



## Trans-Texas Airways (TTa) Texas International Airlines

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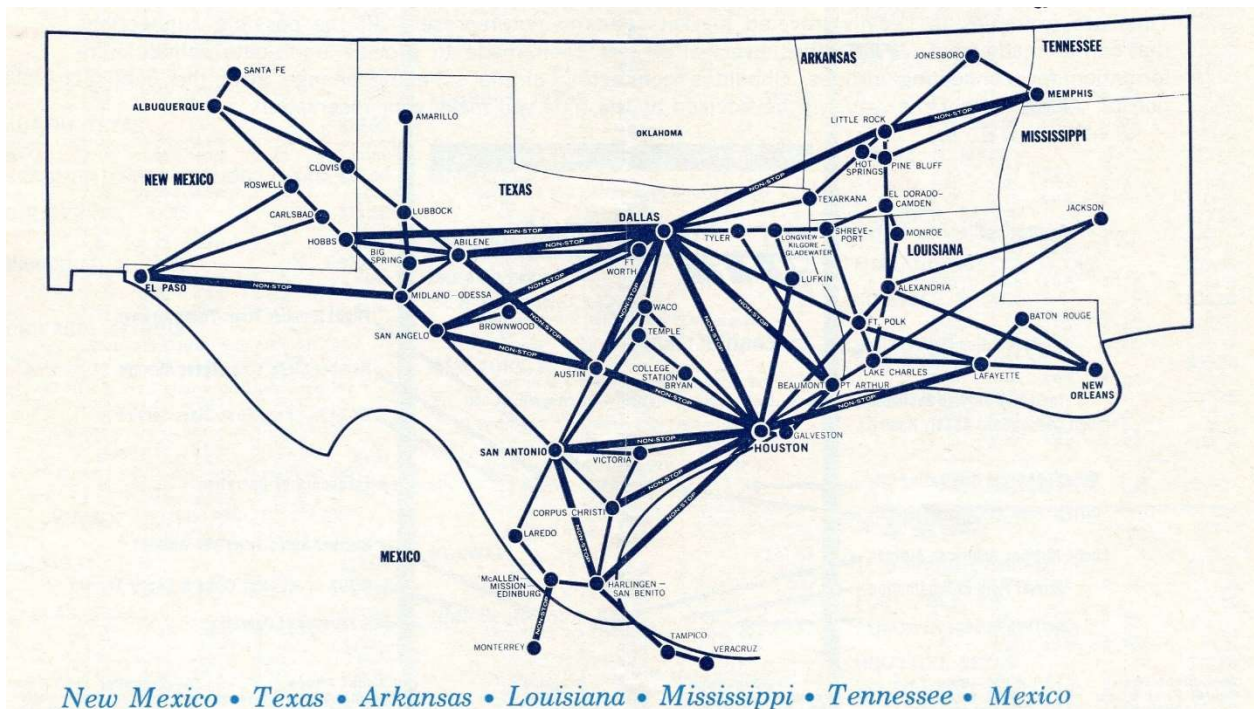
Trans-Texas Airways began in 1944 as Aviation Enterprises based in Houston, Texas and serving routes within the state of Texas. The name was changed to Trans-Texas Airways (TTA) and operations officially began on October 11, 1947. Service to Albuquerque, Santa Fe, and Clovis, New Mexico began on October 15, 1963 and service to Roswell, Carlsbad, and Hobbs, New Mexico began on November 6, 1963. TTA's service replaced Continental Airlines on the Albuquerque-Roswell-Carlsbad-Hobbs-Midland/Odessa-Dallas route and on the Albuquerque-Santa Fe-Clovis-Lubbock-Abilene-Dallas route which was originally started by Pioneer Airlines. Certain flights would also stop at Big Spring, Brownwood, Fort Worth, and San Angelo, Texas as well. The airline first operated all flights with 21-seat Douglas DC-3 aircraft but soon upgraded with 40-seat Convair 240's which were later modified with turboprop engines into Convair 600's. Occasionally flights were flown from Roswell and Carlsbad to El Paso as well as nonstop flights from Hobbs to Dallas.



Trans-Texas Airways Douglas DC-3 at the old Albuquerque Municipal Airport terminal.



Trans-Texas Airways Convair 240.



Trans-Texas Airways route map from 1967.

In 1967 TTA introduced jet service with the 75-seat Douglas DC-9 “Pamper Jet” and operated the aircraft on an Albuquerque-Santa Fe-Dallas-Houston route. By early 1968 the DC-9’s were introduced to Roswell with an Albuquerque-Roswell-Midland/Odessa-Dallas-Houston route. The carrier’s name was changed to Texas International (TI) in 1969 and a new route authority from Albuquerque to Los Angeles as well as nonstop authority to Dallas was introduced. A larger, 100-seat version of the DC-9, designated as the DC-9-30, was also introduced. DC-9 jet service to Santa Fe ended in 1970 and all service to Santa Fe was suspended in mid-1972 due to runway conditions at the airport and never reinstated. A nonstop flight from Albuquerque to Midland/Odessa was operated until 1974 and a flight from Albuquerque to Lubbock that went onto Amarillo was operated in 1974 and 1975. New service was proposed from Albuquerque to Las Vegas, Nevada from 1974 through 1976 and to Reno, Nevada in 1977 however neither route was approved. Texas International was shut down from December, 1974 until early April 1975 when ground staff employees called a strike. The strike left four cities in southeastern New Mexico with no air service. In 1977 TI introduced all jet service to Carlsbad, Clovis, and Hobbs but the DC-9’s proved to be too much capacity for these cities and the carrier reverted back to using Convair 600’s at each city just short of one year later. At that time each of the southeastern New Mexico cities had only flights to Albuquerque with no more eastbound service to Dallas. After airline deregulation in late-1978, TI was allowed to discontinue service to its smaller cities when new commuter carriers, Crown Airlines and Air Midwest, were able to take over in early 1979. TI continued to fly to Roswell with a single DC-9-30 jet to Albuquerque and onto Dallas/Fort Worth (DFW) but left that city as well in the fall of 1979. Service from Albuquerque to Las Vegas finally began in early 1980 as well as nonstop flights to TI’s second hub at Houston. New routes to Salt Lake City, Utah and San Antonio, Texas were also briefly operated in 1982. The airline had planned to return to Roswell with a single DC-9-30 jet to Albuquerque and DFW in June, 1982 but plans changed as TI was about to be merged with a major airline.



Trans-Texas Airways Douglas DC-9-10 named the Pamper Jet.





Texas International Convair 600 reflecting the 1969 name change and a new livery.



Texas International Douglas DC-9-30 also introduced in 1969.



Texas International route map from 1980.

Texas International's parent company, Texas Air, bought out Continental Airlines and the two carriers were merged on October 31, 1982, with the Continental name prevailing and ending 19 years of service for TTA/TI in New Mexico. Continental soon dropped the routes from Albuquerque to Dallas/Fort Worth, Las Vegas, and Los Angeles leaving the Albuquerque-Houston route as the only remnant of Texas International Airlines in New Mexico. In 1987 a commuter carrier, Trans-Colorado Airlines, briefly flew as a [Continental Express](#) feeder carrier and operated a former TI route from Albuquerque to Roswell, Carlsbad, and El Paso however the service only lasted for about four months.

Texas International named many of their Douglas DC-9 aircraft for cities that they flew to. A DC-9-30, N3504T, was named [City of Albuquerque](#) and another DC-9-30, N1311T, was named [City of Roswell](#).





Texas International Douglas DC-9-30 “[City of Albuquerque](#)” at the Albuquerque Sunport wearing the latest livery introduced in 1973.



Former Texas International Douglas DC-9-30 in a hybrid livery for Continental Airlines.