARY

A. DATE	B. TRAVEL FROM	C. TRAVEL TO	D. ADDRESS AT DESTINATION
June 17	Washington, D.C.; Los Angeles; Anaheim, California		
June 20	Anaheim, California; Los Angeles; Washington, D.C.		

13. MODE OF TRANSPORTATION

A. NORMAL
(1) [X] COMMON CARRIER (2) [ ] GOVERNMENT-OWNED VEHICLE
[X] AIR [ ] BUS
[ ] RAIL [ ] SHIP

B. SPECIAL (Must be justified in Item 16)
(1) [X] FIRST CLASS PLANE (3) [ ] PRIVATELY OWNED VEHICLE (Complete 13C below)
(2) [ ] EXTRA-FARE TRAIN OR PLANE (4) [X] OTHER Rental Car*

C. *If travel by privately owned vehicle is authorized check which of the following restrictions apply:*
(1) [ ] COST OF TRAVEL DOES NOT EXCEED TRAVEL BY COMMON CARRIER.
(2) [ ] COST OF TRAVEL IS LIMITED TO THE CURRENT INTERAGENCY MOTOR POOL SERVICE RATES FOR A COMPARABLE VEHICLE.
(3) [ ] ITS USE HAS BEEN ADMINISTRATIVELY DETERMINED TO BE ADVANTAGEOUS TO THE GOVERNMENT. (Explain in Item 16)

14. ALLOWANCES

A. MILEAGE RATE: ____ ¢ PER MILE

B. PER DIEM RATE: $ 25.00 PER DAY

C. OTHER ALLOWANCES (Explain in Item 16 below): Rental Car*

15. ESTIMATED COST TO THE GOVERNMENT

A. TOTAL TRANSPORTATION	B. TOTAL PER DIEM	C. TOTAL OTHER	D. TOTAL COST TO GOVERNMENT
$ 415.27	$ 87.50	$ 75.00	$ 577.77

16. STATEMENT OF JUSTIFICATION FOR SPECIAL MODES OF TRANSPORTATION AND ALLOWANCES

First Class travel authorized. Use of taxi authorized between place of abode and place of official business.

*Car rental authorized if GSA car not available.

17. TRAVEL RECOMMENDED
BY Director, Office of Telecommunications Policy 6/8/73
(Signature) (Title) (Date)

18. COST ACCOUNT SYMBOL: Ø.97Ø.3.9211Ø.511

19. TRAVEL APPROVED
BY Bryan M. Eagle Executive Assistant 6/11/73
(Signature) (Title) (Date)

20. FUNDS OBLIGATED
BY ____ ____
(Initials) (Date)

21. TRAVEL CONCURRED IN (When required)

22. TRAVEL AUTHORIZED: *The person named in Item 3 above is authorized to travel at Government expense subject to the Standardized Government Travel Regulations (as amended), Bureau of the Budget Circular No. A-56 (Revised), existing GSA travel policy, and the conditions specified in this Authorization.*

Bryan M. Eagle
Bryan M. (Signature) Eagle — Executive Assistant (Title)

23. AUTHORIZATION NO.: TP3AT012

24. DATE AUTHORIZED: June 13, 1973

GENERAL SERVICES ADMINISTRATION

GSA FORM 87 AUG. 58

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