EFFECTIVE SEPT. 8 THRU SEPT. 26, 1959 INCL.

# AMERICAN AIRLINES

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AMERICAN AIRLINES DE MEXICO, S. A.

## COMPLETE SYSTEM TIMETABLE

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**Schedules shown are based on average conditions and therefore, on any individual flight, actual performance may vary from the times shown.**

**1959 AUGUST 1959**

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|---|---|---|---|---|---|
| | | | | | | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | 31 | | | | | |

**1959 SEPTEMBER 1959**

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | | | |

**1959 OCTOBER 1959**

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|---|---|---|---|---|---|
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

**1959 NOVEMBER 1959**

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | | | | | |

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EFFECTIVE SEPT. 8 THRU SEPT. 26, 1959 INCL.

AMERICAN AIRLINES

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COMPLETE SYSTEM TIMETABLE

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## 707 JET FLAGSHIPS-MERCURY/ROYAL COACHMAN SERVICE—WESTBOUND

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | Noon | am | am | pm | pm | pm | pm | pm | pm | pm | pm |
| **Boston** | EDT | Lv | ..... | ..... | ..... | ..... | ..... | L11.30 | ..... | D1.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **New York** (N.Y. Int'l.) | " | Lv | ..... | B8.00 | S9.05 | L9.45 | ..... | ..... | L11.45 | ..... | ..... | ..... | D4.45 | ..... | ..... | ..... | D6.45 |
| **Baltimore** | " | Lv | ..... | ..... | ..... | ..... | L12.00 | ..... | ..... | ..... | ..... | ..... | ..... | D5.35 | ..... | ..... | ..... |
| **Washington** (Friendship Int'l.) | EDT | Lv | ..... | ..... | ..... | ..... | L12.00 | ..... | ..... | ..... | ..... | ..... | ..... | D5.35 | ..... | ..... | ..... |
| **Chicago** (O'Hare Field) | CDT | Ar | ..... | 9.05 | ..... | ..... | ..... | 12.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Chicago** (O'Hare Field) | CDT | Lv | L9.00 | L9.35 | ..... | ..... | ..... | L1.15 | ..... | ..... | D4.45 | 4.50 | ..... | ..... | D5.45 | D6.45 | ..... |
| **Dallas** | CST | Ar | ..... | ..... | 10.20 | ..... | ..... | ..... | ..... | ..... | ..... | 5.55 | ..... | ..... | ..... | ..... | ..... |
| **Dallas** | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | D6.30 | ..... | ..... | ..... | ..... | ..... |
| **Los Angeles** (Int'l.) | PDT | Ar | 11.00 | ..... | ..... | 12.20 | 2.05 | ..... | 2.20 | 4.30 | 6.45 | 8.20 | 7.20 | 7.40 | ..... | 8.45 | 9.20 |
| **San Francisco** | PDT | Ar | ..... | 12.05 | ..... | ..... | ..... | 3.45 | ..... | ..... | ..... | ..... | ..... | ..... | 8.15 | ..... | ..... |
| | | | am | pm | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |

## 707 JET FLAGSHIPS-MERCURY/ROYAL COACHMAN SERVICE—EASTBOUND

| First Class/Aircoach | | | +B-707 JET 76 FT | +B-707 JET 40 FT | +B-707 JET 2 FT | +B-707 JET 30 FT | +B-707 JET 26 FT | +B-707 JET 32 FT | +B-707 JET 24 FT | +B-707 JET 8 FT | +B-707 JET 12 FT | +B-707 JET 48 FT | +B-707 JET 6 FT | +B-707 JET 10 FT | +B-707 JET 78 FT | +B-707 JET 38 FT | +B-707 JET 44 FT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | pm | am | Noon | pm | pm | pm | pm | pm | pm | am | am |
| **San Francisco** | PDT | Lv | ..... | L8.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | D2.30 | ..... | ..... | ..... | ..... | S12.55 |
| **Los Angeles** (Int'l.) | PDT | Lv | L8.00 | ..... | L8.45 | L9.15 | ..... | L10.15 | L12.00 | D1.30 | D2.30 | ..... | D4.00 | S11.15 | S11.55 | S12.30 | ..... |
| **Dallas** | CST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | 3.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Dallas** | CST | Lv | ..... | ..... | ..... | ..... | L12.15 | ..... | D4.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Chicago** (O'Hare Field) | CDT | Ar | ..... | 2.45 | ..... | 2.55 | 3.20 | 3.55 | ..... | ..... | ..... | 8.30 | ..... | ..... | ..... | A6.10 | A6.55 |
| **Chicago** (O'Hare Field) | CDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.00 | ..... | ..... | ..... | ..... | B8.45 |
| **Washington** (Friendship Int'l.) | EDT | Ar | 3.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | A7.30 | ..... | ..... |
| **Baltimore** | " | Ar | 3.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | A7.30 | ..... | ..... |
| **New York** (N.Y. Int'l.) | " | Ar | ..... | ..... | 4.40 | ..... | ..... | ..... | 9.55 | 9.25 | ..... | 11.50 | 11.55 | A7.10 | ..... | ..... | ..... |
| **Boston** | EDT | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.35 | ..... | ..... | ..... | ..... | ..... | 11.45 |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | am | am | am |

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BETWEEN

DALLAS—CHICAGO
NEW YORK—LOS ANGELES
BOSTON—CHICAGO
SAN FRANCISCO—CHICAGO
NEW YORK—CHICAGO
BOSTON—SAN FRANCISCO

SAN FRANCISCO—NEW YORK

WASHINGTON—LOS ANGELES
BOSTON—LOS ANGELES
CHICAGO—LOS ANGELES
NEW YORK—DALLAS
DALLAS—LOS ANGELES
BALTIMORE—LOS ANGELES

# Quick Reference Index

(Figures shown refer to *TABLE NUMBERS* only)

| Between → | Boston | Buffalo | Chicago | Cincinnati | Dallas | Detroit | Ft. Worth | Los Angeles | Memphis | Nashville | Newark | New York | Philadelphia | Phoenix | Rochester, N. Y. | St. Louis | San Diego | San Francisco | Tucson | Tulsa | Washington, D. C. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Akron | 7,9 | 7,9 | ..... | 9 | 9 | ..... | 9 | 9 | 9 | 9 | ..... | ..... | ..... | 9 | 7,9 | 7,9 | 9 | 9 | 9 | 9 | ..... |
| Albany, N. Y. | 7 | 7 | 7 | 7,9,25 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7,28 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7,23 |
| Atlanta | ..... | ..... | ..... | ..... | 10 | ..... | 10 | 10 | ..... | ..... | ..... | ..... | ..... | 10 | ..... | ..... | 10 | 10 | 10 | ..... | ..... |
| Baltimore | 27A | ..... | 7,28 | 25,28 | 7,28 | ..... | 7,28 | 7,28 | 7,28 | 7,28 | 28 | 28 | 28 | 9A,28 | ..... | 7C,25,28 | 7,28 | 7,28 | 9A,28 | 7,28 | 28 |
| Birmingham | ..... | ..... | ..... | ..... | 10 | ..... | 10 | 10 | ..... | ..... | ..... | ..... | ..... | 10 | ..... | ..... | 10 | 10 | 10 | ..... | ..... |
| Bisbee | 7 | 7 | 7 | 9 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7,28 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Boston | ..... | 7,17,24 | 7,14,24 | 24,25 | 7 | 7,15,24 | 7 | 3 | 7 | 7 | 24 | 24 | 20 | 9A,24 | 7 | 9C | 7 | 3 | 7 | 7,24 | 20 |
| Bridgeport | 27 | 17,27 | 14,27 | 25,27 | 7A,27 | 15,27 | 7A,27 | 7,27 | 7,27 | 7,27 | 27 | 27 | 27,28 | 9A,27 | 19,27 | 7,27 | 7,27 | 7,27 | 9A,27 | 7,27 | 23,27 |
| Buffalo | 7,17,24 | ..... | 18 | 7,9 | 7 | 18 | 7 | 7 | 7,9 | 7,9 | 7,17 | 17 | 17,28 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | ..... |
| Canton | 7,9 | 7,9 | ..... | 9 | 9 | ..... | 9 | 9 | 9 | 9 | ..... | ..... | ..... | 9 | 7,9 | 7,9 | 9 | 9 | 9 | 9 | ..... |
| Charleston, W. Va. | 24,25 | ..... | 25 | 25 | 9,25 | ..... | 9,25 | 25 | 9,25 | 9,25 | 25 | 25 | 25,28 | 9,25 | ..... | ..... | 9,25 | 25 | 9,25 | 9,25 | 25 |
| Chicago | 7,14,24 | 18 | ..... | 25 | 12 | 16 | 12 | 5 | ..... | 9,25 | 7,14 | 14 | 14,25,28 | 9A | 7 | 7C | 7 | 5 | 9A | 7 | 7D,25 |
| Cincinnati | 24,25 | 7,9 | 25 | ..... | 9 | ..... | 9 | 9,25 | 9 | 9 | 23,25 | 25 | 25,28 | 9 | 7,9 | 9 | 9 | 9,25 | 9 | 9 | 25 |
| Cleveland | 7 | 7 | ..... | 9 | 9 | ..... | 9 | 9 | 9 | 9 | 7,17 | 7,17 | ..... | 9 | 7 | 7 | 9 | 9 | 9 | 9 | ..... |
| Columbus | 9,24 | 7,9 | ..... | 9 | 9 | ..... | 9 | 9 | 9 | 9 | 9 | 9 | ..... | 9 | 7,9 | ..... | 9 | 9 | 9 | 9 | ..... |
| Dallas | 7,7A | 7 | 12 | 9 | ..... | 7 | 7 | 6 | 7 | 7 | 7,7A | 7A | 7 | 7 | 7 | 7 | 7 | 6 | 7 | 7 | 7 |
| Dayton | 9,24 | 7,9 | ..... | 9 | 9 | ..... | 9 | 9 | 9 | 9 | 9,25 | 9,25 | ..... | 9 | 7,9 | ..... | 9 | 9 | 9 | 9 | 9,25 |
| Detroit | 7,15,24 | 18 | 16 | ..... | 7 | ..... | 7 | 7B | ..... | ..... | 7,15 | 15 | ..... | 9A | 7 | 7C | 7 | 7B | 7 | 7 | ..... |
| Douglas | 7 | 7 | 7 | 9 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7,28 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Elkins | 24,25 | ..... | 25 | 25 | 9,25 | ..... | 9,25 | 25 | 9,25 | 9,25 | 25 | 25 | 25,28 | 9,25 | ..... | 7C,25 | 9,25 | 25 | 9,25 | 9,25 | 25 |
| El Paso | 7 | 7 | 7 | 9 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Ft. Worth | 7,7A | 7 | 12 | 9 | 7 | 7 | ..... | 6 | 7 | 7 | 7 | 7A | 7 | 7 | 7 | 7 | 7 | 6 | 7 | 7 | 7 |
| Hartford | 27 | 7,17,22 | 7,14,22 | 22,25 | 7 | 7,15,22 | 7 | 7 | 7 | 7 | 22 | 22 | 22,28 | 7 | 7,19,22 | 7 | 7 | 7 | 7 | 7 | 22 |
| Honolulu | 29 | 7,29 | 29 | 25,29 | 29 | 29 | 29 | 29 | 7,29 | 7,29 | 29 | 29 | 28,29 | 13,29 | 7,29 | 7,29 | 7,29 | 29 | 13,29 | 7,29 | 29 |
| Houston | 9,24 | 7,9 | ..... | 9 | ..... | ..... | ..... | 11 | ..... | 9 | 9 | 9 | ..... | 11 | 7,9 | ..... | 11 | 11 | 11 | ..... | 7,9 |
| Indianapolis | 24,25 | ..... | 25 | 25 | 9,25 | ..... | 9,25 | 25 | ..... | 9,25 | 25 | 25 | 25,28 | 9A,25 | ..... | ..... | 7,25 | 25 | 9A,25 | ..... | 25 |
| Joplin | 7 | 7 | 7 | ..... | 7 | 7 | 7 | 7 | ..... | ..... | 7 | 7 | ..... | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7,25 |
| Knoxville | 7 | ..... | ..... | ..... | 7 | ..... | 7 | 7 | 7 | 7 | 7 | 7 | 7,28 | 7 | ..... | ..... | 7 | 7 | 7 | 7 | 7 |
| Little Rock | 7 | 7,9 | ..... | 7,9 | 7 | 7,9 | 7 | 7 | 7 | 7 | 7 | 7 | 7,28 | 7 | 7,9 | ..... | 7 | 7 | 7 | ..... | 7 |
| Los Angeles | 3 | 7 | 5 | 9,25 | 6 | 7B | 6 | ..... | 7 | 7 | 1,7 | 1 | 1,7,28 | 13 | 7 | 7 | 13 | ..... | 13 | 7 | 2 |
| Louisville | 24,25 | 7,9 | 25 | 9 | 9 | ..... | 9 | 9 | 9 | 9 | 25 | 25 | 25,28 | 9 | 7,9 | ..... | 9 | 9,25 | 9 | 9 | 25 |
| Memphis | 7 | 7,9 | ..... | 9 | 7 | ..... | 7 | 7 | ..... | 7 | 7 | 7 | 7,28 | 7 | 7,9 | ..... | 7 | 7 | 7 | ..... | 7 |
| Mexico City | 24,26 | 26 | 26 | 26 | 26 | 26 | 26 | ..... | 26 | 26 | 26 | 26 | 26 | ..... | 7,26 | 26 | ..... | ..... | ..... | 26 | 26 |
| Miami | ..... | ..... | ..... | ..... | 10 | ..... | 10 | 10 | ..... | ..... | ..... | ..... | ..... | 10 | ..... | ..... | 10 | 10 | 10 | 7,10 | ..... |
| Midland | 7 | 7 | 7 | 9 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7,28 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Milwaukee | 7 | 7,18 | 7 | 7,25 | 7 | 7,16 | 7 | 7 | ..... | 7,9,25 | 7,14 | 7,14 | 7,25,28 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7,25 |
| Nashville | 7 | 7,9 | 9,25 | 9 | 7 | ..... | 7 | 7 | ..... | 7 | 7 | 7 | 7,28 | 7 | 7,9 | ..... | 7 | 7 | 7 | 7 | 7 |
| Newark | 24 | 7,17 | 7,14 | 23,25 | 7,7A | 7,15 | 7,7A | 1,7 | 7 | 7 | ..... | ..... | 28 | 9A | 19 | 7 | 7 | 4,7 | 9A | 7 | 23 |
| New Haven | 27 | 17,27 | 14,27 | 25,27 | 7A,27 | 15,27 | 7A,27 | 7,27 | 7,27 | 7,27 | 27 | 27 | 27,28 | 9A,27 | 19,27 | 7,27 | 7,27 | 7,27 | 9A,27 | 7,27 | 23,27 |
| New Orleans | ..... | ..... | ..... | ..... | 10 | ..... | 10 | 10 | ..... | ..... | ..... | ..... | ..... | 10 | ..... | ..... | 10 | 10 | 10 | ..... | ..... |
| New York | 24 | 17 | 14 | 25 | 7A | 15 | 7A | 1 | 7 | 7 | ..... | ..... | 28 | 9A | 19 | 9C | 7 | 4 | 9A | 7 | 23 |
| Oakland | 7 | 7 | 5,7 | 9,25 | 6 | 7,7B | 6 | ..... | 7 | 7 | 7 | 7 | 7,28 | ..... | 7 | 7 | ..... | 7 | ..... | 7 | 7 |
| Odessa | 7 | 7 | 7 | 9 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7,28 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Oklahoma City | 7 | 7 | 7 | 9 | 7 | 7 | 7 | 7 | ..... | 7 | 7 | 7 | 7,28 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Parkersburg | 24,25 | ..... | 25 | 25 | 9,25 | ..... | 9,25 | 25 | 9,25 | 9,25 | 25 | 25 | 25,28 | 9,25 | ..... | 7C,25 | 9,25 | 25 | 9,25 | 9,25 | 25 |
| Peoria | 7 | 7 | 7 | ..... | 7 | 7 | 7 | 7 | ..... | ..... | 7 | 7 | ..... | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7,25 |
| Philadelphia | 20 | 17,28 | 14,25,28 | 25,28 | 7,28 | ..... | 7,28 | 7,28 | 7,28 | 7,28 | 28 | 28 | ..... | 7,28 | 19,28 | ..... | 7,28 | 4,7,28 | 7,28 | 7,28 | 28 |
| Phoenix | 9A,24 | 7 | 9A | 9 | 7 | 9A | 7 | 13 | 7 | 7 | 7,9A | 9A | 7,28 | ..... | 7 | 7 | 7 | 13 | 7 | 7 | 9A |
| Pittsburgh | ..... | ..... | ..... | ..... | 9 | ..... | 9 | 9 | 9 | 9 | ..... | ..... | ..... | 9 | ..... | ..... | 9 | 9 | 9 | 9 | ..... |
| Providence | 27 | 7,17,21 | 7,14,21 | 21,25 | 7 | 7,15,21 | 7 | 7 | 7 | 7 | 21 | 21 | 21,28 | 7 | 7,19,21 | 7 | 7 | 4,21 | 7 | 7,21 | 21 |
| Richmond | 24,28 | ..... | 25 | 25 | 7 | ..... | 7 | 25 | 7 | 7 | 28 | 28 | 28 | 7 | ..... | ..... | 7 | 25 | 7 | 7 | 28 |
| Roanoke | 24,28 | ..... | ..... | ..... | 7 | ..... | 7 | 7 | 7 | 7 | 28 | 28 | 28 | 7 | ..... | ..... | 7 | 7 | 7 | 7 | 28 |
| Rochester, N. Y. | 7 | 7 | 7 | 7,9 | 7 | 7 | 7 | 7,9 | 7,9 | 19 | 19 | 19 | 19,28 | 7 | ..... | 7 | 7 | 7 | 7 | 7 | ..... |
| St. Louis | 9C | 7 | 7C | 9 | 7 | 7C | 7 | 7 | ..... | ..... | 7,9C | 9C | 7C,25,28 | 7 | 7 | ..... | 7 | 7 | 7 | 7 | 7C,25 |
| San Antonio | 24,26 | 26 | 26 | 26 | 26 | 26 | 26 | 11 | 26 | 26 | 26 | 26 | 26 | 11 | 7,26 | 26 | 11 | 11 | 11 | 26 | 26 |
| San Diego | 7 | 7 | 7 | 9 | 7 | 7 | 7 | 13 | 7 | 7 | 7 | 7 | 7,28 | 13 | 7 | 7 | ..... | ..... | 13 | 7 | 7 |
| San Francisco | 3 | 7 | 5 | 9,25 | 6 | 7B | 6 | ..... | 7 | 7 | 4,7 | 4 | 7,28 | 13 | 7 | 7 | ..... | ..... | 13 | 7 | 4 |
| Scranton | 7 | 7 | 7 | ..... | 7 | 7 | 7 | 7 | ..... | ..... | 7 | 7 | ..... | 7 | ..... | 7 | 7 | 7 | 7 | 7 | ..... |
| Springfield, Ill. | 7 | 7 | 7 | ..... | 7 | 7 | 7 | 7 | ..... | ..... | 7 | 7 | ..... | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7,25 |
| Springfield, Mass. | 27 | 7,17,22 | 7,14,22 | 22,25 | 7 | 7,15,22 | 7 | 7 | 7 | 7 | 22 | 22 | 22,28 | 7 | 7,19,22 | 7 | 7 | 7 | 7 | 7 | 22 |
| Springfield, Mo. | 7 | 7 | 7 | ..... | 7 | 7 | 7 | 7 | ..... | ..... | 7 | 7 | ..... | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7,25 |





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| Between → | Boston | Buffalo | Chicago | Cincinnati | Dallas | Detroit | Ft. Worth | Los Angeles | Memphis | Nashville | Newark | New York | Philadelphia | Phoenix | Rochester, N. Y. | St. Louis | San Diego | San Francisco | Tucson | Tulsa | Washington, D. C. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Syracuse | 7 | 7 | 7 | 7,9 | 7 | 7 | 7 | 7 | 7,9 | 7,9 | 19 | 19 | 19,28 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | ..... |
| Tampa | ..... | ..... | ..... | ..... | 10 | ..... | 10 | 10 | ..... | ..... | ..... | ..... | ..... | 10 | ..... | ..... | 10 | 10 | 10 | 7,10 | ..... |
| Toronto | 7 | 9B | ..... | 7,9 | 7 | ..... | 7 | 7 | 7,9 | 7,9 | 7,9B | 9B | 9B,28 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | ..... |
| Tucson | 7,9A | 7 | 9A | 9 | 7 | 9A | 7 | 13 | 7 | 7 | 7,9A | 9A | 7,28 | 7 | 7 | 7 | 7 | 7 | 13 | ..... | 9A |
| Tulsa | 7 | 7 | 7 | 9 | 7 | 7 | 7 | 7 | ..... | 9 | 7 | 7 | 7,28 | 7 | 7 | 7 | 7 | 7 | 7 | ..... | 7 |
| Washington, D. C. | 20 | ..... | 7D,25 | 25 | 7 | ..... | 7 | 2 | 7 | 7 | 23,28 | 23 | 28 | 9A | ..... | 7C,25 | 7 | 4 | 9A | 7 | ..... |
| Wilkes-Barre | 7 | 7 | 7 | ..... | 7 | 7 | 7 | 7 | ..... | ..... | ..... | 7 | 7 | ..... | ..... | 7 | 7 | 7 | 7 | 7 | ..... |
| Wilmington, Del. | 24,28 | 17,28 | 25,28 | 25,28 | 7,28 | ..... | 7,28 | 7,28 | 7,28 | 7,28 | 28 | 28 | 28 | 9A,28 | 19,28 | ..... | 7,28 | 7,28 | 9A,28 | 7,28 | 28 |

## HOW TO USE THE TIMETABLE

**TABLES**—Four types of tables are contained in this timetable. (a) Express tables showing nonstop and minimum stop First Class and Aircoach services, (b) Service tables which are designed to show the relationship of intermediate cities, (c) International tables showing service to points in Canada and Mexico, and (d) an Interchange table showing through service between points on American Airlines and points on Continental Air Lines, Delta Airlines and National Airlines.

**CONNECTIONS**—Primary connections are shown in the tables by use of an arrow at the city of connection.

**EQUIPMENT**—See Explanation of Reference marks on Page 46.

**MEAL SYMBOLS**—On all flights meal symbols indicate type of meals and the point, enroute, out of or before which the meals are served.

**TIMES**—For your convenience Arrivals and Departures are shown in LOCAL TIME as observed in each city whether Daylight or Standard. Light face type (10.40) denotes AM times. Bold face type (**10.40**) denotes PM times.

**INDEX**—The index on the previous page is designed to assist you in locating your desired service more quickly and easily.

**TABLE OF CONTENTS**—The table of contents is designed to assist you in locating the various sections contained in this timetable.

## HOW TO USE THE INDEX

The index consists of two parts, A **"Quick Reference Index"** and an **"Index of Cities Served."**

To use the **"Quick Reference Index,"** locate your origin and destination cities in the vertical and horizontal lists. Find the *table number(s)* between the pair of cities to locate the desired service.

If any pair of cities do not appear in the **"Quick Reference Index,"** they may then be found in the **"Supplementary Index of Cities Served."** Common table numbers found in this listing will generally indicate the location of the desired service. Should no table numbers coincide, reference to the System Map on page 47 will facilitate the location of a common junction point between the desired cities. Turn to the **"Supplementary Index of Cities Served"** and use the tables opposite your originating and terminating cities, in conjunction with the map, to determine those tables containing a common city which will provide the junction point between the tables showing your origin and destination.

Should your origin and destination cities not be found in either Index, consult American Airlines for further assistance.

## Supplementary Index of Cities Served

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AMERICAN AIRLINES

# COAST-TO-COAST FIRST CLASS and AIRCOACH Service — WESTBOUND

## From NEW YORK to LOS ANGELES

TABLE 1

| | | | FIRST CLASS SERVICE | | | | AIRCOACH SERVICE | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Mercury Service +B-707 JET 1 | Mercury Service +B-707 JET 3 | Mercury Service +B-707 JET 5 | Mercury Service +B-707 JET 7 | Royal Coachman Service +B-707 JET 1 FT | Royal Coachman Service +B-707 JET 3 FT | The Royal Coachman DC-7 695 T | Royal Coachman Service +B-707 JET 5 FT | Royal Coachman Service +B-707 JET 7 FT | The Royal Coachman DC-7 673 T |
| New York (Int'l. Airport) | EDT | Lv | am L9.45 | am L11.45 | pm D4.45 | pm D6.45 | am L9.45 | am L11.45 | pm D2.15 | pm D4.45 | pm D6.45 | am B12.30 |
| New York (Newark) | EDT | Lv | – | – | – | – | – | – | – | – | – | – Disc. 9/18 |
| Los Angeles (Int'l. Airport) | PDT | Ar | 12.20 pm | 2.20 pm | 7.20 pm | 9.20 pm | 12.20 pm | 2.20 pm | 10.20 pm | 7.20 pm | 9.20 pm | 6.15 am |
| | | | NON-STOP | NON-STOP | NON-STOP | NON-STOP | NON-STOP | NON-STOP | Via Ft. Worth 7 | NON-STOP | NON-STOP | NON STOP |

For more detail Refer to Table Nos. →

## From WASHINGTON to LOS ANGELES

TABLE 2

| | | | FIRST CLASS SERVICE | | | AIRCOACH SERVICE | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | The Mercury Electra JET-P 385- DC-7 907 | Mercury Service +B-707 JET 77 | Mercury Service +B-707 JET 75 | Electra JET-P 351- Royal Coachman DC-7 667 T | Royal Coachman Service +B-707 JET 77 FT | Royal Coachman Service +B-707 JET 75 FT | DC-6 655 T | |
| Baltimore | EDT | Lv | am ..... | Noon L1200 | pm D5.35 | am ..... | Noon L1200 | pm D5.35 | pm ..... | |
| Washington (Friendship Int'l.) | " | Lv | ..... | L1200 | D5.35 | Disc. 9/17 Ex. Su. 8.55 | L1200 | D5.35 | ..... | |
| Washington (National) | EDT | Lv | L11.20 | – | – | L3.35 | – | – | B11.40 | |
| Los Angeles (Int'l. Airport) | PDT | Ar | S5.15 | 2.05 | 7.40 | pm | pm | pm | 7.20 am | |
| | | | pm Dallas Connection | pm NON-STOP | pm NON-STOP | pm Chicago Connection | pm NON-STOP | pm NON-STOP | Via Dallas | |
| For more detail Refer to Table Nos. → | | | 7 | | | 25 | | | 7 | |

## From BOSTON to LOS ANGELES/SAN FRANCISCO

TABLE 3

| | | | FIRST CLASS SERVICE | | | | | AIRCOACH SERVICE | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 411- Mercury Service +B-707 JET 1 | Mercury Service +B-707 JET 41 | Mercury Service +B-707 JET 11 | DC-6 633T- Mercury Service +B-707 JET 7 | Electra JET-P 347- DC-6 903 | 411- Royal Coachman +B-707 JET 1 FT | The Royal Coachman +B-707 JET 41 FT | Royal Coachman +B-707 JET 11 FT | DC-6 633 T- Royal Coachman +B-707 JET 7 FT | DC-6 271- The Royal Coachman DC-7 673 T | |
| Boston | EDT | Lv | am A6.50 | am L1130 | pm D1.45 | pm ÷ 3.00 | pm D5.15 | am A6.50 | am L1130 | pm D1.45 | am ÷ 3.00 | pm Ⓨ÷ 9.00 | |
| Los Angeles (Int'l. Airport) | PDT | Ar | L12.20 Ex. Su. | – | 4.30 | D9.20 | 3.05 | L12.20 Ex. Su. | – | 4.30 | D9.20 | B6.15 Ex. Sa. | |
| San Francisco | PDT | Ar | ..... | 3.45 | ..... | ..... | ..... | ..... | 3.45 | ..... | ..... | Disc. 9/17 am | |
| | | | pm New York Connection | pm Via Chicago | pm NON-STOP | pm New York Connection | am Dallas Connection | pm New York Connection | pm Via Chicago | pm NON-STOP | pm New York Connection | am New York Connection | |
| Additional service available via connection at New York see Tables 7, 24. | | | 7, 24 | 7 | | 7 | 7 | 7, 24 | 7 | | 7, 24 | 7, 24 | |
| For more detail Refer to Table Nos. → | | | | | | | | | | | | | |

## From NEW YORK, WASHINGTON to SAN FRANCISCO

TABLE 4

| | | | FIRST CLASS SERVICE | | | AIRCOACH SERVICE | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Mercury Service +B-707 JET 49 | Electra JET-P 385- DC-7 763 | DC-6 207- DC-7 917 | Royal Coachman Service +B-707 JET 49 FT | Electra JET-P 303- Royal Coachman 689 T | Electra JET-P 351- Royal Coachman 689 T | DC-6 637 T |
| New York (Int'l. Airport) | EDT | Lv | am B8.00 | am ..... | am 10.10 | am B8.00 | ..... | ..... | ..... |
| New York (LaGuardia) | " | Lv | – | 9.10 | – | – | A9.00 | ..... | 10.10 |
| New York (Newark) | " | Lv | – | – | – | – | – | Ex. Su. 8.55 | – |
| Washington | EDT | Lv | – | L11.20 | L12.45 | – | – | Disc. 9/17 | L12.05 |
| Oakland | PDT | Ar | – | – | D11.30 | – | – | L4.05 | D8.50 |
| San Francisco | PDT | Ar | L12.05 | D6.10 | 12.00 | L12.05 | L4.05 | Disc. 9/17 | ..... |
| | | | pm Via Chicago | pm Dallas Connection | Midn. Ft. Worth Connection | pm Via Chicago | pm Chicago Connection | pm Chicago Connection | pm Via Ft. Worth |
| For more detail Refer to Table Nos. → | | | 7 | 7 | 7 | 7 | 7, 14 | 25 | 7 |

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

AMERICAN AIRLINES



# COAST-TO-COAST FIRST CLASS and AIRCOACH Service — EASTBOUND

TABLES 1, 2, 3, 4

## From LOS ANGELES to NEW YORK

TABLE 1

| | | | FIRST CLASS SERVICE | | | | AIRCOACH SERVICE | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Mercury Service +B-707 JET 2 | Mercury Service +B-707 JET 8 | Mercury Service +B-707 JET 6 | Mercury Service +B-707 JET 10 | Royal Coachman Service +B-707 JET 2 FT | Royal Coachman Service +B-707 JET 8 FT | Royal Coachman Service +B-707 JET 6 FT | The Royal Coachman DC-7 672 T | Royal Coachman Service +B-707 JET 10 FT | The Royal Coachman DC-7 694 T |
| Los Angeles (Int'l. Airport) | PDT | Lv | am L8.45 | pm D1.30 | pm D4.00 | pm S11.15 | am L8.45 | pm D1.30 | pm D4.00 | pm A8.45 | pm A11.15 | am B12.50 |
| New York (Newark) | EDT | Ar | – | – | – | – | – | – | – | – Disc. 9/17 | – | – |
| New York (Int'l. Airport) | EDT | Ar | 4.40 pm | 9.25 pm | 11.55 pm | A7.10 am | 4.40 pm | 9.25 pm | 11.55 pm | 7.30 am | 7.10 am | 1.45 pm |
| | | | NON-STOP | NON-STOP | NON-STOP | NON-STOP | NON-STOP | NON-STOP | NON-STOP | NON-STOP | NON-STOP | Via Dallas 7 |
| For more detail Refer to Table Nos. → | | | | | | | | | | | | |

## From LOS ANGELES to WASHINGTON

TABLE 2

| | | | FIRST CLASS SERVICE | | | AIRCOACH SERVICE | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Mercury Service +B-707 JET 76 | Mercury Service +B-707 JET 78 | DC-7 900- Mercury Electra JET-P 384 | Royal Coachman +B-707 JET 76 FT | DC-6 654 T | Royal Coachman DC-7 968 FT- DC-6 654 T | Royal Coachman +B-707 JET 78 FT | Royal Coachman DC-7 694 T- DC-6 638 T |
| Los Angeles (Int'l. Airport) | PDT | Lv | am L8.00 | pm S11.55 | am A1.05 | am L8.00 | am L9.40 | am L10.30 | pm A11.55 | am B12.50 |
| Washington (National) | EDT | Ar | – | – | L2.35 | – | D1.35 | D1.35 | – | 1.45 |
| Washington (Friendship Int'l.) | " | Ar | 3.35 | A7.30 | ..... | 3.35 | ..... | ..... | 7.30 | ..... |
| Baltimore | EDT | Ar | 3.35 | A7.30 | ..... | 3.35 | ..... | ..... | 7.30 | ..... |
| | | | pm NON-STOP | am NON-STOP | pm Dallas Connection | pm NON-STOP | am Via Ft. Worth | am Ft. Worth Connection | am NON-STOP | pm Dallas Connection |
| For more detail Refer to Table Nos. → | | | | | 7 | | 7 | 7 | | 7 |

## From SAN FRANCISCO/LOS ANGELES to BOSTON

TABLE 3

| | | | FIRST CLASS SERVICE | | | | | AIRCOACH SERVICE | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | The Mercury DC-7 776- Electra 364 | Mercury Service +B-707 JET 2- 266 | Mercury Service +B-707 JET 12 | Mercury Service +B-707 JET 10- DC-6 252 | Mercury Service +B-707 JET 44 | Royal Coachman +B-707 JET 2 FT- 266 | Royal Coachman +B-707 JET 12 FT | Royal Coachman DC-7 684 T- DC-6 602 T | Royal Coachman +B-707 JET 10FT DC-6 252 | DC-6 600 T- 602 T | DC-6 638T- 264 | Mercury Service +B-707 JET 44 FT |
| San Francisco | PDT | Lv | am ..... | am ..... | pm ..... | pm ..... | am S12.55 | am ..... | pm ..... | pm A10.25 | pm ..... | pm ..... | pm ..... | am A12.55 |
| Oakland | " | Lv | ..... | ..... | ..... | ..... | – | ..... | ..... | – | ..... | ..... | ŧB11.30 | – |
| Los Angeles (Int'l. Airport) | PDT | Lv | L8.55 | L8.45 | D2.30 | SA11.15 | – | L8.45 | D2.30 | – Disc. 9/17 | A11.15 | B11.30 Disc. 9/17 | – | – |
| Boston | EDT | Ar | D10.08 | S÷ 7.55 | 10.35 | ÷ 10.55 | A11.45 | S÷ 7.55 | 10.35 | L1.45 | ÷ 10.55 | L1.45 | S6.55 | 11.45 |
| | | | pm St. Louis Connection | pm New York Connection | pm NON-STOP | am New York Connection | am Via Chicago | pm New York Connection | pm NON-STOP | pm Chicago Connection | am New York Connection | pm Chicago Connection | pm New York Connection | am Via Chicago |
| Additional service available via connection at New York see Tables 7, 24. | | | 7 | 7, 24 | | 7, 24 | 7 | 7,24 | | 7 | 7, 24 | 7 | 7, 24 | 7 |
| For more detail Refer to Table Nos. → | | | | | | | | | | | | | | |

## From SAN FRANCISCO to WASHINGTON, NEW YORK

TABLE 4

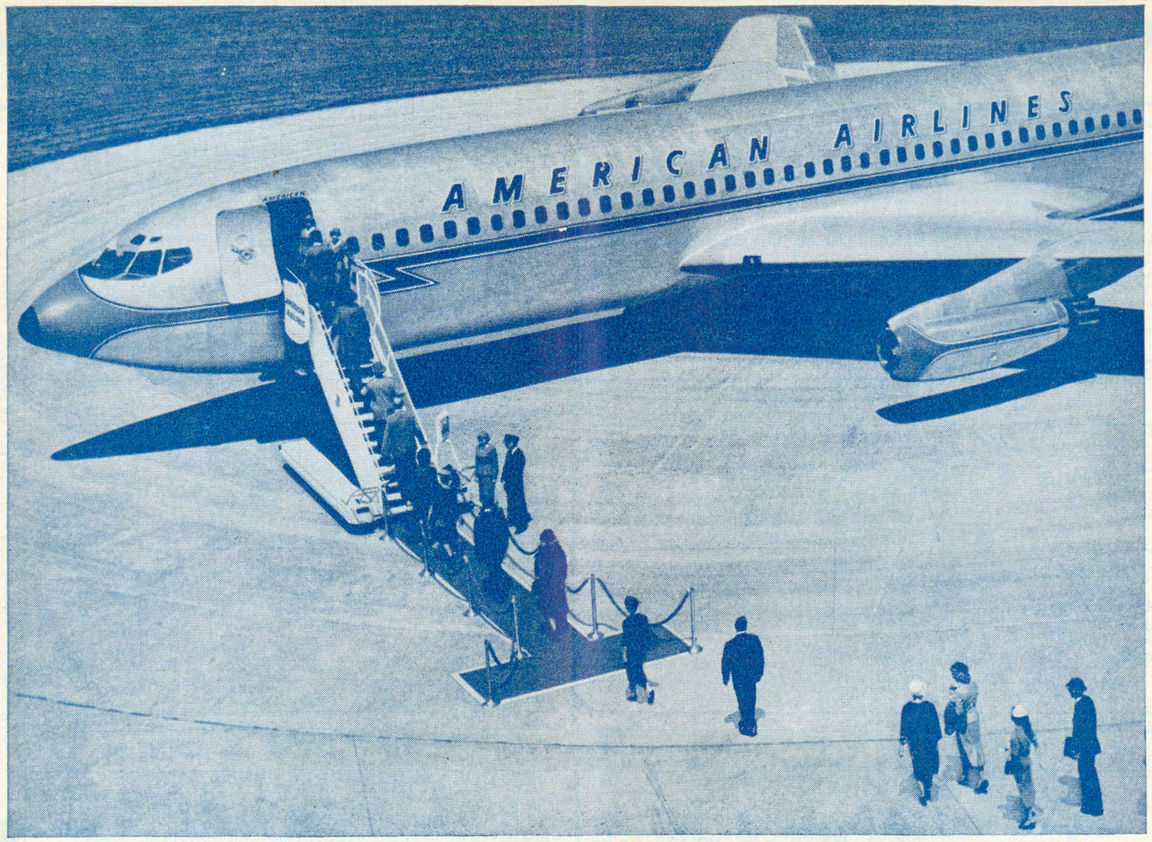
| | | | FIRST CLASS SERVICE | | | AIRCOACH SERVICE | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | DC-7 918 +B-707 JET 24 | Mercury Service +B-707 JET 48 | Mercury DC-7 764- Electra JET-P 384 | DC-7 918 +B-707 JET 24 FT | Royal Coachman Service +B-707 JET 48 FT | Royal Coachman DC-7 684 T- Electra 300 | DC-6 638 T | DC-6 638T- Royal Coachman DC-7 694 T |
| San Francisco | PDT | Lv | am 8.55 | pm D2.30 | pm SA11.55 | am 8.55 | pm D2.30 | pm B10.25 | pm ..... | pm ..... |
| Oakland | PDT | Lv | L9.40 | – | – | L9.40 | – | Disc. 9/17 | ŧB11.30 | ŧB11.30 |
| Washington | EDT | Ar | Mercury Service | – | L2.35 | Royal Coachman | – | v11.10 | 1.45 | – |
| New York (Newark) | " | Ar | – | – | ..... | – | – | – | – | – |
| New York (LaGuardia) | " | Ar | – | – | ..... | – | – | 11.15 | 4.05 | – |
| New York (Int'l. Airport) | EDT | Ar | D9.55 | 11.50 | b3.20 | 9.55 | 11.50 | ..... | ..... | 1.45 |
| | | | pm Dallas Connection | pm Via Chicago | pm Dallas Connection | pm Dallas Connection | pm Via Chicago | am Via Chicago | am Via Dallas | pm Dallas Connection |
| For more detail Refer to Table Nos. → | | | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 46

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

AMERICAN AIRLINES




# American's 707 Jet Flagships—now serving New York, Los Angeles, Boston, Chicago, Washington-Baltimore, San Francisco, Dallas-Ft. Worth

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**AMERICAN AIRLINES—THE JET AIRLINE**



## Between CHICAGO and LOS ANGELES-OAKLAND/SAN FRANCISCO

TABLE 5

| | | NONSTOP MERCURY SERVICE | | | | | | NONSTOP ROYAL COACHMAN SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | +B-707 JET 31 | +B-707 JET 49 | +B-707 JET 41 | +B-707 JET 35 | +B-707 JET 45 | +B-707 JET 37 | +B-707 JET 31 FT | +B-707 JET 49 FT | DC-7 667T | DC-7 689T | +B-707 JET 41 FT | +B-707 JET 35 FT | +B-707 JET 45 FT | +B-707 JET 37 FT |
| | | am | am | am | pm | pm | pm | am | am | am | am | pm | pm | pm | pm |
| Chicago (Midway) | CDT Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L1125 | L1130 | ..... | ..... | ..... | ..... |
| Chicago (O'Hare Field) | CDT Lv | L 9.00 | L 9.35 | L 11.15 | D 4.45 | D 5.45 | D 6.45 | L 9.00 | L 9.35 | Disc. 9/17 | Disc. 9/17 | L 11.15 | D 4.45 | D 5.45 | D 6.45 |
| Los Angeles (International Airport) | PDT Ar | 11.00 | – | – | 6.45 | – | 8.45 | 11.00 | – | 3.35 | – | – | 6.45 | – | 8.45 |
| San Francisco | PDT Ar | ..... | 12.05 | 3.45 | ..... | 8.15 | ..... | ..... | 12.05 | ..... | 4.05 | 3.45 | ..... | 8.15 | ..... |
| | | am | pm | pm | pm | pm | pm | am | pm | pm | pm | pm | pm | pm | pm |

| | | NONSTOP MERCURY SERVICE | | | | | | NONSTOP ROYAL COACHMAN SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | +B-707 JET 40 | +B-707 JET 30 | +B-707 JET 32 | +B-707 JET 48 | +B-707 JET 38 | +B-707 JET 44 | +B-707 JET 40 FT | +B-707 JET 30 FT | DC-7 680T | +B-707 JET 32 FT | +B-707 JET 48 FT | DC-7 684T | +B-707 JET 38 FT | +B-707 JET 44 FT |
| | | am | am | am | pm | am | am | am | am | am | am | pm | pm | am | am |
| San Francisco | PDT Lv | L 8.45 | ..... | ..... | D 2.30 | ..... | S 12.55 | L 8.45 | ..... | ..... | ..... | D 2.30 | A 10.25 | ..... | A 12.55 |
| Los Angeles (International Airport) | PDT Lv | – | L 9.15 | L 10.15 | ↓ | S 12.30 | – | – | L 9.15 | L 9.25 | L 10.15 | – | – | A 12.30 | – |
| Chicago (Midway) | CDT Ar | – | – | – | ↓ | – | – | – | – | 5.05 | – | – | Disc. 9/17 6.20 | – | – |
| Chicago (O'Hare Field) | CDT Ar | 2.45 | 2.55 | 3.55 | 8.30 | A 6.10 | A 6.55 | 2.45 | 2.55 | Disc. 9/17 ..... | 3.55 | 8.30 | ..... | 6.10 | 6.55 |
| | | pm | pm | pm | pm | am | am | pm | pm | pm | pm | pm | am | am | am |

## Between DALLAS/FT. WORTH and LOS ANGELES-OAKLAND/SAN FRANCISCO

TABLE 6

| | | FIRST CLASS SERVICE | | | | | | | | | | AIRCOACH SERVICE | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | DC-7 27 | DC-7 771 | DC-7 715 | DC-7 907 | DC-7 763 | DC-7 905 | DC-7 901 | DC-7 917 | +B-707 JET 25 | DC-6 903 | DC-7 771 FT | DC-6 637T | DC-7 695T | +B-707 JET 25 FT | DC-7 967T | |
| | | am | am | pm | pm | pm | pm | pm | pm | pm | pm | am | pm | pm | pm | am | |
| Dallas | CST Lv | L 9.35 | L 9.30 | S 1.30 | S 1.45 | D 1.50 | D 6.05 | ..... | ..... | D 4.30 | 10.10 | L 9.30 | D 3.45 | D 4.05 | D 4.30 | B 4.15 | |
| Ft. Worth | CST Lv | – | Ex. Mo. | ↓ | ↓ | – | ↓ | D 6.00 | D 6.15 | – | ↓ | Royal Coachman Service Ex. Mo. | ↓ | ↓ | – | ↓ | |
| Los Angeles (International Airport) | PDT Ar | 1.05 | Mercury Service | 5.00 | 5.15 | – | 9.35 | 9.25 | ↓ | 8.20 | 3.05 | | 8.50 | 10.20 | 8.20 | 7.45 | |
| Oakland | " Ar | The Mercury | – | The Mercury | ..... | The Mercury | ..... | ..... | 11.30 | The Mercury | ..... | | ..... | Royal Coachman | Royal Coachman | ..... | |
| San Francisco | PDT Ar | | 1.50 | Ex. Sa. | ..... | 6.10 | ..... | ..... | 12.00 | ..... | ..... | 1.50 | ..... | ONE | ..... | ..... | |
| | | pm | pm | pm | pm | pm | pm | pm | Midn. | pm | am | pm | pm | pm | pm | am | |
| INTERMEDIATE STOPS | | | | | | | | | ONE | | ONE | | | 7 | | | |
| For more detail refer to Table Nos. → | | | | | | | | | 7 | | 7 | | | | | | |

| | | FIRST CLASS SERVICE | | | | | | | | | | AIRCOACH SERVICE | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | DC-7 906 | DC-7 918 | DC-6 902 | DC-7 968 | +B-707 JET 24 | DC-7 772 | DC-7 718 | DC-7 28 | DC-7 764 | DC-7 900 | DC-7 968 FT | +B-707 JET 24 FT | DC-7 772 FT | DC-6 638T | DC-7 694T | |
| | | am | am | am | am | Noon | pm | pm | pm | pm | am | am | Noon | pm | pm | am | |
| San Francisco | PDT Lv | ..... | 8.55 | ..... | ..... | ..... | D 4.15 | The Mercury | ..... | S 11.55 | ..... | ..... | ..... | D 4.15 | ..... | Royal Coachman | |
| Oakland | " Lv | ..... | L 9.40 | ..... | ..... | ..... | ↓ | ↓ | ..... | ↓ | ..... | ..... | ..... | Royal Coachman Service Ex. Mo. | ↓ | A 12.50 | |
| Los Angeles (International Airport) | PDT Lv | A 8.40 | ↓ | L 9.50 | L 10.30 | L 12.00 | Mercury Service | D 4.55 | D 5.30 | The Mercury | A 10.5 | L 10.30 | L 12.00 | ↓ | 11.30 | ↓ | |
| Ft. Worth | CST Ar | ↓ | ↓ | ↓ | ↓ | The Mercury | ↓ | Ex. Sa. 10.15 | The Mercury | ↓ | ↓ | ↓ | Coachman | 10.20 | ↓ | 6.15 | |
| Dallas | CST Ar | L 2.05 | 3.55 | 3.55 | ..... | 3.50 | 10.20 | 10.55 | 10.55 | A 6.00 | 6.30 | 3.50 | 3.50 | Ex. Mo. 10.20 | 6.15 | am | |
| | | pm | pm | pm | pm | pm | pm | pm | pm | am | am | pm | pm | pm | am | | |
| INTERMEDIATE STOPS | | | | | | | | | | | | | | | | | |
| For more detail refer to Table Nos. → | | | | | | | | | | | | | | | | | |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 46

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

| | | | Electra JET-P | | DC-6 | DC-6 Ex Su | | | Ex Su | | DC-7 | DC-6 Ex Su | | Ex Sa & Su | Sat. Only |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 389 | | 179 | 233 | | 557 | 466 | | 715 | 159 | | 537 | 527 |
| | | | am | pm | am | am | am | am | am | am | am | am | pm | am | pm |
| **Boston** | EDT | Lv | | | | | | | | | | | | | |
| Providence | " | Lv | | | | | | | | | | | | | |
| Hartford/Springfield | " | Lv | | | | | | | | | | | | | |
| **New York** (LaGuardia) | " | Lv | | | | | | | B6.20 | | | | | | |
| **New York** (International) | " | Lv | | | | | | | – | | | | | | |
| **New York** (Newark) | " | Lv | | | | | | | – | | | | | | |
| Philadelphia | " | Lv | | | | | | | – | | | | | | |
| **Washington** | EDT | Lv | | | | | | | – | | | | | | |
| Richmond | EST | Lv | | | | | | | – | | | | | | |
| Roanoke | EST | Lv | | | | | | | – | | | | | | |
| Albany/Schenectady | EDT | Ar | | | | | | | 7.20 | | | | | | |
| Albany/Schenectady | " | Lv | | | | | | | | | | | | | |
| Wilkes-Barre/Scranton | " | Lv | | | | | | | | | | | | | |
| Syracuse | " | Lv | | | | 7.00 | | | | | | | | | |
| Rochester | " | Lv | | | | B7.50 | | | | | | | | | |
| **Buffalo** | " | Ar | | | | – | | | | | | | | | |
| **Buffalo** | " | Lv | | | | – | | | | | B8.35 | B8.00 | | B8.15 | B8.15 |
| Toronto | " | Ar | | | | – | | | | | – | | | – | – |
| **Cleveland** | " | Ar | | | | – | | | | | 9.36 | | | – | – |
| **Cleveland** | EDT | Lv | | | | – | | | | | 10.05 | | | – | – |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Ar | | | | 8.25 | | | | | | | | 8.46 | 8.46 |
| **Detroit/Windsor** (Detroit Metropolitan) | " | Lv | 7.35 | | | 8.45 | | B7.05 | | | | | | 9.05 | 9.05 |
| Knoxville | EST | Lv | ↓ | | | – | | ↓ | | | | | | – | – |
| **Nashville** | CST | Ar | | | | – | | | | | | | | – | – |
| **Nashville** | " | Lv | | | 9.10 | – | | | | | | | | – | – |
| **Memphis** | " | Ar | | | 10.12 | – | | | | | | | | – | – |
| **Memphis** | " | Lv | | | 10.35 | – | | | | | Ex.Su. | | | – | – |
| Little Rock | CST | Lv | | | L1135 | – | | | | | | | | – | – |
| **Chicago** (O'Hare Field) | CDT | Ar | | | | – | | 8.29 | | | | | | 10.29 | – |
| **Chicago** (Midway Airport) | CDT | Ar | 8.31 | | | 10.00 | | | | | | 9.15 | | | 10.27 |

| | | | DC-7 | DC-6 | DC-7 771 FT | DC-7 | DC-7 | DC-7 Aircoach 961T | DC-6 | DC-6 Aircoach 637T | B-707 + JET 31 FT | DC-7 | DC-6 | DC-6 | DC-7 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 725 | 955 | | 717 | 27 | 417 | 119 | | | 907 | 167 | 911 | 763 |
| **Milwaukee** | CDT | Lv | | | | | | | | | | | | | |
| **Chicago** (Midway Airport) | " | Lv | | | | | | | B8.00 | | | | | | |
| **Chicago** (O'Hare Field) | " | Lv | | | | | | | – | Ⓑ8.40 | L4900 | | | | |
| Peoria | " | Ar | | | | | | | Ex.Su. | – | | | | | |
| Springfield, Ill. | " | Ar | | | | | | | – | 9.49 | | | | | |
| **St. Louis** | " | Ar | | | | | | | 9.23 | 10.39 | | 11.05 | | | |
| **St. Louis** | CDT | Lv | | | | | | | 9.45 | 10.50 | | L1135 | | | |
| Springfield, Mo. | CST | Ar | | | | | | | Daily | 11.00 | | | | | |
| Joplin | " | Ar | | | | | | | – | 11.38 | | Ex.Su. | | | |
| **Tulsa** | " | Ar | | | | | | | 10.25 | 12.29 | | | | | |
| **Tulsa** | " | Lv | | | | B7.00 | | | 10.45 | L1240 | | | | | |
| **Oklahoma City** | " | Lv | | | | Ⓑ8.00 | | | L1145 | 1.39 | | 12.50 | | | |
| **Dallas** | " | Ar | | | L4930 | 8.53 | L9.35 | 10.30 | 12.40 | 2.42 | | S1.30 | S1.45 | 1.35 | 1.50 | D4.50 |
| **Dallas** | " | Lv | 9.55 | | | | | L1050 | 12.55 | 2.54 | Mercury/ Royal Coachman Service | – | | | | |
| **Ft. Worth** | " | Ar | | | | | | – | 1.10 | 3.09 | | – | | | | |
| **Ft. Worth** | " | Lv | | | | | | 11.35 | | D3.45 | | – | | | | |
| Midland/Odessa | CST | Ar | 11.20 | | Mercury/ Royal Coachman Service | | The Mercury | L1145 | | | | – | | 3.10 | | |
| **El Paso** | MST | Ar | 11.40 | | | | | 1.23 | | | | Ex.Sa. | | 3.35 | 3.15 | |
| **El Paso** | " | Lv | L1210 | L1215 | | | | | | | | – | | 4.05 | 3.40 | |
| Bisbee/Douglas | " | Ar | – | – | | | | | | | | – | | – | – | The Mercury |
| Tucson | " | Ar | 1.20 | – | | | | | | | | – | | D5.25 | 5.00 | |
| Phoenix | MST | Ar | – | 1.50 | | | | 3.25 | | | | – | | – | D6.04 | |
| San Diego | PDT | Ar | – | | Ex.Mo | | | | | | | – | | 7.30 | | |
| **Los Angeles** (International) | " | Ar | 3.30 | | | | 1.05 | 5.55 | | | | 5.00 | | 8.35 | | |
| **San Diego** | " | Ar | | | | | | 7.00 | | | | | | | | |
| **Oakland** | " | Ar | | | | | | | | ↓8.50 | | | | | | |
| **San Francisco** | PDT | Ar | | 4.55 | 1.50 | | | | | | 11.00 | | 5.15 | | 9.15 | 6.10 |
| | | | pm | pm | pm | am | pm | am | pm | pm | pm | pm | pm | pm | pm | pm |

FLY 707 JET FLAGSHIPS

BOSTON TO LOS ANGELES SAN FRANCISCO CHICAGO



COMPLETE TRANSCONTINENTAL SERVICES — WESTBOUND



FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

| | | | Ex Su | Ex Sa | DC-6 Ex Su | B-707 + JET 49 FT | | DC-6 Ex Su | DC-6 Ex Sa | Electra JET-P | Electra JET-P | DC-7 Aircoach 667T | DC-6 | DC-6 Ex Sa | DC-6 Sa On | B-707 + JET 85 FT | Electra JET-P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 585 | 579 | 237 | | 405 | 203 | 115 | 303 | 335 | | 231 | 215 | 201 | | 385 |
| | | | am | am | am | am | am | am | am | am | am | am | am | am | am | am | am |
| **Boston** | EDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | A7.00 | j7.00 | ..... | ..... | A6.50 | B7.00 | A7.00 | j6.50 | j7.00 |
| Providence | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | Ex. Sa. & Su. | ..... | ..... | ..... | – | ↓ | – | j7.35 | ..... |
| Hartford/Springfield | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | A8.00 | | A8.10 | j7.25 | ..... |
| **New York** (LaGuardia) | " | Lv | ..... | ..... | ..... | ..... | B7.00 | B8.25 | 8.35 | A9.00 | ..... | ..... | ↓ | | – | ..... | 9.10 |
| **New York** (International) | " | Lv | ..... | ..... | ..... | B4800 | – | – | – | ↓ | ..... | ..... | | | – | S9.05 | – |
| **New York** (Newark) | " | Lv | ..... | B7.30 | ..... | ↓ | – | – | – | | ..... | ..... | | | – | ↓ | – |
| Philadelphia | " | Lv | ..... | – | ..... | | – | – | H8.25 | | ..... | ..... | Ex.Sa. | | – | | 10.10 |
| Baltimore | " | Lv | ..... | – | ..... | | – | – | Ex.Sa. | | ..... | ..... | & Su. | | – | | – |
| **Washington** (Friendship Int'l.) | " | Lv | ..... | – | ..... | | – | – | – | | ..... | ..... | | | – | | – |
| **Washington** (National) | EDT | Lv | ..... | – | ..... | | 8.43 | – | 10.30 | | ..... | ..... | | | – | | L1120 |
| Richmond | EST | Lv | ..... | – | ..... | | 8.41 | – | ↓ | | ..... | ..... | | | – | | ↓ |
| Roanoke | EST | Lv | ..... | – | ..... | | 9.48 | – | | | ..... | ..... | ↓ | | – | | |
| Albany/Schenectady | EDT | Ar | ..... | – | ..... | | ↓ | – | | | ..... | ..... | 8.37 | 7.58 | 8.47 | | |
| Albany/Schenectady | " | Lv | ..... | – | ..... | | | – | | | ..... | ..... | 8.55 | 8.20 | 9.05 | | |
| Wilkes-Barre/Scranton | " | Lv | ..... | 8.30 | ..... | | | – | | | ..... | ..... | – | ↓ | – | | |
| Syracuse | " | Lv | 7.20 | – | ..... | | | – | | | ..... | ..... | 10.00 | 9.30 | 10.15 | | |
| Rochester | " | Lv | B8.06 | – | ..... | | | 10.15 | | | ..... | ..... | 10.55 | ↓ | – | | |
| **Buffalo** | " | Ar | – | 9.40 | ↷ | | | 10.42 | | | ..... | ..... | ↓ | 10.18 | 11.03 | | |
| **Buffalo** | " | Lv | – | 10.05 | 10.05 | | | ..... | | | ..... | ..... | – | 10.40 | 11.25 | | |
| Toronto | " | Ar | – | – | 10.40 | | | ..... | | | ..... | ..... | Ex.Sa. | – | – | | |
| **Cleveland** | " | Ar | 9.33 | 11.17 | ..... | | | ..... | | | ..... | ..... | & Su. | – | – | | |
| **Cleveland** | EDT | Lv | Terminates Louisville See Table 9 | Terminates Cincinnati See Table 9 | ..... | | | ..... | | | ..... | ..... | – | – | – | | |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Ar | | | ..... | | 11.22 | ..... | M1150 | | ..... | ..... | 11.30 | 11.04 | 11.49 | | |
| **Detroit/Windsor** (Detroit Metropolitan) | " | Lv | | | ..... | | 11.21 | ..... | 11.45 | | 9.35 | 9.50 | L1150 | L1125 | L1215 | | |
| Knoxville | EST | Lv | | | ..... | | | ..... | Ⓜ1210 | | – | Disc. 9/17 | – | – | – | | |
| **Nashville** | CST | Ar | | | ..... | | | ..... | 1.12 | | – | | – | – | – | | |
| **Nashville** | " | Lv | | | ..... | | | ..... | | | – | Ex.Sa. | – | – | – | | |
| **Memphis** | " | Ar | | | ..... | | | ..... | | | – | | – | – | – | | |
| **Memphis** | " | Lv | | | ..... | | | ..... | | | – | | – | – | – | | |
| Little Rock | CST | Lv | | | ..... | ↓ | | ..... | | | – | | – | 12.42 | – | | |
| **Chicago** (O'Hare Field) | CDT | Ar | | | ..... | 9.05 | | ..... | | 10.30 | 10.31 | 11.00 | 1.05 | ..... | 1.30 | | |
| **Chicago** (Midway Airport) | CDT | Ar | | | ..... | | | ..... | | | DC-7 | | | DC-6 Aircoach 631T | DC-6 965 FT | | |
| | | | | | | | | 483 | | 489 | 905 | | | | | | |
| **Chicago** (Midway Airport) | CDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L1110 | ..... | L1125 | ..... | L1230 | ..... | | |
| **Chicago** (O'Hare Field) | " | Lv | ..... | ..... | ..... | L4935 | ..... | ..... | ..... | – | ..... | | ..... | | ..... | | |
| Peoria | " | Ar | ..... | ..... | ..... | | ..... | ..... | ..... | – | ..... | | ..... | | ..... | | |
| Springfield, Ill. | " | Ar | ..... | ..... | ..... | | ..... | ..... | ..... | – | ..... | | ..... | | ..... | | |
| **St. Louis** | " | Ar | ..... | ..... | ..... | | ..... | ..... | ..... | 12.43 | ..... | | ..... | | ..... | | |
| **St. Louis** | CDT | Lv | ..... | ..... | ..... | | ..... | ..... | ..... | Ⓛ1.00 | ..... | Disc. 9/17 | ..... | | ..... | | |
| Springfield, Mo. | CST | Ar | ..... | ..... | ..... | | ..... | ..... | ..... | – | ..... | | ..... | | ..... | | |
| Joplin | " | Ar | ..... | ..... | ..... | | ..... | ..... | ..... | – | ..... | | ..... | | ..... | | |
| **Tulsa** | " | Ar | ..... | ..... | ..... | Mercury/ Royal Coachman Service | ..... | ..... | ..... | 1.54 | ..... | | ..... | | First Class/ Air-Coach | | |
| **Tulsa** | " | Lv | ..... | ..... | ..... | | ..... | ..... | ..... | 2.05 | ..... | | ..... | | ..... | | |
| **Oklahoma City** | " | Lv | ..... | ..... | ..... | | ..... | ..... | ..... | 3.02 | ..... | The Royal Coachman | ..... | | ..... | 10.20 | 12.55 Conn. Flights 715, 167, 763, 911 Pages 8 & 9 |
| **Dallas** | " | Ar | ..... | ..... | ..... | | ..... | ..... | ..... | 4.05 | ..... | | ..... | | ..... | | |
| **Dallas** | " | Lv | ..... | ..... | ..... | | ..... | 5.30 | ..... | ..... | D6.05 | | ..... | | ..... | | |
| **Ft. Worth** | " | Ar | ..... | ..... | ..... | | ..... | 5.45 | ..... | ..... | ..... | | ..... | 3.05 | 3.35 | | |
| **Ft. Worth** | " | Lv | ..... | ..... | ..... | | ..... | D6.05 | ..... | ..... | ..... | | ..... | ↓ | – | | |
| Midland/Odessa | CST | Ar | ..... | ..... | ..... | | ..... | 7.43 | ..... | ..... | ..... | | ..... | | 4.55 | | |
| **El Paso** | MST | Ar | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | | ..... | | D5.25 | | |
| **El Paso** | " | Lv | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | | ..... | | ..... | | |
| Bisbee/Douglas | " | Ar | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | | ..... | | – | | |
| Tucson | " | Ar | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | | ..... | | ..... | | |
| Phoenix | MST | Ar | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | | ..... | | – | | |
| San Diego | PDT | Ar | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | | ..... | | ..... | | |
| **Los Angeles** (International) | " | Ar | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | 9.35 | 3.35 | ..... | | 8.25 | | |
| **San Francisco** | PDT | Ar | ..... | ..... | ..... | 12.05 | ..... | ..... | ..... | ..... | ..... | | ..... | | ..... | | |
| | | | am | am | am | pm | am | pm | pm | pm | pm | pm | pm | pm | pm | am | pm |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 46



AMERICAN AIRLINES

AMERICAN AIRLINES

# COMPLETE TRANSCONTINENTAL SERVICES — WESTBOUND

TABLE 7

| | | | DC-7 773 FT | DC-7 775 FT | Electra JET-P 361 | DC-6 Ex. Su. 145 | B-707 + JET 1 FT | 469 | B-707 + JET 77 FT | DC-6 Air-coach 637T | DC-6 183 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | am | am | am | am | am | Noon | am | am | pm | pm | pm |
| **Boston** | EDT | Lv | ..... | j6.50 | 8.00 | j8.05 | j6.50 | ..... | ..... | j8.00 | j8.00 | ..... | ..... | ..... |
| Providence | " | Lv | ..... | j7.35 | – | ..... | j7.35 | ..... | ..... | j8.35 | j8.35 | ..... | ..... | ..... |
| Hartford/Springfield | " | Lv | ..... | j7.25 | – | ..... | j7.25 | ..... | ..... | ..... | j9.05 | ..... | ..... | ..... |
| **New York** (LaGuardia) | " | Lv | ..... | ..... | A9.20 | 9.40 | ..... | ..... | ..... | 10.10 | 10.25 | ..... | ..... | ..... |
| **New York** (International) | " | Lv | ..... | (L)915 | ..... | ..... | L▲945 | ..... | ..... | – | ..... | ..... | ..... | ..... |
| **New York** (Newark) | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... |
| Philadelphia | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s10.10 | ..... | ..... | ..... | ..... |
| Baltimore | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | L▲1200 | – | ..... | ..... | ..... | ..... |
| **Washington** (Friendship Int'l.) | | Lv | ..... | ..... | ..... | ..... | ..... | ..... | L▲1200 | – | ..... | ..... | ..... | ..... |
| **Washington** (National) | EDT | Lv | ..... | ..... | ..... | ..... | ..... | 11.35 | ..... | L1205 | ..... | ..... | ..... | ..... |
| Richmond | EST | Lv | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... |
| Roanoke | EST | Lv | ..... | ..... | ..... | ..... | ..... | r11.51 | ..... | ..... | ..... | ..... | ..... | ..... |
| Albany/Schenectady | EDT | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Albany/Schenectady | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wilkes-Barre/Scranton | | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Syracuse | " | Lv | ..... | ..... | ..... | 11.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Rochester | " | Lv | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Buffalo** | " | Ar | ..... | Via Cincinnati See Table 9 | ..... | 11.58 | ..... | ..... | ..... | ..... | 12.00 | ..... | ..... | ..... |
| **Buffalo** | " | Lv | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | L1225 | ..... | ..... | ..... |
| Toronto | " | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... |
| **Cleveland** | " | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | 1.29 | ..... | ..... | ..... |
| **Cleveland** | EDT | Lv | L▲1215 | | ..... | ..... | ..... | ..... | ..... | ..... | 1.55 | ..... | ..... | ..... |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Ar | | | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... |
| **Detroit/Windsor** (Detroit Metropolitan) | " | Lv | | | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... |
| Knoxville | EST | Lv | | | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... |
| **Nashville** | CST | Ar | | | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... |
| **Nashville** | " | Lv | | | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... |
| **Memphis** | " | Ar | | | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... |
| **Memphis** | " | Lv | | | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... |
| Little Rock | CST | Lv | | | The Mercury | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... |
| **Chicago** (O'Hare Field) | CDT | Ar | | | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... |
| **Chicago** (Midway Airport) | CDT | Ar | | | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... |

| | | | | | | | | | | | | DC-7 | DC-7 | DC-7 Air-coach 689T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | 901 | 917 | |
| **Chicago** (Midway Airport) | CDT | Lv | | | | | | | | | | ..... | ..... | L1130 |
| **Chicago** (O'Hare Field) | " | Lv | | | | | | | | | | ..... | ..... | |
| Peoria | " | Ar | | | | | | | | | | ..... | ..... | |
| Springfield, Ill. | " | Ar | | | | | | | | | | ..... | ..... | |
| **St. Louis** | " | Ar | | 12.52 | 11.30 | | | | | | 3.10 | ..... | ..... | |
| **St. Louis** | CDT | Lv | | L1.20 | ..... | | | | | | 3.30 | ..... | ..... | |
| Springfield, Mo. | CST | Ar | | | ..... | | | | | | | ..... | ..... | |
| Joplin | " | Ar | | | ..... | | | | | | | ..... | ..... | |
| **Tulsa** | " | Ar | | | ..... | | | | | | | ..... | ..... | |
| **Tulsa** | " | Lv | | Mercury/ Royal Coachman Service | ..... | | Mercury/ Royal Coachman Service | | Mercury/ Royal Coachman Service | | | ..... | ..... | The Royal Coachman |
| **Oklahoma City** | " | Lv | | | ..... | | | | | | | ..... | ..... | |
| **Dallas** | " | Ar | | | ..... | | | | | | | ..... | ..... | |
| **Dallas** | " | Lv | | | ..... | | | | | | 3.10 | ..... | ..... | |
| **Ft. Worth** | " | Ar | | | ..... | | | | | | D3.45 | ..... | ..... | |
| **Ft. Worth** | " | Lv | | | ..... | | | | | | 5.10 | D6.00 | D6.15 | |
| Midland/Odessa | CST | Ar | | | ..... | | | | | | ..... | ..... | – | |
| **El Paso** | MST | Ar | | | ..... | | | | | | ..... | ..... | 7.20 | |
| **El Paso** | " | Lv | | | ..... | | | | | | ..... | ..... | 7.50 | Disc. 9/17 |
| Bisbee/Douglas | " | Ar | | | ..... | | | | | | ..... | ..... | ..... | |
| Tucson | " | Ar | | | ..... | | | | | | ..... | ..... | ..... | |
| Phoenix | MST | Ar | | | ..... | | | | | | ..... | ..... | ..... | |
| **Los Angeles** (International) | PDT | Ar | | S4.30 | 5.10 | | 12.20 | | 2.05 | | ..... | 9.25 | ..... | |
| **San Diego** | " | Ar | | ..... | 6.20 | | ..... | | ..... | | ▽8.50 | ..... | 11.30 | |
| **Oakland** | " | Ar | | ..... | ..... | | ..... | | ..... | | ..... | ..... | 12.00 | |
| **San Francisco** | PDT | Ar | | ..... | ..... | | ..... | | ..... | | ..... | ..... | Midn. | 4.05 |
| | | | | pm | pm | am | am | pm | am | pm | pm | pm | | pm |


Music 'Til Dawn

Listen to American's All Night Radio Program MUSIC 'TIL DAWN

| CITY | STATION | ON YOUR DIAL |
|---|---|---|
| Boston | WEEI | 590 |
| New York | WCBS | 880 |
| Washington | WTOP | 1500 |
| Cincinnati | WLW | 700 |
| Detroit | WWJ | 950 |
| Chicago | WBBM | 780 |
| Dallas | KRLD | 1080 |
| Los Angeles | KNX | 1070 |
| San Francisco | KCBS | 740 |


FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.




# COMPLETE TRANSCONTINENTAL SERVICES — WESTBOUND


TABLE 7

| | | | | DC-6 207 | DC-7 739 | Electra JET-P 301 | DC-7 731 | DC-6 Ex Sa 127 | DC-6 Air-coach 609T | DC-7 Air-coach 693T | DC-6 227 | | | B-707 + JET 3 FT | DC-6 223 | DC-6 Air-coach 611T | | DC-6 113 | DC-6 165 | | DC-6 Air-coach 617 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | am | am | am | am | am | am | am | pm | am | pm | am | am | am | am | am | am | pm | pm |
| **Boston** | EDT | Lv | ..... | j6.50 | j6.50 | j8.00 | (L)915 | ..... | j9.10 | 9.20 | ..... | 10.25 | j9.10 | ..... | j10.00 | j10.00 | j11.00 | j11.00 | j11.00 | ..... | ..... |
| Providence | " | Lv | ..... | j7.35 | j7.35 | j8.35 | ..... | ..... | j8.35 | ..... | ..... | – | j8.35 | ..... | j8.35 | j10.20 | j10.20 | j10.20 | j10.20 | ..... | ..... |
| Hartford/Springfield | " | Lv | ..... | j7.25 | j7.25 | ..... | ..... | ..... | j9.05 | ..... | ..... | 11.20 | j9.05 | ..... | j9.05 | j9.05 | j9.05 | j9.05 | j9.05 | ..... | ..... |
| **New York** (LaGuardia) | " | Lv | ..... | ..... | ..... | 10.00 | ..... | ..... | L1100 | ..... | ..... | – | L1110 | ..... | L1130 | L1200 | L1230 | L1230 | L1230 | ..... | ..... |
| **New York** (International) | " | Lv | ..... | 10.10 | 11.10 | ..... | ..... | ..... | ..... | ..... | ..... | – | – | L▲1145 | – | ..... | – | ..... | ..... | ..... | ..... |
| **New York** (Newark) | " | Lv | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | – | – | ..... | – | ..... | – | ..... | ..... | ..... | ..... |
| Philadelphia | " | Lv | ..... | 11.25 | s10.10 | ..... | ..... | ..... | ..... | ..... | ..... | – | – | ..... | – | ..... | R1245 | ..... | ..... | ..... | ..... |
| **Washington** | EDT | Lv | ..... | L1245 | L1255 | ..... | ..... | ..... | ..... | ..... | ..... | – | – | ..... | – | ..... | 2.15 | ..... | ..... | ..... | ..... |
| Richmond | EST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | – | ..... | – | ..... | – | ..... | ..... | ..... | ..... |
| Roanoke | EST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | – | ..... | – | ..... | – | ..... | ..... | ..... | ..... |
| Albany/Schenectady | EDT | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.57 | – | ..... | – | ..... | – | ..... | ..... | ..... | ..... |
| Albany/Schenectady | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L1209 | – | ..... | – | ..... | – | ..... | ..... | ..... | ..... |
| Wilkes-Barre/Scranton | | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | – | ..... | – | ..... | – | ..... | ..... | ..... | ..... |
| Syracuse | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12.40 | – | ⓓ1242 | ..... | – | ..... | – | ..... | ..... | ..... | ..... |
| Rochester | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L1.35 | – | – | ..... | 1.15 | ..... | – | ..... | ..... | ..... | ..... |
| **Buffalo** | " | Ar | ..... | ..... | ..... | ..... | Daily | ..... | ..... | 11.10 | ..... | 1.40 | 1.38 | ..... | 1.42 | ..... | – | 2.05 | ..... | ..... | ..... |
| **Buffalo** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L1140 | ..... | ..... | 2.10 | ..... | 2.05 | ..... | – | 2.30 | ..... | ..... | ..... |
| Toronto | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | – | 3.05 | ..... | ..... | ..... |
| **Cleveland** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3.22 | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... |
| **Cleveland** | EDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Terminates Nashville See Table 9 | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Terminates Mexico See Table 26 | ..... | ..... | | ..... | 2.29 | ..... | – | ..... | ..... | ..... | ..... |
| **Detroit/Windsor** (Detroit Metropolitan) | " | Lv | ..... | ..... | ..... | ..... | ..... | L1150 | ..... | | ..... | ..... | | ..... | 2.50 | ..... | – | ..... | ..... | ..... | 2.25 |
| Knoxville | EST | Lv | ..... | ..... | ▽ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | – | 3.50 | ..... | ..... | – |
| **Nashville** | CST | Ar | ..... | ..... | 1.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | – | 3.49 | ..... | ..... | – |
| **Nashville** | " | Lv | ..... | ▽ | 1.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | – | ..... | ..... | ..... | Ex. Sa. |
| **Memphis** | " | Ar | ..... | 2.05 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | – | ..... | ..... | ..... | – |
| **Memphis** | " | Lv | ..... | 2.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | – | ..... | ..... | ..... | – |
| Little Rock | CST | Lv | ..... | 3.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | – | ..... | ..... | ..... | 3.42 |
| **Chicago** (O'Hare Field) | CDT | Ar | ..... | ..... | ..... | 11.30 | 11.45 | 1.05 | 1.25 | 12.40 | 3.05 | ..... | | ..... | ..... | 4.07 | ..... | ..... | ..... | ..... | ..... |
| **Chicago** (Midway Airport) | CDT | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

| | | | | DC-7 953 | | | | | | 459 | Electra JET-P 363 | | | | | | DC-7 791 FT | | B-707 + JET 25 FT | B-707 + JET 35 FT | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Milwaukee** | CDT | Lv | ..... | ..... | | | | | | | | | | | | | | | | | |
| **Chicago** (Midway Airport) | " | Lv | ..... | ..... | | | L1215 | | D1.55 | 2.00 | 2.30 | | | | | | D2.55 | D▲420 | | | |
| **Chicago** (O'Hare Field) | " | Lv | ..... | ..... | | | ..... | | ..... | – | – | | | | | | ..... | ..... | | | |
| Peoria | " | Ar | ..... | ..... | | | Daily | | ..... | – | – | | | | | | (Disc. 9/17 Chicago to Los Angeles) | Daily | | | |
| Springfield, Ill. | " | Ar | ..... | ..... | | | ..... | | ..... | – | – | | | | | | | | | | |
| **St. Louis** | " | Ar | ..... | ..... | | | ..... | | ..... | 3.33 | 3.39 | | | | | | | | | | |
| **St. Louis** | CDT | Lv | ..... | ..... | | | ..... | | ..... | 3.50 | ..... | | | | | | | | | | |
| Springfield, Mo. | CST | Ar | ..... | ..... | | | ..... | | ..... | 4.00 | ..... | | | | | | | | | | |
| Joplin | " | Ar | ..... | ..... | | | ..... | | ..... | 4.38 | ..... | | | | | | | | | | |
| **Tulsa** | " | Ar | ..... | ..... | 3.35 | | ..... | | ..... | 5.29 | ..... | | | | | | | | | | |
| **Tulsa** | " | Lv | ..... | ..... | 4.10 | | ..... | | ..... | D5.40 | ..... | | | | | | | | | | |
| **Oklahoma City** | " | Lv | ..... | ..... | D5.15 | | ..... | | ..... | – | ..... | | | | | | | | | | |
| **Dallas** | " | Ar | ..... | 4.54 | ..... | | ..... | | ..... | 7.01 | ..... | | | | | | | | | | |
| **Dallas** | " | Lv | ..... | 5.15 | ..... | | ..... | | ..... | 7.15 | ..... | | | | | | | | | | |
| **Ft. Worth** | " | Ar | ..... | 5.30 | ..... | | The Mercury | | ..... | 7.30 | ..... | | | | | | | | | | |
| **Ft. Worth** | " | Lv | ..... | D6.25 | ..... | | ..... | | ..... | ..... | ..... | | | | | | | | | | |
| Midland/Odessa | CST | Ar | ..... | – | ..... | | ..... | | ..... | ..... | ..... | | | | | | | | | | |
| **El Paso** | MST | Ar | ..... | 7.45 | ..... | | ..... | | ..... | ..... | ..... | | | | | | | | | | |
| **El Paso** | " | Lv | 7.45 | 8.10 | ..... | | ..... | | ..... | ..... | ..... | | | | | | | | | | |
| Bisbee/Douglas | " | Ar | – | – | ▽ | | ..... | | ..... | ..... | ..... | | | | | | | | | | |
| Tucson | " | Ar | – | 9.30 | 7.10 | | 3.35 | | ..... | ..... | ..... | | | | | | | | | | |
| Phoenix | MST | Ar | – | 10.29 | 8.07 | | D4.37 | | 6.00 | ..... | ..... | | | | | | 7.30 | | | | |
| San Diego | PDT | Ar | – | 12.25 | – | | Ex. Sa. | | 8.00 | ..... | ..... | | | | | | | | | | |
| **Los Angeles** (International) | " | Ar | 10.30 | ..... | 10.05 | | 6.45 | | 9.05 | ..... | ..... | | | | | | | | | | |
| **San Diego** | " | Ar | ..... | ..... | ..... | | ..... | | ..... | ..... | ..... | | | | | | | | | | |
| **Oakland** | " | Ar | ..... | ..... | ..... | | ..... | | ..... | ..... | ..... | | | | | | | | | | |
| **San Francisco** | PDT | Ar | ..... | ..... | ..... | | ..... | | ..... | ..... | ..... | | | | | | | | | | |
| | | | pm | am | pm | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Milwaukee** | CDT | Lv | | | | | | | | | | | | | | | | | | | |
| **Chicago** (Midway Airport) | " | Lv | | | | | | | | | | | | | | | | | | | |
| **Chicago** (O'Hare Field) | " | Lv | | | | | | | | | | | | | | | | | | | |
| Peoria | " | Ar | | | | | | | | | | | | | | | | | | | |
| Springfield, Ill. | " | Ar | | | | | | | | | | | | | | | | | | | |
| **St. Louis** | " | Ar | | | | | | | | | | | | | | | | | | | |
| **St. Louis** | CDT | Lv | | | | | | | | | | | | | | | | | | | |
| Springfield, Mo. | CST | Ar | | | | | | | | | | | | | | | | | | | |
| Joplin | " | Ar | | | | | | | | | | | | | | | | | | | |
| **Tulsa** | " | Ar | | | | | | | | | | | | | | | | | | | |
| **Tulsa** | " | Lv | | | | | | | | | | | | | | | | | | | |
| **Oklahoma City** | " | Lv | | | | | | | | | | | | | | | | | | | |
| **Dallas** | " | Ar | | | | | | | | | | | | | | | | | | | |
| **Dallas** | " | Lv | | | | | | | | | | | | | | | | | | | |
| **Ft. Worth** | " | Ar | | | | | | | | | | | | | | | | | | | |
| **Ft. Worth** | " | Lv | | | | | | | | | | | | | | | | | | | |
| Midland/Odessa | CST | Ar | | | | | | | | | | | | | | | | | | | |
| **El Paso** | MST | Ar | | | | | | | | | | | | | | | | | | | |
| **El Paso** | " | Lv | | | | | | | | | | | | | | | | | | | |
| Bisbee/Douglas | " | Ar | | | | | | | | | | | | | | | | | | | |
| Tucson | " | Ar | | | | | | | | | | | | | | | | | | | |
| Phoenix | MST | Ar | | | | | | | | | | | | | | | | | | | |
| **Los Angeles** (International) | " | Ar | | | | | | | | | | | | | | | | | | | |
| **San Diego** | " | Ar | | | | | | | | | | | | | | | | | | | |
| **Oakland** | " | Ar | | | | | | | | | | | | | | | | | | | |
| **San Francisco** | PDT | Ar | | | | | | | | | | | | | | | | | | | |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 46


TABLE 7

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

# COMPLETE TRANSCONTINENTAL SERVICES — WESTBOUND

TABLE 7

| | | | 547 | 161 | 41 FT | 575 | 573 | 311 | 695T | 117 | 127 | 143 | 793 FT | 109 | 11 FT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | DC-6 Ex Sa | B-707 + JET | Sat. Only | Ex Sa | Electra JET-P | DC-7 Air-coach | DC-6 | DC-6 | DC-6 Ex Sa | DC-7 | DC-6 Sa On | B-707 + JET |
| **Boston** | EDT | Lv | am j11.00 | pm | am L1130 | pm | Noon j12.00 | Noon j12.00 | pm | pm j1.00 | pm | pm j1.00 | pm | pm j12.00 | pm D145 |
| Providence | " | Lv | j10.20 | | | | j12.00 | j12.00 | | j12.00 | | j12.00 | | j12.00 | |
| Hartford/Springfield | " | Lv | j11.45 | | | | j11.45 | j11.45 | | j11.45 | | j11.45 | | j11.45 | |
| **New York** (LaGuardia) | " | Lv | L1.00 | | | | 1.45 | 2.00 | D4215 | 2.55 | | 3.10 | D3.10 | 3.15 | |
| **New York** (International) | " | Lv | | | | 1.40 | – | | | – | | | | | |
| **New York** (Newark) | " | Lv | | 2.00 | | – | – | | | – | | | | | |
| Philadelphia | " | Lv | | | | – | – | | | E3.15 | | | | | |
| **Washington** | EDT | Lv | | | | – | – | | | D4.45 | | | | | |
| Richmond | EST | Lv | | | | – | – | | | | | | | | |
| Roanoke | EST | Lv | | | | – | – | | | | | | | | |
| Albany/Schenectady | EDT | Ar | | | | 2.43 | 2.45 | | | | | | | | |
| Albany/Schenectady | " | Lv | | | | 2.55 | 2.55 | | | | | | | | |
| Wilkes-Barre/Scranton | | Lv | | | | – | – | | | | | | | | |
| Syracuse | " | Lv | 2.34 | | | 4.00 | 4.00 | | | | | | | | |
| Rochester | " | Lv | | | | 4.50 | 4.50 | | | | | | | | |
| **Buffalo** | " | Ar | 3.30 | 3.30 | | 5.18 | – | | | | | 4.45 | | 4.45 | |
| **Buffalo** | " | Lv | 3.45 | 3.55 | | D5.30 | – | | | | | D5.15 | | 5.10 | |
| Toronto | " | Ar | | 4.30 | | – | – | | | | | | | 5.45 | |
| **Cleveland** | " | Ar | | | Mer-cury/ Royal Coach-man Serv-ice | 6.42 | 6.17 Termi-nates Louis-ville See Table 9 | | | | | | Mer-cury/ Royal Coach-man Serv-ice | | Mer-cury/ Royal Coach-man Serv-ice |
| **Cleveland** | EDT | Lv | | | | | | | | | | | | | |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Ar | 4.16 | | | | | | | | | | | | |
| **Detroit/Windsor** (Detroit Metropolitan) | " | Lv | 4.30 | | | | | | | | 4.00 Ex. Sa. | | | | |
| Knoxville | EST | Lv | – | | | | | | | | | | | | |
| **Nashville** | CST | Ar | – | | | | | | | | | | | | |
| **Nashville** | " | Lv | – | | | | | | | | | | | | |
| **Memphis** | " | Ar | – | | | | | | | | | | | | |
| **Memphis** | " | Lv | – | | | | | | | | | | | | |
| Little Rock | CST | Lv | – | | | | | | | | | | | | |
| **Chicago** (O'Hare Field) | CDT | Ar | – | | 12.40 | | | | | | 5.17 | | | | |
| **Chicago** (Midway Airport) | CDT | Ar | 5.52 | | | | | 3.30 | | | | 6.30 | | | |

| | | | 185 | 485 | B-707 + JET 45 FT |
|---|---|---|---|---|---|
| | | | DC-6 | Ex Sa | |
| **Milwaukee** | CDT | Lv | | 4.40 | |
| **Chicago** (Midway Airport) | " | Lv | | – | |
| **Chicago** (O'Hare Field) | " | Lv | | D5.25 | D5.40 Daily |
| Peoria | " | Ar | | – | – |
| Springfield, Ill. | " | Ar | | – | – |
| **St. Louis** | " | Ar | | 6.59 | 7.05 |
| **St. Louis** | CDT | Lv | | | 7.30 |
| Springfield, Mo. | CST | Ar | | | – |
| Joplin | " | Ar | | | – |
| **Tulsa** | " | Ar | | | 8.10 |
| **Tulsa** | " | Lv | | | 8.30 |
| **Oklahoma City** | " | Lv | | | 9.35 |
| **Dallas** | " | Ar | | | 10.30 |
| **Dallas** | " | Lv | | 8.05 | 10.50 |
| **Ft. Worth** | " | Ar | 5.35 | 8.20 | 11.05 |
| **Ft. Worth** | " | Lv | D4605 | 8.45 | |
| Midland/Odessa | CST | Ar | | – | |
| **El Paso** | MST | Ar | | 10.05 | |
| **El Paso** | " | Lv | | | |
| Bisbee/Douglas | " | Ar | | | |
| Phoenix | MST | Ar | | | |
| Tucson | " | Ar | | | |
| San Diego | PDT | Ar | 9.15 | | |
| **Los Angeles** (International) | " | Ar | 10.20 | | |
| **San Diego** | " | Ar | | | |
| **Oakland** | " | Ar | | | |
| **San Francisco** | PDT | Ar | | | 8.15 |

B-707 + JET 45 FT: Mercury/ Royal Coachman Service

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.



COMPLETE TRANSCONTINENTAL SERVICES — WESTBOUND



| | | | 173 | 517 | 521 | 393 | 133 | 383 | 509 | 123 | 149 | 381 | 219 | 347 | 553 | 721 | 365 | 182 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | DC-6 | Ex Sa | Ex Sa | Electra JET-P | DC-6 | B-707 + JET 75 FT | Ex Sa | DC-6 SaOn | DC-6 | B-707 + JET 5 FT | Electra JET-P | DC-6 Ex Sa | Electra JET-P | Ex Sa | DC-7 Ex Sa | Electra JET-P | DC-6 Ex Sa |
| **Boston** | EDT | Lv | pm j2.00 | pm 2.00 | pm | pm j3.00 | pm | pm | pm 2.25 | pm 2.00 | pm | pm | pm | pm | D5.15 | pm | pm | pm j4.00 | pm |
| Providence | " | Lv | j2.25 | | | j2.25 | | | – | – | | | | | | | | j2.25 | |
| Hartford/Springfield | " | Lv | j11.45 | | | j3.35 | | | 3.20 | 3.05 | | | | | | | | j3.30 | |
| **New York** (LaGuardia) | " | Lv | 4.00 | | | D4500 | | | | | 4.30 | D4445 | D4515 | | | | D5.10 | D5.30 | M5.40 |
| **New York** (International) | " | Lv | | | | | | | | | | | | | | | | | – |
| **New York** (Newark) | " | Lv | | | | | | | | | | | | D5.00 | D5.20 | | | | – |
| Philadelphia | " | Lv | | | | | | | | | | | | | | | | | – |
| **Baltimore** | " | Lv | | | | | D4535 | | | | | | | | | | | | – |
| **Washington** (Friendship International) | " | Lv | | | | | D4535 | | | | | | | | | | | | – |
| **Washington** (National) | EDT | Lv | | | | | | D4545 | | | | | | | | | | | – |
| Richmond | EST | Lv | | | | | | | | | | | | | | | | | – |
| Roanoke | EST | Lv | | | | | | | | | | | | | | | | | – |
| Albany/Schenectady | EDT | Ar | | 3.00 | | | | | 3.57 | 3.42 | | | | | | | | | 6.39 |
| Albany/Schenectady | " | Lv | | 3.10 | | | | | 4.08 | 4.05 | | | | | | | | | |
| Wilkes-Barre/Scranton | | Lv | | | | | | | – | – | | | | | | | | | |
| Syracuse | " | Lv | | | | | | | 5.06 | 5.10 | | | | | | | | | |
| Rochester | " | Lv | | | | | | | D5.55 | D6.05 | 6.20 | | | | 7.02 | | | | |
| **Buffalo** | " | Ar | | 4.41 | | | | | | | 6.47 | | | | 7.15 | | | | |
| **Buffalo** | " | Lv | | D6.00 | | | | | | | D7.10 | | | | 7.50 | | | | |
| Toronto | " | Ar | | – | | | | | | | | | | | | | | | |
| **Cleveland** | " | Ar | | 7.12 | | | | | | | | | | | | | | | |
| **Cleveland** | EDT | Lv | Via Co-lumbus & Louis-ville See Table 9 | | Termi-nates Nash-ville See Table 9 | | | | 6.41 | 6.40 | 7.34 | | | | | | | | |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Ar | | | | | D5.15 | | D6.55 | D7.00 | 7.55 | | | | | | | | |
| **Detroit/Windsor** (Detroit Metropolitan) | " | Lv | | | | | | Mer-cury/ Royal Coach-man Serv-ice | | | | Mer-cury/ Royal Coach-man Serv-ice | | | | | | | |
| Knoxville | EST | Lv | | | | | | | | | – | | | | | | | | |
| **Nashville** | CST | Ar | | | | | | | | | – | | | | | | | | |
| **Nashville** | " | Lv | | | | | | | | | – | | | | | | | | |
| **Memphis** | " | Ar | | | | | | | | | – | | | | | | | | |
| **Memphis** | " | Lv | | | | | | | | | – | | | | | | | | |
| Little Rock | CST | Lv | | | | | | | | | – | | | | | | | | |
| **Chicago** (O'Hare Field) | CDT | Ar | | | | 6.30 | 6.30 | | 8.17 | 8.15 | 9.10 | | | 7.20 | 7.10 | | 6.50 | | |
| **Chicago** (Midway Airport) | CDT | Ar | | | | | | | | | | | | | | | 7.15 | | |
| | | | DC-6 | | B-707 + JET 37 FT | | | | | | | | | | DC-6 | | 8.20 | | |

| | | | 903 | | | | | | | | | | | | 903 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Milwaukee** | CDT | Lv | | | | | | | | | | | | | | | | | |
| **Chicago** (Midway Airport) | " | Lv | | | | | D6.55 | | 8.40 | | | | | 7.50 | D7.30 | | | | |
| **Chicago** (O'Hare Field) | " | Lv | | | | D4645 | – | | – | | | | | – | | | | | |
| Peoria | " | Ar | | | | | – | | 9.34 | | | | | – | | | | | |
| Springfield, Ill. | " | Ar | | | | | – | | 10.11 | | | | | – | | | | | |
| **St. Louis** | " | Ar | | | | | 8.18 | | 11.02 | | | | | 9.13 | | | | | |
| **St. Louis** | CDT | Lv | | | | | 8.40 | | | | | | | | | | 7.40 | | |
| Springfield, Mo. | CST | Ar | | | | Mer-cury/ Royal Coach-man Serv-ice | – | | | | | | | | | | 8.00 | | |
| Joplin | " | Ar | | | | | – | | | | | | | | | | – | | |
| **Tulsa** | " | Ar | | | | | 9.20 | | | | | | | | | | 8.22 | | |
| **Tulsa** | " | Lv | | | | | 9.40 | | | | | | | | | | | | |
| **Oklahoma City** | " | Lv | | | | | r10.21 | | | | | | | | | | | | |
| **Dallas** | " | Ar | 9.40 | | | | | 7.20 | | | | 7.35 | | 9.05 | 10.10 | 9.36 | | | |
| **Dallas** | " | Lv | | 10.10 | | | | | | | | 7.55 | | 9.25 | | | | | |
| **Ft. Worth** | " | Ar | | | | | | | | | | 8.10 | | 9.40 | | | | | |
| Midland/Odessa | CST | Ar | | | | | | | | | | | | | | | | | |
| **El Paso** | MST | Ar | | | | | | | | | | | | | | | | | |
| Bisbee/Douglas | " | Ar | | | | | | | | | | | | | | | | | |
| Tucson | " | Ar | | | | | | | | | | | | | | | | | |
| Phoenix | MST | Ar | | 2.00 | | | | | | | | | | | 2.00 | | | | |
| San Diego | PDT | Ar | | 3.05 | | 8.45 | | 7.40 | | | | 7.20 | | | 3.05 | | | | |
| **Los Angeles** (International) | " | Ar | | | | | | | | | | | | | | | | | |
| **Oakland** | " | Ar | | | | | | | | | | | | | | | | | |
| **San Francisco** | PDT | Ar | | | | | | | | | | | | | | | | | |

B-707 + JET 37 FT: Mercury/ Royal Coachman Service

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCES MARKS SEE PAGE 46

AMERICAN AIRLINES

AMERICAN AIRLINES

# COMPLETE TRANSCONTINENTAL SERVICES — WESTBOUND

TABLE 7

| | | | Ex Sa | | DC-6 Air-coach 639T | DC-6 | | B-707 + JET 7 FT | DC-6 Air-coach 657T | | DC-6 Ex Sa | DC-6 Air-coach 655T | DC-6 Air-coach 621T | DC-6 Ex Sa | DC-6 | DC-7 Air-coach 673T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 535 | 597 | | 177 | 539 | | | 519 | 153 | | | 239 | 211 | |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| **Boston** | EDT | Lv | D5.20 | ..... | j4.00 | j5.00 | j5.00 | †3.00 | j6.00 | j6.00 | D6.50 | j6.00 | j7.00 | j8.00 | j8.00 | j8.05 | †9.00 |
| Providence | " | Lv | ..... | ..... | ..... | j2.25 | ..... | †2.25 | j5.15 | j5.15 | | j5.15 | j5.15 | j8.15 | j8.40 | ..... | †8.40 |
| Hartford/Springfield | " | Lv | ..... | j4.40 | j4.40 | j4.40 | j4.40 | †3.35 | j4.40 | j4.40 | | j4.40 | j4.40 | j8.10 | j8.10 | ..... | †8.10 |
| **New York** (LaGuardia) | " | Lv | ..... | D6.10 | D6.25 | D6.30 | D6.35 | ..... | 8.10 | 8.25 | | 8.25 | 9.10 | 10.00 | 10.25 | ..... | ..... |
| **New York** (International) | " | Lv | ..... | | | | | D4645 | – | | | | – | | ..... | | B1230 |
| **New York** (Newark) | " | Lv | ..... | | | | | | – | | | | – | | 11.45 | | |
| Philadelphia | " | Lv | ..... | | | | | | | | | | 10.20 | | 1.00 | | |
| **Washington** | EDT | Lv | ..... | | | | | | 10.00 | | | | 11.40 | | 2.20 | | |
| Richmond | EST | Lv | ..... | Daily | | | | | | | | | | | | | |
| Roanoke | EST | Lv | ..... | | | | | | | | | | | | | | |
| Albany/Schenectady | EDT | Ar | ..... | | | | | | | 9.25 | 7.48 | | | | | | |
| Albany/Schenectady | " | Lv | ..... | | | | | | | 9.40 | 8.10 | | | | | | |
| Wilkes-Barre/Scranton | | Lv | ..... | ▼ | Ex. Sa. | Via Louis-ville See Table 9 | | | | – | – | | | | | | |
| Syracuse | " | Lv | ..... | 7.42 | | | | | | 10.38 | 9.20 | | | 12.05 | | | |
| Rochester | " | Lv | ..... | 8.28 | | | | | | 11.25 | – | 10.10 | | – | | | |
| **Buffalo** | " | Ar | 7.39 | 8.56 | | | 8.24 | | | 11.53 | 10.08 | 10.37 | | 12.53 | | | Disc. 9/18 |
| **Buffalo** | " | Lv | 7.50 | 9.10 | | | | | | ..... | 10.30 | ..... | | ..... | | | |
| Toronto | " | Ar | ..... | Ex. Sa. | | | | | | ..... | | ..... | | ..... | | | |
| **Cleveland** | " | Ar | ..... | 10.22 | | | | | | ..... | | ..... | | ..... | | | |
| **Cleveland** | EDT | Lv | ..... | Termi-nates Cin-cinnati See Table 9 | ▼ | | | | | ..... | | ..... | | ..... | | | |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Ar | 8.21 | | 7.55 | | | | | ..... | 10.54 | ..... | | 11.30 | | | |
| **Detroit/Windsor** (Detroit Metropolitan) | " | Lv | ..... | | 8.15 | | | | | ..... | 11.15 | ..... | | 11.55 | | | |
| Knoxville | EST | Lv | ..... | | | | | | | ..... | – | ..... | | – | | | |
| **Nashville** | CST | Ar | ..... | | | 8.59 | | Mer-cury/ Royal Coach-man Serv-ice | 10.35 | ..... | – | ..... | | – | | | |
| **Nashville** | " | Lv | ..... | | | | | | 11.05 | ..... | – | ..... | | – | | | |
| **Memphis** | " | Ar | ..... | | | | | | 12.07 | ..... | – | ..... | | – | 3.40 | | |
| **Memphis** | " | Lv | ..... | | | | | | 12.30 | ..... | – | ..... | | – | 4.05 | | |
| Little Rock | CST | Lv | ..... | | | | | | | ..... | – | ..... | | – | | | |
| **Chicago** (O'Hare Field) | CDT | Ar | ..... | | | | | | | ..... | – | ..... | | – | | | |
| **Chicago** (Midway Airport) | CDT | Ar | ..... | | 9.30 | | | | | ..... | 12.30 | ..... | | 1.10 | | | |
| | | | | | DC-7 Air-coach 967T | | | | | | | | | | | | |
| **Milwaukee** | CDT | Lv | ..... | | | | | | | ..... | | ..... | | ..... | | | |
| **Chicago** (Midway Airport) | " | Lv | ..... | | | | | | | ..... | | ..... | | B1.50 | | | |
| **Chicago** (O'Hare Field) | " | Lv | ..... | | | | | | | ..... | | ..... | | ..... | | | |
| Peoria | " | Ar | ..... | | | | | | | ..... | | ..... | | ..... | | | |
| Springfield, Ill. | " | Ar | ..... | | | | | | | ..... | | ..... | | ..... | | | |
| **St. Louis** | " | Ar | ..... | | | | | | | ..... | | ..... | | ..... | | | |
| **St. Louis** | CDT | Lv | ..... | | | | | | | ..... | | ..... | | ..... | | | |
| Springfield, Mo. | CST | Ar | ..... | | | | | | | ..... | | ..... | | ..... | | | |
| Joplin | " | Ar | ..... | | | | | | | ..... | | ..... | | ..... | | | |
| **Tulsa** | " | Ar | ..... | | | | | | | ..... | | ..... | | ..... | | | |
| **Tulsa** | " | Lv | ..... | | | | | | | ..... | | ..... | | ..... | | | |
| **Oklahoma City** | " | Lv | ..... | | | | | | | ..... | | ..... | | ..... | | | |
| **Dallas** | " | Ar | ..... | | | | | | 2.25 | ..... | | 2.35 | | ..... | | | |
| **Dallas** | " | Lv | ..... | | | | | | 2.45 | ..... | | B3.05 | | B4.15 | | | |
| **Ft. Worth** | " | Ar | ..... | | | | | | 3.00 | ..... | | ..... | | ..... | 6.00 | | |
| **Ft. Worth** | " | Lv | ..... | | | | | | ..... | ..... | | ..... | | ..... | B6.30 | | |
| Midland/Odessa | CST | Ar | ..... | | | | | | ..... | ..... | | ..... | | ..... | 7.50 | | |
| **El Paso** | MST | Ar | ..... | | | | | | ..... | ..... | | ..... | | ..... | Ⓑ8.15 | | |
| **El Paso** | " | Lv | ..... | | | | | | | ..... | | ..... | | ..... | | | |
| Bisbee/Douglas | " | Ar | ..... | | | | | | | ..... | | ..... | | 5.50 | 9.15 | | |
| Tucson | " | Ar | ..... | | | | | | | ..... | | ..... | | m6.54 | 10.00 | | |
| Phoenix | MST | Ar | ..... | | | | | | | ..... | | ..... | | 9.00 | L1059 | | |
| San Diego | PDT | Ar | ..... | | | | | | | ..... | | ..... | | 10.05 | 1.00 | | |
| **Los Angeles** (International) | " | Ar | ..... | | | | | 9.20 | | ..... | | 7.20 | | 7.45 | 2.05 | 6.15 | |
| **San Diego** | " | Ar | ..... | | | | | | | ..... | | ..... | | ..... | ..... | | |
| **Oakland** | " | Ar | ..... | | | | | | | ..... | | ..... | | ..... | ..... | | |
| **San Francisco** | PDT | Ar | ..... | | | | | | | ..... | | ..... | | ..... | ..... | | |
| | | | pm | pm | pm | pm | pm | pm | am | pm | am | am | am | am | pm | pm | am |

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

AMERICAN AIRLINES



# COMPLETE TRANSCONTINENTAL SERVICES — EASTBOUND

TABLE 7

| | | | DC-7 Ex Sa 746 | DC-7 Air-coach 672T | | | | | | | | | DC-7 Air-coach 684T | | | DC-7 792-794 (FT) | DC-6 Air-coach 606T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | am | am | am | am | am | am | am | am | pm | am | am | am | pm | pm |
| **San Francisco** | PDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | A▲1025 | ..... | ..... | ..... | ..... | ..... |
| **Oakland** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Diego | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.40 |
| **Los Angeles** (International) | " | Lv | D7.15 | A▲845 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Disc. 9/17 | ..... | ..... | ..... | ..... | 9.50 |
| San Diego | PDT | Lv | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.30 | 11.50 |
| Tucson | MST | Lv | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | S▲1135 | B1255 |
| Phoenix | | Lv | r8.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tucson | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Bisbee/Douglas | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **El Paso** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **El Paso** | MST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Midland/Odessa | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Ft. Worth** | " | Ar | ..... | The Royal Coach-man | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | The Royal Coach-man | ..... | ..... | ..... | ..... | ..... |
| **Ft. Worth** | " | Lv | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| **Dallas** | " | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| **Dallas** | " | Lv | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| **Oklahoma City** | " | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| **Tulsa** | " | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| **Tulsa** | " | Lv | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| Joplin | " | Lv | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| Springfield, Mo. | CST | Lv | ..... | Disc. 9/17 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| **St. Louis** | CDT | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| **St. Louis** | " | Lv | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| Springfield, Ill. | " | Lv | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| Peoria | " | Lv | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| **Chicago** (O'Hare Field) | " | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ▼ | ..... | ..... | ..... | ..... | 8.25 |
| **Chicago** (Midway Airport) | " | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6.20 | ..... | ..... | ..... | ..... | ..... |
| | | | | | DC-6 Ex Sa & Su 144 | Ex Su 467 | 504 | Sun. Only 514 | DC-6 Ex Su 138 | Ex Su 562 | Sun. Only 526 | DC-6 Ex Sa & Su 204 | DC-6 Ex Su 236 | | DC-6 Ex Su 228 | DC-6 Ex Su 214 | Electra JET-P 300 | Mer-cury/ Royal Coach-man Serv-ice |
| **Chicago** (Midway Airport) | CDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7.00 | B7.10 | ..... | B8.00 | |
| **Chicago** (O'Hare Field) | CDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | | B7.30 | | 9.00 |
| Little Rock | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | | | | |
| **Memphis** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | | | | |
| **Memphis** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | | | | |
| **Nashville** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | | | | |
| **Nashville** | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | | | | |
| Knoxville | EST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | | | | |
| **Detroit/Windsor** (Detroit Metropolitan) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.02 | | 8.42 | | |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | B8.05 | ..... | | | 9.05 | | |
| **Cleveland** | EDT | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | | | | |
| **Cleveland** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | B8.25 | ..... | ..... | ..... | | | | | |
| Toronto | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ▼ | 9.25 | ..... | ▼ | ▼ | ..... | |
| **Buffalo** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.30 | ..... | 10.18 | 10.03 | ..... | 10.15 | 11.18 | ..... | |
| **Buffalo** | " | Lv | ..... | ..... | 6.30 | ..... | 7.05 | A8.00 | A8.30 | 9.40 | 10.40 | 10.40 | ◄ | ► | 10.45 | L1140 | ..... | |
| Rochester | " | Ar | ..... | ..... | B6.56 | ..... | A7.32 | 8.27 | – | 10.07 | L1107 | L1106 | ..... | ..... | – | | ..... | |
| Syracuse | " | Ar | ..... | ..... | ..... | ..... | 8.17 | 9.09 | 9.15 | – | – | ..... | ..... | ..... | 11.30 | | ..... | |
| Wilkes-Barre/Scranton | | Ar | ..... | ..... | ..... | ..... | – | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ▼ | ..... | |
| Albany/Schenectady | " | Ar | ..... | ..... | ..... | ..... | 9.27 | ..... | ..... | – | – | ..... | ..... | ..... | ..... | 12.52 | ..... | |
| Albany/Schenectady | EDT | Lv | ..... | ..... | ..... | A7.50 | 9.37 | ..... | ..... | – | – | ..... | ..... | ..... | ..... | 1.10 | ..... | |
| Roanoke | EST | Ar | ..... | ..... | ..... | – | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | |
| Richmond | EST | Ar | ..... | ..... | ..... | – | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | |
| **Washington** | EDT | Ar | ..... | ..... | ..... | – | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | |
| Baltimore | " | Ar | ..... | ..... | ..... | – | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | |
| Wilmington | " | Ar | ..... | ..... | ..... | – | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | |
| Philadelphia | " | Ar | ..... | ..... | ..... | – | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | |
| **New York** (Newark) | " | Ar | ..... | ▼ | ▼ | – | ▼ | ▼ | ▼ | 11.45 | – | ▼ | ▼ | ▼ | ▼ | ▼ | B9.20 | ▼ |
| **New York** (International) | " | Ar | ..... | 7.30 | ..... | – | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | |
| **New York** (LaGuardia) | " | Ar | ..... | ..... | 8.35 | 8.50 | 10.47 | 10.50 | ..... | ..... | 12.56 | 12.45 | ..... | ..... | 2.06 | 11.15 | ..... | 12.55 |
| Hartford/Springfield | " | Ar | ..... | + 1059 | ..... | ..... | 10.14 | ..... | ..... | ..... | ..... | j2.49 | ..... | ..... | j3.57 | ..... | ..... | j2.49 |
| Providence | " | Ar | ..... | + 1118 | ..... | ..... | – | ..... | j1.46 | ..... | ..... | ..... | ..... | ..... | j4.21 | j1.46 | ..... | |
| **Boston** | EDT | Ar | ..... | + 1065 | ..... | ..... | 11.05 | ..... | j12.55 | ..... | ..... | j2.55 | ..... | ..... | j3.55 | j12.55 | ..... | j2.55 |
| | | | pm | am | am | am | am | am | pm | am | pm | pm | am | am | pm | pm | am | pm |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 46

TABLE 7

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

AMERICAN AIRLINES

# COMPLETE TRANSCONTINENTAL SERVICES — EASTBOUND

TABLE 7

AMERICAN AIRLINES

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

| | | | DC-7 774 FT | B-707 + JET 10 FT | DC-6 Air-coach 600T | B-707 + JET 44 FT | DC-7 Air-coach 960T | | B-707 + JET 78 FT | DC-6 142 | | | | DC-6 966 FT | DC-6 Air-coach 638T | DC-7 Air-coach 694 T | B-707 + JET 38 FT | | DC-6 Air-coach 630T | DC-6 Sa On 224 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | am | pm | am | pm | am | pm | pm | Noon | pm | pm | pm | pm | pm | am | am |
| **San Francisco** | PDT | Lv | ..... | ..... | ..... | S♦1255 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ♦11.30 | ..... | ..... | ..... | ..... | ..... |
| **Oakland** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Diego | " | Lv | 10.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Los Angeles** (International) | " | Lv | S♦1120 | S♦1115 | 11.30 | ..... | ♦11.50 | ..... | S♦1155 | ..... | ..... | ..... | ..... | 11.15 | ..... | (A)♦1250 | S♦1230 | ..... | ..... | ..... |
| San Diego | PDT | Lv | ..... | ..... | ..... | ..... | 12.55 | ..... | ..... | ..... | ..... | ..... | ..... | First Class/ Air-Coach | ..... | ..... | ..... | ..... | ..... | ..... |
| Phoenix | MST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tucson | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Bisbee/Douglas | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **El Paso** | " | Ar | ..... | ..... | ..... | ..... | 3.25 | ..... | ..... | ..... | ..... | ..... | ..... | 2.20 | ..... | ..... | ..... | ..... | ..... | ..... |
| **El Paso** | MST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.45 | ..... | ..... | ..... | ..... | ..... | ..... |
| Midland/Odessa | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Ft. Worth** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Ft. Worth** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6.05 | 6.15 | ↔6.15 | ..... | ..... | ..... | ..... |
| **Dallas** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ↘ | B7.10 | B♦7.00 | ..... | ..... | B7.00 | ..... |
| **Dallas** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Oklahoma City** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Tulsa** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Tulsa** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Joplin | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Springfield, Mo. | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **St. Louis** | CDT | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **St. Louis** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | B7.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.10 |
| Springfield, Ill. | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Ex. Sa. & Su. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – |
| Peoria | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – |
| **Chicago** (O'Hare Field) | " | Ar | ..... | ..... | ..... | A6.55 | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | The Royal Coach-man | A6.10 | ..... | 11.20 | – |
| **Chicago** (Midway Airport) | CDT | Ar | ..... | ..... | 8.05 | ..... | ..... | ..... | ..... | ..... | 8.34 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.20 | 10.29 |
| | | | | | DC-6 Air-coach 602T | | Ex Sa 580 | Sat. Only 542 | | | DC-6 Sa On 116 | DC-6 Ex Sa 140 | DC-6 160 | 582 | | | DC-6 152 | Ex Sa 510 | DC-6 Ex Sa 220 | |
| **Chicago** (Midway Airport) | CDT | Lv | ..... | ..... | 8.30 | B1845 | ..... | B8.20 | ..... | 9.00 | ..... | ..... | ..... | ..... | ..... | ..... | 10.05 | ..... | L1200 | 11.00 |
| **Chicago** (O'Hare Field) | CDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – |
| Little Rock | CST | Lv | ..... | ..... | ..... | ..... | ..... | – | ..... | Ex. Sa. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – |
| **Memphis** | " | Ar | ..... | ..... | ..... | ..... | ..... | – | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – |
| **Memphis** | " | Lv | ..... | ..... | ..... | ..... | ..... | – | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – |
| **Nashville** | " | Ar | ..... | ..... | ..... | ..... | ..... | – | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – |
| **Nashville** | CST | Lv | ..... | ..... | ..... | ..... | ..... | – | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – |
| Knoxville | EST | Lv | ..... | ..... | ..... | ..... | ..... | – | ..... | – | ..... | ..... | ..... | Origi-nates Nash-ville See Table 9 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Detroit/Windsor** (Detroit Metropolitan) | " | Ar | ..... | ..... | ..... | ..... | ..... | 9.35 | ..... | 10.10 | ..... | ..... | ..... | ..... | ..... | ..... | 11.15 | ..... | ..... | 12.10 |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Lv | ..... | ..... | ..... | ..... | ..... | 9.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L1135 | ..... | ..... | ..... |
| **Cleveland** | EDT | Ar | B9.00 | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Cleveland** | " | Lv | ..... | ..... | ..... | ..... | L1110 | – | ..... | ..... | ..... | ..... | ..... | L1.20 | ..... | ..... | ..... | ..... | ..... | ..... |
| Toronto | " | Lv | ..... | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | 12.00 | – | ..... | ..... | ..... | ..... | ..... | ..... |
| **Buffalo** | " | Ar | ..... | ..... | 11.35 | ..... | 12.15 | 12.10 | ..... | ..... | ..... | ..... | 12.38 | 2.25 | ..... | ..... | 1.48 | ..... | ..... | ..... |
| **Buffalo** | " | Lv | ..... | ..... | L1200 | ..... | 12.26 | 12.26 | ..... | ..... | 1.35 | 1.35 | ↘ | 2.35 | ..... | ..... | 2.10 | 2.35 | ..... | ..... |
| Rochester | " | Ar | ..... | ..... | ..... | ..... | 12.53 | 12.53 | ..... | ..... | – | – | ..... | 3.02 | ..... | ..... | ..... | ↓ | ..... | ..... |
| Syracuse | " | Ar | ..... | ..... | ..... | ..... | 1.35 | 1.35 | ..... | ..... | 2.20 | 2.20 | ..... | ..... | ..... | ..... | ..... | 3.40 | ..... | ..... |
| Wilkes-Barre/Scranton | " | Ar | ..... | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3.22 | – | ..... | ..... |
| Albany/Schenectady | " | Ar | ..... | ..... | ..... | ..... | 2.32 | 2.32 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3.40 | – | ..... | ..... |
| Albany/Schenectady | EDT | Lv | ..... | ..... | ..... | ..... | 2.42 | 2.42 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... |
| Roanoke | EST | Ar | ..... | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... |
| Richmond | EST | Ar | ..... | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | 1.45 | ..... | ..... | – | ..... | ..... |
| **Washington** (National) | EDT | Ar | ..... | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | – | ..... | ..... |
| **Washington** (Friendship Int'l.) | " | Ar | ..... | ..... | ..... | ..... | – | – | ..... | A7.30 | ..... | ..... | ..... | ..... | – | ..... | ..... | – | ..... | ..... |
| Baltimore | " | Ar | ..... | ..... | ..... | ..... | – | – | ..... | A7.30 | ..... | ..... | ..... | ..... | – | ..... | ..... | – | ..... | ..... |
| Wilmington | " | Ar | ..... | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | – | ..... | ..... |
| Philadelphia | " | Ar | ..... | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | 3.03 | ..... | ..... | – | ..... | ..... |
| **New York** (Newark) | " | Ar | ..... | ..... | ..... | ..... | – | – | ..... | ..... | ..... | 3.55 | ..... | ..... | – | ..... | ..... | 4.38 | 3.50 | ..... |
| **New York** (International) | " | Ar | ..... | A7.10 | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | – | 1.45 | ..... | ..... | ..... | ..... |
| **New York** (LaGuardia) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4.00 | ..... | ..... | 4.46 | 4.05 | ..... | ..... | ..... | ..... | ..... |
| Hartford/Springfield | " | Ar | ..... | ÷ *1059* | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | *j7.07* | *j7.07* | ..... | 4.15 | ..... | ..... | ..... |
| Providence | " | Ar | ..... | ÷ *1118* | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | *j7.56* | *j7.56* | ..... | – | ..... | ..... | ..... |
| **Boston** | EDT | Ar | ..... | ÷ *1056* | 1.45 | 11.45 | 3.35 | 3.35 | ..... | ..... | ..... | ..... | ..... | *j6.55* | *j6.55* | ÷ *4.55* | 5.15 | ..... | ..... | ..... |
| | | | am | am | pm | am | pm | pm | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |



AMERICAN AIRLINES

COMPLETE TRANSCONTINENTAL SERVICES — EASTBOUND

TABLE 7

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

| | | | Electra JET-P 362 | DC-6 910 | | DC-7 720 | DC-6 Air-coach 650T | DC-6 120 | DC-7 764 | DC-7 908 | | | | Electra JET-P 532 | | | | DC-6 216 | | Electra JET-P 356 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | pm | am | am | am | am | pm | am | am | am | pm | pm | pm | pm | am | am | pm | pm |
| **San Francisco** | PDT | Lv | ..... | 9.15 | ..... | ..... | ..... | ..... | S♦1155 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Oakland** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Los Angeles** (International) | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Diego | PDT | Lv | ..... | ↓ | ..... | ..... | ..... | ..... | The Mer-cury | A1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Phoenix | MST | Lv | ..... | 12.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tucson | " | Lv | ..... | 1.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Bisbee/Douglas | " | Lv | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **El Paso** | " | Ar | ..... | 2.47 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **El Paso** | MST | Lv | ..... | 3.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Midland/Odessa | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Ft. Worth** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Ft. Worth** | " | Lv | ..... | ↓ | ..... | ..... | 6.35 | ..... | ↓ | ↓ | ..... | ..... | ..... | 8.25 | ..... | ..... | ♦8.45 | ..... | ..... | ..... |
| **Dallas** | " | Ar | ..... | 6.30 | ..... | ..... | 6.50 | ..... | A6.00 | 6.30 | ..... | ..... | ..... | 8.40 | ..... | ..... | 9.00 | ..... | ..... | ..... |
| **Dallas** | " | Lv | ..... | ↘ | ..... | B7.10 | B7.10 | B7.05 | ← | ← | ..... | ..... | ..... | 9.10 | ..... | L♦920 | L♦925 | ..... | ..... | ..... |
| **Oklahoma City** | " | Ar | ..... | ..... | ..... | ..... | ..... | 8.02 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | q8.55 | ..... | ..... |
| **Tulsa** | " | Ar | ..... | ..... | ..... | ..... | ..... | 9.02 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.37 | ..... | ..... |
| **Tulsa** | " | Lv | B7.40 | ..... | ..... | ..... | ..... | 9.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L1000 | ..... | ..... |
| Joplin | " | Lv | – | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Springfield, Mo. | CST | Lv | – | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **St. Louis** | CDT | Ar | 9.55 | ..... | ..... | ..... | ..... | 11.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **St. Louis** | " | Lv | L1015 | ..... | ..... | ..... | ..... | L1215 | ..... | ..... | ..... | ..... | ..... | 10.30 | ..... | ..... | L1115 | ..... | ..... | 12.55 |
| Springfield, Ill. | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L1122 | ..... | ..... | – | ..... | ..... | – |
| Peoria | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | Ex. Sa. | ..... | ..... | – |
| **Chicago** (O'Hare Field) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | – | ..... | ..... | – |
| **Chicago** (Midway Airport) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12.23 | ..... | ..... | 12.40 | 12.35 | The Mer-cury | 1.30 |
| Milwaukee | CDT | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | DC-6 | | | | | Electra JET-P | DC-6 Ex Sa | DC-6 | DC-6 | | | | | | | Electra JET-P |
| | | | The Mer-cury | 414 | 208 | | | | | 346 | 402 | 178 | 150 | 136 | | | | | | 312 |
| **Chicago** (Midway Airport) | CDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L1215 | ..... | ..... | L1.00 | ..... | ..... | ..... | ①1.10 | L1.00 | ..... | 2.00 |
| **Chicago** (O'Hare Field) | CDT | Lv | ..... | ..... | ..... | ..... | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... |
| Little Rock | CST | Lv | ..... | ..... | ..... | ..... | 8.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... |
| **Memphis** | " | Ar | ..... | ..... | ..... | ..... | 9.31 | 9.05 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... |
| **Memphis** | " | Lv | ..... | ..... | ..... | ..... | L1000 | 9.30 | ..... | ..... | ..... | 3.05 | ..... | ..... | ..... | ..... | Daily | ..... | ..... | ..... |
| **Nashville** | " | Ar | ..... | ..... | ..... | ..... | ..... | 10.32 | ..... | ..... | ..... | 4.07 | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... |
| **Nashville** | CST | Lv | ..... | ..... | ..... | ..... | ..... | L1100 | ..... | ..... | M1.00 | D4.30 | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... |
| Knoxville | EST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3.05 | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... |
| **Detroit/Windsor** (Detroit Metropolitan) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.25 | ..... | ..... | ..... |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.35 | ..... | ..... | ..... |
| **Cleveland** | EDT | Ar | ..... | ..... | ..... | ..... | ..... | 3.25 | ..... | ..... | ..... | ..... | Daily | ..... | ..... | ..... | – | ..... | ..... | ..... |
| **Cleveland** | " | Lv | ..... | ..... | ..... | ..... | ..... | 3.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... |
| Toronto | " | Lv | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4.00 | ..... | ..... | ..... |
| **Buffalo** | " | Ar | ..... | ..... | ..... | ..... | ..... | 4.47 | ..... | ..... | ..... | ..... | 4.05 | 4.38 | 4.55 | ..... | ..... | ..... | ..... | ..... |
| **Buffalo** | " | Lv | ..... | ..... | ..... | ..... | ..... | D5.10 | ..... | ..... | ..... | ..... | 4.25 | ↘ | 5.10 | ..... | ..... | ..... | ..... | ..... |
| Rochester | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | D5.37 | ..... | ..... | ..... | ..... | ..... |
| Syracuse | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | D5.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wilkes-Barre/Scranton | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Albany/Schenectady | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Albany/Schenectady | EDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Roanoke | EST | Ar | ..... | 12.50 | ..... | ..... | ..... | ..... | ..... | ..... | 4.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Richmond | EST | Ar | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | M5.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Washington** | EDT | Ar | ..... | 2.57 | 4.40 | ..... | ..... | 3.25 | ..... | ..... | 7.12 | ..... | ..... | ..... | ..... | ..... | 2.35 | ..... | ..... | 5.20 |
| Baltimore | " | Ar | ..... | 3.34 | ↓ | ..... | ..... | ↓ | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... |
| Wilmington | " | Ar | ..... | – | ↓ | ..... | ..... | ↓ | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... |
| Philadelphia | " | Ar | ..... | H4.35 | E5.56 | ..... | ..... | E5.53 | ..... | ..... | 8.21 | ..... | ..... | ..... | ..... | ..... | H4.35 | ..... | ..... | ..... |
| **New York** (Newark) | " | Ar | ..... | – | ↓ | ..... | ..... | ↓ | 6.40 | ..... | – | ↓ | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... |
| **New York** (International) | " | Ar | ..... | – | ↓ | 3.20 | ..... | ↓ | ..... | ..... | – | ↓ | ..... | ..... | ..... | ..... | ..... | 3.20 | ..... | ..... |
| **New York** (LaGuardia) | " | Ar | 2.00 | 4.57 | 6.15 | ..... | ..... | 5.05 | ..... | ..... | 9.17 | 11.10 | 6.45 | ..... | 7.21 | 4.15 | ..... | ..... | 5.15 | 5.15 |
| Hartford/Springfield | " | Ar | *j3.57* | *j7.07* | ..... | ..... | ..... | *j7.07* | ..... | ..... | *j11.17* | ..... | ..... | ..... | ..... | *j7.07* | ..... | ..... | *j7.07* | *j7.07* |
| Providence | " | Ar | *j4.21* | *j7.56* | *j7.56* | ..... | ..... | *j7.56* | ..... | ↓ | *j10.48* | ..... | ..... | ..... | ..... | *j7.56* | ..... | ..... | *j7.56* | *j7.56* |
| **Boston** | EDT | Ar | *j3.55* | *j6.55* | *j7.55* | ..... | ..... | *j6.55* | ..... | 3.50 | *j11.25* | ..... | *j8.55* | ..... | *j9.55* | *j5.55* | ..... | ..... | *j6.55* | *j6.55* |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 46



AMERICAN AIRLINES

AMERICAN AIRLINES

# COMPLETE TRANSCONTINENTAL SERVICES — EASTBOUND

TABLE 7

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in *LOCAL TIME* as observed in each city.

| | | | 470 | 900 | | 484 | 484 | | | 790 FT | 406 | 176 | 736 | 26 FT | 40 FT | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | am | am | pm | am | am | pm | pm | am | am | am | pm | am | pm | pm |
| **San Francisco** | PDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L4845 | ..... | ..... |
| **Oakland** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Los Angeles** (International) | " | Lv | ..... | ..... | A1.05 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Diego | PDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Phoenix | MST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | A7.20 | ..... | ..... | L4905 | ..... | ..... | ..... | ..... | ..... |
| Tucson | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L8.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Bisbee/Douglas | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **El Paso** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **El Paso** | MST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | B7.40 | ..... | ..... | ..... | ..... | ..... | ..... |
| Midland/Odessa | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.15 | – | ..... | ..... | ..... | ..... | ..... | ..... |
| **Ft. Worth** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.52 | 11.00 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Ft. Worth** | " | Lv | ..... | ..... | 6.50 | 7.50 | 7.50 | ..... | ..... | ..... | 10.05 | 11.25 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Dallas** | " | Ar | ..... | ..... | 7.05 | 8.05 | 8.05 | ..... | ..... | ..... | 10.20 | 11.40 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Dallas** | " | Lv | ..... | ..... | B7.20 | B8.20 | B8.20 | ..... | ..... | ..... | ..... | L1210 | ..... | L4215 | ..... | ..... | ..... | ..... |
| **Oklahoma City** | " | Ar | ..... | ..... | – | 9.25 | 9.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Tulsa** | " | Ar | ..... | ..... | 8.45 | 10.22 | 10.22 | ..... | ..... | Mercury/ Royal Coachman Service | ..... | ..... | The Mercury | Mercury/ Royal Coachman Service | Mercury/ Royal Coachman Service | ..... | ..... | ..... |
| **Tulsa** | " | Lv | ..... | ..... | 8.57 | L1035 | L1035 | ..... | ..... | | ..... | ..... | | | | ..... | ..... | ..... |
| Joplin | " | Lv | ..... | ..... | 9.46 | – | – | ..... | ..... | | ..... | ..... | | | | ..... | ..... | ..... |
| Springfield, Mo. | CST | Lv | ..... | ..... | 10.23 | – | – | ..... | ..... | | ..... | (Daily El Paso to Nashville) | | | | ..... | ..... | ..... |
| **St. Louis** | CDT | Ar | ..... | ..... | 12.26 | 1.21 | 1.21 | ..... | ..... | | ..... | | | | | ..... | ..... | ..... |
| **St. Louis** | " | Lv | ..... | ..... | L1240 | 1.33 | ..... | ..... | ..... | | ..... | | | | | ..... | ..... | ..... |
| Springfield, Ill. | " | Lv | ..... | ..... | ..... | 2.21 | ..... | ..... | ..... | | ..... | | | | | ..... | ..... | ..... |
| Peoria | " | Lv | ..... | ..... | Daily | 2.57 | ..... | ..... | ..... | | ..... | | | | | ..... | ..... | ..... |
| **Chicago** (O'Hare Field) | " | Ar | ..... | ..... | 2.07 | – | ..... | ..... | ..... | 3.10 | ..... | ..... | 3.55 | 3.20 | 2.45 | ..... | ..... | ..... |
| **Chicago** (Midway Airport) | " | Ar | ..... | ..... | Ex. Sa. | 3.45 | ..... | ..... | ..... | | ..... | | | | | ..... | ..... | ..... |
| Milwaukee | CDT | Ar | ..... | ..... | 2.59 | ..... | ..... | ..... | ..... | | ..... | | | | | ..... | ..... | ..... |

| | | | Ex Sa DC-6 Air-coach 640T | DC-6 Ex Sa 134 | Ex Sa 567 | Ex Sa 530 | Ex Sa 586 | | DC-6 Air-coach 614T | Electra JET-P 390 | DC-6 Ex Sa 230 | | Ex Sa 588 | 584 | DC-6 Ex Sa 232 | DC-6 Sa On 128 | DC-7 758 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | pm | pm | pm | pm | pm | am | pm | pm | pm | am | am | pm | Midn. | pm | |
| **Chicago** (Midway Airport) | CDT | Lv | 2.20 | 3.00 | ..... | ..... | ..... | 4.15 | 3.00 | D4.00 | ..... | ..... | ..... | ..... | ..... | ..... | D5.10 | ..... |
| **Chicago** (O'Hare Field) | CDT | Lv | ..... | ..... | 3.25 | ..... | ..... | ..... | ..... | ..... | 4.35 | ..... | ..... | ..... | 5.10 | 5.10 | ..... | ..... |
| Little Rock | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1.55 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Memphis** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.38 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Memphis** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3.00 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Nashville** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Ex. Sa. | ..... | 4.02 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Nashville** | CST | Lv | ..... | ..... | ..... | ..... | Originates Nashville See Table 9 | Via Indianapolis & Cincinnati See Table 25 | ..... | | ..... | D4.25 | Originates Louisville See Table 9 | Originates Cincinnati See Table 9 | ..... | ..... | ..... | ..... |
| Knoxville | EST | Lv | ..... | ..... | ..... | ..... | ..... | | ..... | | ..... | | | | ..... | ..... | ..... | ..... |
| **Detroit/Windsor** (Detroit Metropolitan) | " | Ar | 3.30 | 4.10 | ..... | 4.40 | ..... | | ..... | The Captain's Flagship (†) (x) | 5.47 | ..... | ..... | ..... | 6.22 | 6.22 | ..... | ..... |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Lv | 4.00 | D4.30 | ..... | 4.50 | D5.55 | | ..... | | D6.05 | ..... | ..... | ..... | D6.45 | D6.45 | ..... | ..... |
| **Cleveland** | EDT | Ar | ..... | ..... | ..... | ..... | ..... | | ..... | | ..... | ..... | ..... | ..... | – | – | ..... | ..... |
| **Cleveland** | " | Lv | ..... | ..... | ..... | ..... | ..... | | ..... | | ..... | ..... | D6.20 | D7.15 | – | – | ..... | ..... |
| Toronto | " | Lv | ..... | ..... | ..... | ..... | ..... | | ..... | | ..... | ..... | – | – | – | – | ..... | ..... |
| **Buffalo** | " | Ar | ..... | ..... | ..... | 7.10 | – | | ..... | | ..... | ..... | 7.25 | 8.20 | – | 8.58 | ..... | ..... |
| **Buffalo** | " | Lv | ..... | ..... | ..... | D7.20 | – | | ..... | | ..... | ..... | 7.35 | 8.30 | – | 9.15 | ..... | ..... |
| Rochester | " | Ar | ..... | ..... | ..... | ..... | 7.12 | | ..... | | ..... | ..... | – | 8.57 | 9.10 | 9.41 | ..... | ..... |
| Syracuse | " | Ar | ..... | ..... | ..... | ..... | ..... | | ..... | | ..... | Ex. Sa. | 8.22 | 9.39 | 10.01 | 10.26 | ..... | ..... |
| Wilkes-Barre/Scranton | | Ar | ..... | ..... | ..... | ..... | ..... | | ..... | | ..... | ..... | – | – | – | – | ..... | ..... |
| Albany/Schenectady | " | Ar | ..... | ..... | ..... | ..... | ..... | | ..... | | ..... | ..... | – | 10.37 | – | – | ..... | ..... |
| Albany/Schenectady | EDT | Lv | ..... | ..... | 7.40 | ..... | ..... | | ..... | | ..... | ..... | – | 10.55 | – | – | ..... | ..... |
| Roanoke | EST | Ar | ..... | ..... | – | ..... | ..... | | ..... | | ..... | ..... | – | ..... | – | – | ..... | ..... |
| Richmond | EST | Ar | ..... | ..... | – | ..... | ..... | | ..... | | ..... | ..... | – | ..... | – | – | ..... | ..... |
| **Washington** | EDT | Ar | ..... | ..... | – | 9.28 | ..... | | ..... | | ..... | ..... | – | ..... | – | – | ..... | ..... |
| Baltimore | " | Ar | ..... | ..... | – | ..... | ..... | | ..... | | ..... | ..... | – | ..... | – | – | ..... | ..... |
| Wilmington | " | Ar | ..... | ..... | – | ..... | ..... | | ..... | | ..... | ..... | – | ..... | – | – | ..... | ..... |
| Philadelphia | " | Ar | ..... | ..... | – | s11.04 | ..... | | ..... | | ..... | ..... | – | ..... | – | – | ..... | ..... |
| **New York** (Newark) | " | Ar | ..... | 7.40 | – | ..... | ..... | | ..... | | ..... | ..... | – | ..... | – | – | ..... | ..... |
| **New York** (International) | " | Ar | ..... | ..... | – | ..... | ..... | | ..... | | ..... | ..... | – | ..... | – | – | ..... | ..... |
| **New York** (LaGuardia) | " | Ar | 7.10 | ..... | 8.40 | 8.55 | 8.56 | | 6.55 | 7.15 | ..... | 9.30 | 10.02 | ..... | 11.35 | 12.00 | ..... | ..... |
| Hartford/Springfield | " | Ar | ..... | ..... | ..... | j11.17 | j11.17 | | ..... | ..... | ..... | j11.17 | ..... | 11.32 | ..... | ..... | ..... | ..... |
| Providence | " | Ar | j10.48 | ..... | ..... | j10.48 | j10.48 | | ..... | ..... | ..... | j12.23 | j12.23 | – | ..... | ..... | ..... | ..... |
| **Boston** | EDT | Ar | j8.55 | ..... | ..... | j11.25 | j11.25 | | j8.55 | j8.55 | 9.40 | j11.55 | j11.55 | 12.25 | ..... | ..... | 9.05 | ..... |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | pm | Midn. | pm | |



AMERICAN AIRLINES

# COMPLETE TRANSCONTINENTAL SERVICES — EASTBOUND

TABLE 7

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in *LOCAL TIME* as observed in each city.

| | | | DC-7 Air-coach 680T | | | DC-6 210 | DC-6 Air-coach 622T | | B-707 + JET 76 FT | DC-7 740 | DC-6 100 | DC-7 776 FT | Electra JET-P 364 | DC-7 906 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | pm | pm | am | am | pm | am | am | am | am | pm | am | | | | |
| **San Francisco** | PDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | | | |
| **Oakland** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | | | |
| San Diego | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7.25 | ..... | ..... | ..... | | | | |
| **Los Angeles** (International) | " | Lv | L4925 | ..... | ..... | ..... | 7.05 | ..... | L4800 | B8.00 | B8.35 | L4855 | ..... | A8.40 | | | | |
| San Diego | PDT | Lv | ..... | ..... | ..... | ..... | B8.15 | ..... | ..... | – | – | ..... | ..... | ..... | | | | |
| Phoenix | MST | Lv | ..... | ..... | ..... | ..... | L1015 | ..... | ..... | 10.00 | r10.15 | ..... | ..... | ..... | | | | |
| Tucson | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L1105 | ..... | ..... | ..... | ..... | | | | |
| Bisbee/Douglas | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | | | |
| **El Paso** | MST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Mercury/ Royal Coachman Service | ..... | ..... | | | | |
| Midland/Odessa | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | | | | |
| **Ft. Worth** | " | Lv | ..... | ..... | ..... | 10.40 | ..... | ..... | ..... | ..... | ..... | | ..... | L2.05 | | | | |
| **Dallas** | " | Ar | ..... | ..... | ..... | 10.55 | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | | | | |
| **Dallas** | " | Lv | ..... | ..... | ..... | M1120 | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | | | | |
| **Oklahoma City** | " | Ar | ..... | ..... | ..... | Ⓜ1217 | ..... | ..... | ..... | 3.00 | ..... | | ..... | ..... | | | | |
| **Tulsa** | " | Ar | ..... | ..... | ..... | 1.17 | ..... | ..... | ..... | 3.57 | ..... | | ..... | ..... | | | | |
| **Tulsa** | " | Lv | ..... | ..... | ..... | 1.35 | ..... | ..... | ..... | 4.30 | ..... | | ..... | ..... | | | | |
| Joplin | " | Lv | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | | | | |
| Springfield, Mo. | CST | Lv | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | | | | |
| **St. Louis** | CDT | Ar | ..... | ..... | ..... | 4.10 | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | | | | |
| **St. Louis** | " | Lv | ..... | ..... | ..... | 4.30 | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | | | | |
| Springfield, Ill. | " | Lv | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | | | | |
| Peoria | " | Lv | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | | | | |
| **Chicago** (O'Hare Field) | " | Ar | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | | | | |
| **Chicago** (Midway Airport) | " | Ar | ..... | ..... | ..... | 5.49 | 5.50 | ..... | Mercury/ Royal Coachman Service | ..... | DC-6 | | ..... | ..... | | | | |
| Milwaukee | CDT | Ar | ..... | ..... | ..... | ..... | ..... | Electra JET-P 318 | | ..... | | | ..... | ..... | | | | |

| | | | The Royal Coachman (Disc. 9/17 Los Angeles to Chicago) | Ex Sa 554 | Ex Sa 516 | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | pm | pm | pm | am | am | pm | am | am | am | pm | pm | | |
| **Chicago** (Midway Airport) | CDT | Lv | D5.35 | ..... | D5.40 | D6.20 | D6.20 | D7.00 | ..... | ..... | 7.30 | Via Cincinnati See Table 9 | ..... | ..... | ..... | ..... | | |
| **Chicago** (O'Hare Field) | CDT | Lv | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | – | | ..... | ..... | ..... | ..... | | |
| Little Rock | CST | Lv | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | – | | ..... | ..... | ..... | ..... | | |
| **Memphis** | " | Ar | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | – | | ..... | ..... | ..... | ..... | | |
| **Memphis** | " | Lv | ..... | ..... | – | ..... | ..... | ..... | ..... | 6.20 | – | | ..... | ..... | ..... | ..... | | |
| **Nashville** | " | Ar | ..... | ..... | – | ..... | ..... | ..... | ..... | D6.45 | – | | ..... | ..... | ..... | ..... | | |
| **Nashville** | CST | Lv | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | – | | ..... | ..... | ..... | ..... | | |
| Knoxville | EST | Lv | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | – | | ..... | ..... | ..... | ..... | | |
| **Detroit/Windsor** (Detroit Metropolitan) | " | Ar | ..... | 6.55 | ..... | ..... | 7.30 | ..... | ..... | ..... | 8.40 | | ..... | ..... | ..... | ..... | | |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Lv | ..... | Ⓓ7.10 | ..... | ..... | 7.55 | ..... | ..... | ..... | 9.00 | | ..... | The Mercury | ..... | ..... | | |
| **Cleveland** | EDT | Ar | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | – | | ..... | ..... | ..... | ..... | | |
| **Cleveland** | " | Lv | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | – | | ..... | ..... | ..... | ..... | | |
| Toronto | " | Lv | 8.40 | – | ..... | ..... | ..... | ..... | ..... | ..... | – | | ..... | ..... | ..... | ..... | | |
| **Buffalo** | " | Ar | 9.17 | 9.30 | 9.25 | ..... | ..... | Ex. Sa. | ..... | ..... | – | | ..... | ..... | ..... | ..... | | |
| **Buffalo** | " | Lv | 9.30 | 9.50 | Ⓨ9.55 | ..... | ..... | ..... | ..... | ..... | – | | ..... | ..... | ..... | ..... | | |
| Rochester | " | Ar | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | 11.25 | | ..... | ..... | ..... | ..... | | |
| Syracuse | " | Ar | ..... | – | Ⓨ1040 | ..... | ..... | ..... | ..... | ..... | 12.11 | | ..... | ..... | ..... | ..... | | |
| Wilkes-Barre/Scranton | | Ar | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | | |
| Albany/Schenectady | " | Ar | ..... | 11.08 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | | |
| Albany/Schenectady | EDT | Lv | ..... | 11.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | | |
| Roanoke | EST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | | |
| Richmond | EST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | | |
| **Washington** (National) | EDT | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.50 | ..... | | ..... | ..... | ..... | ..... | | |
| **Washington** (Friendship International) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | 3.35 | – | ..... | | ..... | ..... | ..... | ..... | | |
| Baltimore | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | 3.35 | – | ..... | | ..... | ..... | ..... | ..... | | |
| Wilmington | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | | ..... | ..... | ..... | ..... | | |
| Philadelphia | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12.00 | ..... | | ..... | ..... | ..... | ..... | | |
| **New York** (Newark) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | | ..... | ..... | ..... | ..... | | |
| **New York** (International) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1.00 | ..... | | 9.50 | ..... | ..... | ..... | | |
| **New York** (LaGuardia) | " | Ar | ..... | 11.05 | 12.20 | ..... | 11.05 | 10.15 | ..... | ..... | ..... | | ..... | 8.45 | ..... | ..... | | |
| Hartford/Springfield | " | Ar | ..... | ..... | ..... | ..... | ..... | j12.23 | ..... | ..... | ..... | | ..... | j11.17 | ..... | ..... | | |
| Providence | " | Ar | ..... | ..... | ..... | ..... | ..... | j11.55 | ..... | ..... | ..... | | ..... | j10.48 | ..... | ..... | | |
| **Boston** | EDT | Ar | 9.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | 10.08 | ..... | ..... | | |
| | | | pm | | | am | pm | pm | pm | am | am | | pm | pm | pm | pm | | |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 46



AMERICAN AIRLINES

AMERICAN AIRLINES

# COMPLETE TRANSCONTINENTAL SERVICES — EASTBOUND

TABLE 7

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

| | | | B-707 + JET 2 FT | 400 | DC-6 | DC-7 | DC-7 | DC-6 | DC-6 | DC-6 | DC-7 | Electra JET-P | Electra JET-P | B-707 + JET 30 FT | DC-6 Air-coach 654 T | B-707 + JET 32 FT | DC-7 | 472 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | pm | am | am | am | am | pm | pm | am | pm | pm | am | am | am | am | pm |
| **San Francisco** | PDT | Lv | ..... | ..... | ..... | 8.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Oakland** | " | Lv | ..... | ..... | ..... | L9.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Diego | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Los Angeles** (International) | " | Lv | L8.45 | ..... | L9.50 | ..... | B8.05 | ..... | ..... | ..... | 7.45 | ..... | ..... | L9.15 | 9.40 | L10.15 | L10.30 | ..... |
| San Diego | PDT | Lv | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | B9.00 | ..... | ..... | ..... | L10.50 | ..... | ..... | ..... |
| Phoenix | MST | Lv | ..... | ..... | ..... | ..... | – | L11.15 | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | First Class/ Air-coach | ..... |
| Tucson | " | Lv | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | 11.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Bisbee/Douglas | " | Lv | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **El Paso** | " | Ar | ..... | ..... | ..... | ..... | 10.55 | ..... | ..... | ..... | 12.10 | ..... | ..... | 1.25 | ..... | ..... | ..... | ..... |
| **El Paso** | MST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L12.35 | ..... | ..... | – | ..... | ..... | ..... | ..... |
| Midland/Odessa | CST | Lv | ..... | 2.05 | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | – | ..... | ..... | ..... | ..... |
| **Ft. Worth** | " | Ar | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | Daily | ..... | ..... | – | ..... | ..... | 3.50 | ..... |
| **Ft. Worth** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | 3.00 | ..... | – | ..... | ..... | – | ..... | ..... | ..... | ..... |
| **Dallas** | " | Ar | ..... | 3.44 | 3.55 | 3.55 | ..... | 3.50 | ..... | ..... | 3.40 | ..... | ..... | 4.15 | 4.20 | 4.20 | ..... | ..... |
| **Dallas** | " | Lv | ..... | 3.55 | ..... | ..... | ..... | D4.35 | ..... | 4.30 | D4.20 | ..... | ..... | D4.40 | 4.45 | ..... | ..... | ..... |
| **Ft. Worth** | " | Ar | ..... | 4.10 | ..... | ..... | ..... | ..... | ..... | – | Ex. Sa. (Dallas-Buffalo) | ..... | ..... | ..... | 5.00 | ..... | ..... | ..... |
| **Oklahoma City** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5.27 | ..... | ..... | ..... | ..... | D5.25 | ..... | ..... | ..... |
| **Tulsa** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6.32 | 7.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Tulsa** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | D6.55 | 7.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Joplin | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Springfield, Mo. | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Daily | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **St. Louis** | CDT | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7.40 |
| **St. Louis** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – |
| Springfield, Ill. | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Ex. Sa. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – |
| Peoria | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Chicago** (O'Hare Field) | " | Ar | ..... | ..... | ..... | ..... | ..... | Via Cincinnati See Table 9 | ..... | 11.09 | ..... | ..... | ..... | 8.05 | 2.55 | 3.55 | 9.07 | ..... |
| **Chicago** (Midway Airport) | " | Ar | ..... | ..... | DC-6 Ex Sa | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Milwaukee | CDT | Ar | ..... | ..... | 156 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Chicago** (Midway Airport) | CDT | Lv | ..... | ..... | 8.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.25 | ..... | ..... | 9.25 | ..... |
| **Chicago** (O'Hare Field) | CDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | 4.40 | ..... | ..... | ..... | ..... | ..... | 7.20 | ..... | ..... | ..... |
| Little Rock | CST | Lv | ..... | ..... | ..... | ..... | ..... | (Ex Sa Cleveland-Cincinnati) | 5.23 | ..... | ..... | The Mercury | ..... | ..... | 7.45 | ..... | Daily | ..... |
| **Memphis** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | D5.50 | ..... | ..... | ..... | ..... | ..... | 8.47 | ..... | ..... | ..... |
| **Memphis** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.10 | ..... | ..... | ..... |
| **Nashville** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Nashville** | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Knoxville | EST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Detroit/Windsor** (Detroit Metropolitan) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.19 | ..... | ..... | 10.40 | ..... |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.50 | ..... |
| **Cleveland** | EDT | Ar | ..... | ..... | ..... | ..... | ..... | 11.38 | ..... | ..... | 10.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Cleveland** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.05 | ..... | ..... | ..... | ..... | ..... | Ex. Sa. | ..... |
| Toronto | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Buffalo** | " | Ar | ..... | ..... | 11.35 | ..... | ..... | ..... | ..... | ..... | 12.04 | ..... | ..... | ..... | ..... | ..... | 1.10 | ..... |
| **Buffalo** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Rochester | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Syracuse | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wilkes-Barre/Scranton | | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Albany/Schenectady | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Albany/Schenectady | EDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Roanoke | EST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Richmond | EST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Washington** | EDT | Ar | ..... | ..... | ..... | ..... | ..... | ..... | 10.50 | ..... | ..... | 10.05 | ..... | ..... | 1.35 | ..... | ..... | ..... |
| Baltimore | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... |
| Wilmington | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... |
| Philadelphia | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.04 | ..... | ..... | ..... | ..... | ..... | ..... |
| **New York** (Newark) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... |
| **New York** (International) | " | Ar | 4.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... |
| **New York** (LaGuardia) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | 12.25 | ..... | ..... | 12.04 | ..... | ..... | 3.15 | ..... | ..... | ..... |
| Hartford/Springfield | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Providence | " | Ar | ‡7.56 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Boston** | EDT | Ar | ‡7.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | pm | pm | pm | pm | am | pm | am | pm | am | am | pm | pm | am | pm | pm | am |



AMERICAN AIRLINES

# COMPLETE TRANSCONTINENTAL SERVICES — EASTBOUND



FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

| | | | B-707 + JET 24 FT | B-707 + JET 12 FT | 474 | DC-6 | B-70 + JET 8 FT | B-707 + JET 48 FT | DC-6 | B-707 + JET 6 FT | DC-7 | DC-7 | DC-6 | DC-7 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Noon | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| **San Francisco** | PDT | Lv | ..... | ..... | ..... | L1.00 | ..... | D4.30 | ..... | ..... | ..... | D4.15 | ..... | ..... |
| **Oakland** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Diego | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Los Angeles** (International) | " | Lv | L12.00 | D2.30 | ..... | ..... | D1.30 | ..... | 2.00 | D4.00 | D4.55 | ..... | 4.40 | D4.30 |
| San Diego | PDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Ex.Mo | D5.50 | ..... |
| Phoenix | MST | Lv | ..... | ..... | ..... | 4.10 | ..... | Mercury/ Royal Coachman Service | 4.30 | ..... | The Mercury | ..... | 7.45 | The Mercury |
| Tucson | " | Lv | ..... | ..... | ..... | – | ..... | ..... | – | ..... | ..... | Mercury/ Royal Coachman Service | 8.45 | ..... |
| Bisbee/Douglas | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.33 | ..... |
| **El Paso** | " | Ar | ..... | ..... | ..... | 5.45 | ..... | ..... | 5.47 | ..... | ..... | ..... | 10.33 | ..... |
| **El Paso** | MST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | D6.15 | ..... | ..... | ..... | 10.55 | ..... |
| Midland/Odessa | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | 8.45 | ..... | ..... | ..... | – | ..... |
| **Ft. Worth** | " | Ar | ..... | ..... | 4.20 | ..... | ..... | ..... | 10.10 | ..... | 10.15 | ..... | 2.15 | ..... |
| **Ft. Worth** | " | Lv | ..... | ..... | 4.35 | ..... | ..... | ..... | 10.50 | ..... | 10.40 | 10.20 | 2.50 | ..... |
| **Dallas** | " | Ar | 3.50 | ..... | 4.50 | ..... | ..... | ..... | ..... | ..... | 10.55 | ..... | ..... | 10.55 |
| **Dallas** | " | Lv | D4.45 | ..... | – | ..... | ..... | ..... | ..... | ..... | 11.20 | ..... | ..... | ..... |
| **Ft. Worth** | " | Ar | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... |
| **Oklahoma City** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12.10 | ..... | ..... | ..... |
| **Tulsa** | " | Ar | ..... | ..... | 6.15 | ..... | ..... | ..... | ..... | ..... | 1.07 | ..... | ..... | ..... |
| **Tulsa** | " | Lv | ..... | ..... | M6.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Joplin | " | Lv | ..... | ..... | 7.19 | ..... | ..... | ..... | ..... | ..... | (Ex Sa Los Angeles-Dallas) | ..... | ..... | ..... |
| Springfield, Mo. | CST | Lv | ..... | ..... | 7.56 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **St. Louis** | CDT | Ar | ..... | ..... | 9.59 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **St. Louis** | " | Lv | ..... | ..... | 10.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Springfield, Ill. | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Peoria | " | Lv | ..... | ..... | 11.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Chicago** (O'Hare Field) | " | Ar | ..... | ..... | ..... | ..... | ..... | 8.30 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Chicago** (Midway Airport) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Milwaukee | CDT | Ar | ..... | ..... | 590 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Chicago** (Midway Airport) | CDT | Lv | ..... | ..... | ..... | ..... | ..... | ‡9.00 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Chicago** (O'Hare Field) | CDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Little Rock | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | 12.40 | ..... | ..... | ..... | 4.40 | ..... |
| **Memphis** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | 1.05 | ..... | ..... | ..... | 5.05 | ..... |
| **Memphis** | " | Lv | ..... | ..... | D5.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6.07 | ..... |
| **Nashville** | " | Ar | ..... | ..... | 6.58 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | B6.50 | ..... |
| **Nashville** | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.05 | ..... |
| Knoxville | EST | Lv | ..... | ..... | Terminates Cleveland See Table 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Detroit/Windsor** (Detroit Metropolitan) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Cleveland** | EDT | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Cleveland** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Toronto | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Buffalo** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Buffalo** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Rochester | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Syracuse | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wilkes-Barre/Scranton | | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Albany/Schenectady | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Albany/Schenectady | EDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Roanoke | EST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Richmond | EST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Washington** | EDT | Ar | ..... | ..... | ..... | ..... | ..... | ..... | B6.05 | ..... | ..... | ..... | M1200 | ..... |
| Baltimore | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | – | ..... |
| Wilmington | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | – | ..... |
| Philadelphia | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | E8.00 | ..... | ..... | ..... | 1.13 | ..... |
| **New York** (Newark) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | – | ..... |
| **New York** (International) | " | Ar | 9.55 | ..... | ..... | ..... | 9.25 | 11.50 | – | 11.55 | ..... | ..... | – | ..... |
| **New York** (LaGuardia) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | 7.45 | ..... | ..... | ..... | 2.15 | ..... |
| Hartford/Springfield | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | j10.59 | ..... | ..... | ..... | j3.57 | ..... |
| Providence | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | j9.36 | ..... | ..... | ..... | j4.21 | ..... |
| **Boston** | EDT | Ar | ..... | 10.35 | ..... | ..... | ..... | ..... | j9.55 | ..... | ..... | ..... | j4.55 | ..... |
| | | | pm | pm | pm | pm | pm | pm | am | pm | am | pm | pm | pm |



AMERICAN AIRLINES

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

AMERICAN AIRLINES

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

## From NEW YORK to DALLAS/FT. WORTH

TABLE 7A

| | | | FIRST CLASS SERVICE | | | | | | AIRCOACH SERVICE | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | +B-707 85 | Electra 385 | DC-6 165 | DC-6 173 | Electra 381 | DC-6 211 | +B-707 85 FT | DC-6 637 T | DC-7 695 T | DC-6 657 T | DC-6 655 T |
| | | | am | am | pm | pm | pm | pm | am | am | pm | pm | pm |
| New York (LaGuardia Airport) | EDT | Lv | ..... | L9.10 | L12.30 | D4.00 | ..... | ..... | ..... | L10.10 | ..... | 8.10 | 9.10 |
| New York (International Airport) | " | Lv | S9.05 Mercury Service | The Mercury JET-P | ↓ | ↓ | D5.15 The Mercury | ..... | S9.05 Royal Coach-man | ↓ | D2.15 The Royal Coach-man | ↓ | ↓ |
| New York (Newark Airport) | EDT | Lv | ↓ | ↓ | ↓ | ↓ | ↓ | 11.45 | ↓ | ↓ | ↓ | ↓ | ↓ |
| Dallas | CST | Ar | 10.20 | 12.55 | 5.40 | 9.40 | 7.35 | 6.10 | 10.20 | 3.10 | 5.35 | 2.25 | 2.35 |
| Ft. Worth | CST | Ar | ..... | ..... | ..... | ..... | 8.10 | ..... | ..... | ..... | ..... | 3.00 | ..... |
| | | | am | pm | pm | pm | pm | am | am | pm | pm | am | am |
| NONSTOP EXCEPT AS SHOWN | | | JET | TWO-STOP | TWO-STOP | TWO-STOP | JET-P | THREE-STOP | JET | ONE-STOP | | THREE-STOP | TWO STOP |
| For more detail refer to Table Nos. → | | | | 7 | 7 | 9 | | 7 | | 7 | | 7 | 7 |

## From DETROIT to LOS ANGELES/SAN FRANCISCO

TABLE 7B

| | | | FIRST CLASS SERVICE | | | | | AIRCOACH SERVICE | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 557- The Mercury +B-707 JET 31 | 557- The Mercury +B-707 JET 49 | DC-6 215- The Mercury +B-707 JET 41 | DC-6 223- The Mercury +B-707 JET 35 | DC-6 223- The Mercury +B-707 JET 45 | 557- Royal Coachman +B-707 JET 31 FT | 557- Royal Coachman +B-707 JET 49 FT | Royal Coachman DC-7 667T | Royal Coachman DC-7 689T | DC-6 215- The Mercury +B-707 JET 41 | DC-6 223- Royal Coachman +B-707 JET 35 FT | DC-6 223- Royal Coachman +B-707 JET 45 FT | DC-6 Air-coach 621T |
| | | | am | am | am | pm | am | am | am | am | am | am | pm | am | pm |
| Detroit/Windsor (Detroit Metropolitan) | EST | Lv | B7.05 | B7.05 | Ⓨ11.25 | 2.50 | 2.50 | B7.05 | B7.05 | L9.50 | 9.50 | Ⓨ11.25 | 2.50 | 2.50 | B11.55 |
| Los Angeles (Int'l. Airport) | PDT | Ar | L11.00 | – | – | D6.45 | – | L11.00 | – | 3.35 Disc. Aft. 9/16 | Disc. Aft. 9/16 | – | D6.45 | – | 10.05 |
| Oakland | " | Ar | ..... | – | – | ..... | – | ..... | – | ..... | ..... | – | ..... | – | ..... |
| San Francisco | PDT | Ar | ..... | L12.05 | L3.45 | ..... | D8.15 | ..... | L12.05 | L4.05 | L3.45 | ..... | D8.15 | ..... | ..... |
| | | | am | pm | pm | pm | pm | am | pm | pm | pm | pm | pm | pm | am |
| | | | Chicago Conn. | Chicago Conn. | Chicago Conn. | Chicago Conn. | Chicago Conn. | Chicago Conn. | Chicago Conn. | Via Chicago | Chicago Conn. | Chicago Connection | Chicago Conn. | Chicago Conn. | Four-Stop |

## From DETROIT and CHICAGO to ST. LOUIS

TABLE 7C

| | | | 119 | 557 | 591 | Electra 335- 489 | DC-6 231- 459 | DC-6 201- 459 | DC-6 231- Electra 363 | DC-6 201- Electra 363 | DC-6 223- 485 | 127 | 133 | 219 | 509 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | pm | am | pm | pm | pm | pm | pm | pm |
| Detroit/Windsor (Detroit Metropolitan) | EST | Lv | ..... | B7.05 | ..... | 9.35 | L1150 | L1215 | L1150 | L1215 | 2.50 | 4.00 | D5.15 | ..... | D6.55 |
| Chicago (Midway) | CDT | Lv | B8.00 Ex.Su. | Via Spring-field | 8.45 Ex. Sa. | L1110 | 2.00 Ex. Sa. | 2.00 Sa. On. | 2.30 Ex. Sa. | 2.30 Sa. On. | Ex. Sa. – | Ex. Sa. – | ⑥6.55 | 7.50 Ex. Sa. | 8.40 |
| Chicago (O'Hare Field) | " | Lv | – | ⑧8.40 | – | – | – | – | – JET-P | – JET-P | D5.25 | D5.40 Daily | – | – | Via Spring-field |
| St. Louis | CDT | Ar | 9.23 | 10.39 | 10.18 | 12.43 | 3.33 | 3.33 | 3.39 | 3.39 | 6.59 | 7.05 | 8.18 | 9.13 | 11.02 |
| | | | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| EXPRESS VIA CHICAGO EXCEPT AS SHOWN | | | | TWO-STOP | | Chicago Conn. | Chicago Conn. | Chicago Conn. | Chicago Conn. | Chicago Conn. | | | | | TWO-STOP |

## WASHINGTON to CHICAGO NONSTOPS

TABLE 7D

| | | | Electra JET-P 351 | Electra JET-P 353 | Electra JET-P 395 | Electra JET-P 355 |
|---|---|---|---|---|---|---|
| | | | am | pm | pm | pm |
| Washington (National) | EDT | Lv | 8.55 Ex. Su. | L1210 | D4.45 Ex. Sa. | D6.40 |
| Chicago (Midway) | CDT | Ar | 10.05 | 1.20 | 5.55 Captain's Flagship † (x) | 7.50 |
| | | | am | pm | pm | pm |


FLY AMERICAN'S 707 JET FLAGSHIPS NONSTOP

NEW YORK TO DALLAS

3 HOURS 15 MINUTES

CHOOSE FIRST CLASS OR THRIFTY ROYAL COACHMAN ACCOMODATIONS



*Looking for a flight? There's a handy* QUICK REFERENCE INDEX *on pages 2 and 3*







FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.


## From FT. WORTH/DALLAS to NEW YORK

TABLE 7A

| | | | FIRST CLASS SERVICE | | | | | | | | AIRCOACH SERVICE | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | DC-7 720 | Electra JET-P 348 | Electra JET-P 382 | DC-6 176 | DC-6 184 | Electra JET-P 380 | +B-707 JET 24 | DC-6 112 | DC-7 694 T | DC-6 638 T | +B-707 JET 24 FT | DC-6 654 T |
| | | | am | am | am | am | pm | pm | pm | pm | am | am | pm | pm |
| Fort Worth | CST | Lv | ..... | 8.25 | ⑧8.45 | 11.25 | D3.00 | ..... | ..... | B10.50 | ..... | ..... | ..... | 4.45 |
| Dallas | CST | Lv | B7.10 | L9.10 | L9.25 | L12.10 | ↓ | D4.50 | D4.45 Mercury Service | ↓ | B7.00 The Royal | B7.10 | D4.45 The Royal | D5.25 |
| New York (Newark Airport) | EDT | Ar | ↓ | ↓ | The Mercury | ↓ | ↓ | The Mercury | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ |
| New York (International Airport) | " | Ar | L3.20 | ↓ | 3.20 | ↓ | ↓ | ↓ | 9.55 | ↓ | 1.45 Coach-man | 4.05 | 9.55 Coach-man | 3.15 |
| New York (LaGuardia Airport) | EDT | Ar | ..... | 4.15 | ..... | 9.30 | 12.25 | 12.04 | ..... | 7.45 | pm | pm | pm | pm |
| | | | pm | pm | pm | THREE STOP | THREE-STOP | am | pm | am | | TWO-STOP | | THREE-STOP |
| NONSTOP EXCEPT AS SHOWN | | | TWO-STOP | Via Chicago | | | | TWO-STOP | | TWO-STOP | | | | |
| For more detail refer to Table Nos. → | | | 7 | 7 | | 7 | 7 | 7 | | 7 | | 7 | | 7 |

## From SAN FRANCISCO/LOS ANGELES to DETROIT

TABLE 7B

| | | | FIRST CLASS SERVICE | | | | | | AIRCOACH SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | The Mercury +B-707 JET 30-530 | The Mercury +B-707 JET 40-530 | Mercury +B-707 JET 32- DC-6 230 | Mercury +B-707 JET 48- 472 | Mercury +B-707 JET 38- DC-6 214 | Mercury +B-707 JET 44- DC-6 214 | DC-6 Air-coach 622 T | Royal Coachman +B-707 JET 30 FT- 530 | Royal Coachman +B-707 JET 40FT- 530 | Royal Coachman +B-707 JET 32FT- DC-6 230 | Royal Coachman +B-707 JET 48FT- 472 | Royal Coachman DC-7 684T | Royal Coachman +B-707 JET 38 FT- DC-6 214 | Royal Coachman +B-707 JET 44 FT- DC-6 214 |
| | | | am | am | am | am | pm | am | am | am | am | am | pm | pm | am | am |
| San Francisco | PDT | Lv | ..... | L8.45 | ..... | D2.30 | ..... | SA1255 | ..... | ..... | L8.45 | ..... | D2.30 | A1025 | ..... | SA12.55 |
| Oakland | " | Lv | ..... | – | ..... | – | Ex. Su. | Ex. Su. | ..... | ..... | – | ..... | – | Disc. Aft. 9/16 | Ex. Su. | Ex. Su. |
| Los Angeles (Int'l. Airport) | PDT | Lv | L9.15 | – | L10.15 | – | S12.30 A | – | BL7.05 | L9.15 | – | L10.15 | – | | A12.30 | – |
| Detroit/Windsor (Detroit Metropolitan) | EST | Ar | Ⓨ4.40 | Ⓨ4.40 | Ⓨ5.47 | 10.40 | B8.42 | B8.42 | D7.30 | Ⓨ4.40 | Ⓨ4.40 | Ⓨ5.47 | 10.40 | 8.02 | B8.42 | B8.42 |
| | | | pm | pm | pm | am | am | am | pm | pm | pm | pm | am | am | am | am |
| | | | Chicago Conn. | Chicago Conn. | Chicago Conn. | Chicago Conn. | Chicago Conn. | Chicago Conn. | Via Chicago | Chicago Conn. | Chicago Conn. | Chicago Conn. | Chicago Conn. | Via Chicago | Chicago Conn. | Chicago Conn. |

## From ST. LOUIS to CHICAGO and DETROIT

TABLE 7C

| | | | DC-6 142 | DC-6 224 | 532- 536 | 536 | 470- 530 | Electra 356- DC-6 134 | 484 | DC-6 210- 622T | 472 | DC-6 158 | 474 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | pm | pm | pm | pm | pm | pm | pm |
| St. Louis | CDT | Lv | B7.15 | 9.10 | L1030 | L1115 | L1240 | 12.55 | 1.33 | 4.30 | 7.40 | 9.50 | 10.20 |
| Chicago (O'Hare Field) | " | Ar | Ex. Sa. & Su. | Sa. On. | Via Spring-field | Ex. Sa. | 2.07 | – | Via Spring-field | – | 9.07 | – | – |
| Chicago (Midway) | CDT | Ar | 8.34 Ex. Sa. | 10.29 | 12.23 | 12.40 | – | 1.58 | 3.45 Ex. Sa. | 5.49 | – | 11.09 | 11.45 |
| Detroit/Windsor (Detroit Metropolitan) | EST | Ar | 10.10 | 12.10 | 2.25 | 2.25 | Ⓨ4.40 | Ⓨ4.10 | ..... | D7.30 | 10.40 | ..... | ..... |
| | | | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| EXPRESS VIA CHICAGO EXCEPT AS SHOWN | | | | | Chicago Conn. | Chicago Conn. | Chicago Conn. | JET-P | | Chicago Conn. | | | |

## CHICAGO to WASHINGTON NONSTOPS

TABLE 7D

| | | | Electra JET-P 352 | Electra JET-P 354 | Electra JET-P 356 | Electra JET-P 396 |
|---|---|---|---|---|---|---|
| | | | am | pm | pm | pm |
| Chicago (Midway) | CDT | Lv | B8.10 Ex. Su. | L1230 | 2.20 | D4.40 Ex. Sa. |
| Washington (National) | EDT | Ar | 11.10 | 3.30 | 5.20 | 9.40 Captain's Flagship † (x) |
| | | | am | pm | pm | pm |


NOW! 3 JET FLIGHTS DAILY

SAN FRANCISCO TO CHICAGO

ON THE 707 JET FLAGSHIPS 4 HOURS—NONSTOP


ALL FLIGHTS DAILY EXCEPT AS NOTED


FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 46





AMERICAN AIRLINES

AMERICAN AIRLINES

# Service between CLEVELAND, CINCINNATI and the WEST COAST via TENNESSEE

*For complete service New York-Cincinnati and New York-Louisville see Table 25*

TABLE 9

| | | | 561- DC-7 689 | DC-6 Ex Su 155 | 583 | 589 | 441 | DC-6 167 | | | | | | DC-7 715 | DC-7 775 FT | Ex Sa 585 | SaOn 585 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | pm | pm | pm | pm | pm | pm | am | am | am | am | pm | pm | pm | pm | pm |
| New York (La Guardia) | EDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New York (N.Y. Int'l.) | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cleveland | " | Lv | ..... | B8.30 | 7.25 | A8.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.05 | ..... | 10.00 | 10.00 | ..... | ..... | ..... | ..... | ..... |
| Akron/Canton | " | Lv | ..... | ..... | A7.59 | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ..... | ↓ | ↓ | ..... | ..... | ..... | ..... | ..... |
| Pittsburgh | EDT | Lv | ..... | ..... | – | ↓ | 9.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ..... | ↓ | ↓ | ..... | ..... | ..... | ..... | ..... |
| Columbus, O. | EST | Ar | ..... | ..... | 7.40 | 8.13 | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Ex.Su. | ..... | 9.48 | 9.48 | ..... | ..... | ..... | ..... | ..... |
| Columbus, O. | " | Lv | ..... | ..... | A7.50 | 8.25 | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ..... | 9.58 | 9.58 | ..... | ..... | ..... | ..... | ..... |
| Dayton | " | Ar | ..... | ..... | 8.23 | 8.58 | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ..... | 10.31 | 10.31 | ..... | ..... | ..... | ..... | ..... |
| Dayton | " | Lv | ..... | ..... | 8.33 | 9.10 | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ..... | 10.41 | 10.41 | ..... | ..... | ..... | ..... | ..... |
| Cincinnati | " | Ar | ..... | 8.45 | 9.03 | 9.40 | 10.03 | ↷ | ..... | ..... | ..... | ..... | ..... | ..... | 11.00 | (L)1130 | 11.11 | 11.11 | ..... | ..... | ..... | ..... | ..... |
| Cincinnati | EST | Lv | A8.00 | ..... | 9.17 | ↘ | 10.25 | L1030 | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | L1.20 | 11.25 | – | ..... | ..... | ..... | ..... | ..... |
| St. Louis | CDT | Lv | ↓ | ..... | – | ↓ | ↓ | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | L1135 | ↓ | 12.02 | 12.02 | ..... | ..... | ..... | ..... | ..... |
| Louisville | " | Ar | ..... | ..... | 9.54 | ..... | ↓ | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ↓ | ..... | 12.12 | ..... | ..... | ..... | ..... | ..... |
| Louisville | CDT | Lv | ..... | ..... | 10.05 | ..... | ↓ | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ↓ | ..... | 12.08 | ..... | ..... | ..... | ..... | ..... |
| Nashville | CST | Ar | ..... | ..... | 10.01 | ..... | 10.46 | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ↓ | ..... | 12.38 | ..... | ..... | ..... | ..... | ..... |
| | | | The Royal Coach-man | | | DC-6 Ex Sa 115 | | | DC-7 907 | DC-7 911 | DC-7 763 | 557 | DC-6 Air-coach 637T | Ex.Su. | | | DC-7 739 | B-707 + JET 25 | DC-6 165 | DC-6 207 | DC-6 Ex Sa 115 | 483 | |
| Nashville | CST | Lv | ..... | ..... | ..... | M1210 | ◄L1100 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1.35 | ..... | 2.20 | ↷ | L1210 | ..... | ..... |
| Memphis | " | Ar | ..... | ..... | ..... | 1.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3.22 | ..... | 3.45 | 2.30 | 1.12 | ..... | ..... |
| Memphis | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3.35 | ..... | – | – | ..... | ..... | ..... |
| Little Rock | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | D4.50 | ..... | – | – | ..... | ..... | ..... |
| Tulsa | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | – | ..... | ..... | ..... |
| Oklahoma City | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | – | ..... | ..... | ..... |
| Houston | " | Ar | ..... | ..... | ..... | ..... | 2.31 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | – | ..... | ..... | ..... |
| Dallas | " | Ar | ..... | ..... | ..... | ..... | ..... | 1.00 | S1.45 | 1.50 | D4150 | 2.54 | ← | 12.50 | S1.30 | ..... | ..... | D4630 | 5.40 | 4.54 | ..... | ..... | ..... |
| Dallas | " | Lv | ..... | ..... | ..... | ..... | ..... | 1.35 | ..... | ..... | ..... | 3.09 | ↘ | ..... | ..... | ..... | ..... | ..... | ..... | 5.15 | ..... | ..... | ..... |
| Ft. Worth | " | Ar | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | D3.45 | Ex.Sa. | ..... | ..... | ..... | ..... | ..... | 5.30 | ..... | ..... | ..... |
| Ft. Worth | " | Lv | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | D6.25 | ..... | D6.05 | ..... |
| Midland/Odessa | CST | Ar | ..... | ..... | ..... | ..... | ..... | 3.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Mer-cury/ Royal Coach-man Serv-ice | ..... | – | ..... | 7.43 | ..... |
| El Paso | MST | Ar | ..... | ..... | ..... | ..... | ..... | 3.35 | ..... | 3.15 | The Mer-cury | ..... | ..... | The Mer-cury | ..... | ..... | ..... | ..... | ..... | 7.45 | ..... | ..... | ..... |
| Bisbee/Douglas | " | Ar | ..... | ..... | ..... | ..... | ..... | – | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... |
| Tucson | " | Ar | v3.35 | ..... | ..... | ..... | ..... | D5.25 | ..... | 5.00 | ..... | ..... | ..... | ..... | ..... | ..... | 7.10 | ..... | ..... | 9.30 | ..... | ..... | ..... |
| Phoenix | MST | Ar | v4.37 | ..... | ..... | ..... | ..... | – | ..... | D6.04 | ..... | ..... | ..... | ..... | ..... | ..... | 8.07 | ..... | ..... | 10.29 | ..... | ..... | ..... |
| San Diego | PDT | Ar | ↓ | ..... | ..... | ..... | ..... | 7.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12.25 | ..... | ..... | ..... |
| Los Angeles (International) | " | Ar | v3.35 | ..... | ..... | ..... | ..... | 8.35 | 5.15 | ..... | ..... | ..... | ..... | 5.00 | 5.10 | 10.05 | 8.20 | ..... | ..... | ..... | ..... | ..... | ..... |
| San Diego | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ↓ | ↓ | ↓ | ↓ | 6.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Oakland | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.15 | 6.10 | ..... | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Francisco | PDT | Ar | L4.05 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | pm | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | pm | pm | pm |

Disc. 9/17

## NEW YORK, WASHINGTON, DETROIT and CHICAGO to ARIZONA

TABLE 9A

| | | | Electra JET-P 385- DC-6 911 | DC-7 Aircoach 667- DC 7 731 | Electra JET-P 335- DC-7 731 | Electra JET-P 301- DC-7 731 | DC-7 739 | DC-6 Air-coach 609T | DC-6 207 | DC-6 231 | DC-6 201 | DC-7 791 FT | DC-7 793 FT | DC-6 Air-coach 621T | DC-6 211 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | am | pm | pm | pm | pm | pm |
| New York (LaGuardia) | EDT | Lv | 9.10 | ..... | ..... | 10.00 | ..... | L1100 | ..... | ..... | ..... | v2.00 | ..... | 10.00 | Via Phila. |
| New York (International) | " | Lv | Via Phila. | ..... | ..... | – | 11.00 | – | 10.10 | Ex. Sa. | ..... | – | D3.10 | – | 11.45 |
| New York (Newark) | " | Lv | ..... | Disc. 9/17 | ..... | – | ..... | – | – | ..... | Sat. Only | – | – | – | B2.20 |
| Washington | EDT | Lv | L1120 | 9.50 | 9.35 | v8.55 | L D1255 | – | LD1245 | ..... | L1215 | – | Mer-cury/ Royal Coach-man | 11.55 | – |
| Detroit (Metropolitan) | EST | Lv | Dallas Con-nection | 11.00 | 10.31 | 11.30 | Via Okla-homa | 1.25 | Via Phila. | L1150 | 1.30 | – | | 1.10 | – |
| Chicago (Midway) | CDT | Ar | | L12.15 | L1215 | L1215 | | D1.55 | – | 1.05 | → | D4420 | | B1.50 | – |
| Chicago (Midway) | CDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.15 |
| Douglas/Bisbee | MST | Ar | – | – | – | – | – | – | – | ..... | ..... | – | – | – | 10.00 |
| Tucson | " | Ar | 5.00 | 3.35 | 3.35 | 3.35 | 7.10 | – | 9.30 | ..... | ..... | – | – | 5.50 | 10.59 |
| Phoenix | MST | Ar | 6.04 | 4.37 | 4.37 | 4.37 | 8.07 | 6.00 | 10.29 | ..... | ..... | 7.30 | 7.45 | 6.54 | ..... |
| Tucson | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.57 | ..... | ..... |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | am |
| INTERMEDIATE STOPS → | | | Three | | | | Three | | Four | | | 7, 14 | | | Four |
| For more detail refer to Table Nos. → | | | 7 | | | 7, 14 | 7 | | 7 | | | | | | 7 |



AMERICAN AIRLINES

Service between CLEVELAND, CINCINNATI and the WEST COAST via TENNESSEE

For complete service New York-Cincinnati and New York-Louisville see Table 25



TABLE 9

| | | | Ex Sa 579 | DC-7 773 FT | Ex Sa 587 | | DC-6 183 | | DC-6 169 | | | 541 | DC-6 173 | Ex Sa 599 | DC-6 Ex Sa 177 | Ex Sa 573 | 521 | Ex Sa 597 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| New York (LaGuardia) | EDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | 1.30 | ..... | ..... | ..... | 4.00 | ..... | D6.30 | ..... | ..... | ..... |
| Cleveland | " | Lv | L1140 | L 1215 | 1.30 | ..... | 1.55 | ..... | ↓ | ..... | ..... | 3.45 | ↓ | 4.15 | ↓ | D6.35 | 7.30 | 10.35 |
| Akron/Canton | " | Lv | ↓ | ↓ | ↓ | ..... | ↓ | ..... | Ex. Sa. | ..... | ..... | 4.19 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ |
| Pittsburgh | EDT | Lv | ↓ | ↓ | ↓ | ..... | ↓ | ..... | ↓ | ..... | ..... | – | ↓ | ↓ | ↓ | ↓ | 7.18 | 10.23 |
| Columbus, O. | EST | Ar | ↓ | ↓ | 1.18 | ..... | ↓ | ..... | ↓ | ..... | ..... | 4.00 | ►5.30 | ↓ | ↓ | ↓ | 7.28 | 10.33 |
| Columbus, O. | " | Lv | 11.45 | ↓ | 1.28 | ..... | ↓ | ..... | ↓ | ..... | ..... | 4.10 | D6.00 | ↓ | ↓ | ↓ | 8.01 | 11.06 |
| Dayton | " | Ar | 11.55 | ↓ | – | ..... | ↓ | ..... | ↓ | ..... | ..... | 4.43 | ↓ | ↓ | ↓ | ↓ | 8.11 | 11.16 |
| Dayton | " | Lv | 12.25 | ↓ | 2.20 | ..... | ↓ | ..... | ↓ | ..... | ..... | 4.55 | ↓ | ↓ | ↓ | ↓ | 8.41 | 11.46 |
| Cincinnati | " | Ar | ..... | ↓ | 2.36 | ..... | ↓ | ..... | 3.25 | Origi-nates New York See Table 7 | ..... | 5.25 | ↓ | 4.37 | ↓ | 6.57 | 9.05 | ..... |
| Cincinnati | EST | Lv | ..... | ↓ | 3.13 | ..... | ↓ | ..... | 3.50 | ..... | ..... | (M) 640 | ↓ | 4.50 | ↓ | 7.20 | 9.42 | ..... |
| Louisville | CDT | Ar | ..... | ↓ | 3.23 | ..... | ↓ | ..... | 4.24 | ..... | ..... | 6.17 | 7.08 | 5.27 | 8.40 | 7.57 | 9.52 | ..... |
| Louisville | CDT | Lv | ..... | ↓ | 3.19 | ..... | ↓ | ..... | ..... | ..... | ..... | D6.27 | 7.30 | ← | 9.05 | ..... | 9.48 | ..... |
| Nashville | CST | Ar | ..... | ↓ | ↓ | ..... | ↓ | ..... | ↓ | ..... | ..... | 6.23 | ↓ | ↓ | ↓ | ..... | ↓ | ..... |
| | | | | Mer-cury/ Royal Coach-man Serv-ice | Daily ↓ | DC-6 117 | Via St. Louis See Table 26 | DC-7 901 | DC-7 917 | DC-6 207 | DC-7 Air-coach 695T | | For Com-plete New York-Dallas Serv-ice See Table 7A | DC-6 903 | | DC-6 211 | DC-6 Air-coach 657T | |
| Nashville | CST | Lv | ..... | | 3.30 | M5.45 | 6.47 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.59 | ..... | 11.05 | ..... |
| Memphis | " | Ar | ..... | | 4.41 | 6.47 | ..... | ..... | ..... | 2.05 | ..... | ..... | ..... | ..... | ..... | 4.05 | 12.07 | ..... |
| Memphis | " | Lv | ..... | | ..... | ..... | ..... | ..... | ..... | 2.30 | ..... | ..... | ..... | ..... | ..... | ..... | 12.30 | ..... |
| Little Rock | " | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | 3.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tulsa | " | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Oklahoma City | " | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Houston | " | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Dallas | " | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | 4.54 | ..... | ..... | 9.40 | 10.10 | ..... | ..... | 2.25 | ..... |
| Dallas | " | Lv | ..... | | ..... | ..... | 5.10 | ..... | ..... | 5.15 | ..... | ..... | ..... | ..... | ..... | ..... | 2.45 | ..... |
| Ft. Worth | " | Ar | ..... | | ..... | ..... | ↓ | ..... | ..... | 5.30 | ..... | ..... | ..... | – | ..... | 6.00 | 3.00 | ..... |
| Ft. Worth | " | Lv | ..... | | ..... | ..... | D6.00 | D6.15 | D6.25 | D6.25 | D6.05 | ..... | ..... | – | ..... | B6.30 | ..... | ..... |
| Midland/Odessa | CST | Ar | ..... | | ..... | ..... | ..... | ..... | – | – | – | ..... | ..... | – | ..... | – | ..... | ..... |
| El Paso | MST | Ar | ..... | | ..... | ..... | ..... | ..... | 7.20 | 7.45 | The Royal Coach-man | ..... | ..... | – | ..... | B7.50 | ..... | ..... |
| Bisbee/Douglas | " | Ar | ..... | | ..... | ..... | ..... | ..... | – | – | | ..... | ..... | – | ..... | ..... | 9.15 | ..... |
| Tucson | " | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | 9.30 | | ..... | ..... | – | ..... | ..... | 10.00 | ..... |
| Phoenix | MST | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | 10.29 | | ..... | ..... | – | ..... | ..... | L1059 | ..... |
| San Diego | PDT | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | 12.25 | 9.15 | ..... | ..... | 2.00 | ..... | ..... | 1.00 | ..... |
| Los Angeles (Int'l.) | " | Ar | ..... | S4.30 | ..... | ..... | ..... | ..... | ..... | ..... | 10.20 | ..... | ..... | 3.05 | ..... | ..... | 2.05 | ..... |
| Oakland | " | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | 11.30 | | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Francisco | PDT | Ar | ..... | | ..... | ..... | ..... | ..... | ..... | 12.00 | Midn. | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | pm | pm | pm | pm | pm | pm | Midn. | am | pm | pm | pm | am | pm | pm | am | pm |

## ARIZONA to CHICAGO, DETROIT, WASHINGTON and NEW YORK

TABLE 9A

| | | | DC-7 790 FT | DC-7 736- Elec-tra 392 | Electra JET-P 396 | DC-7 728- +B-707 JET 24 FT | DC-7 740 | DC-6 Air-coach 622 T | DC-6 954- 112 | DC-6 212 | DC-7 792- 794 FT | DC-6 Air-coach 606 T | DC-6 910- Elec-tra JET-P 382 | DC-6 910- DC-7 Air-coach 694T | DC-6 910- DC-6 Air-coach 638T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | Ex Sa pm | am | am | am | pm | pm | pm | pm | am | am | am |
| Tucson | MST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.30 | ..... | ..... | ..... | ..... |
| Phoenix | " | Lv | A7.20 | L►905 | ..... | ..... | 10.00 | L1015 | 4.10 | 7.45 | 11.35 | 11.50 | 12.30 | 12.30 | 12.30 |
| Tucson | " | Lv | L8.25 | Mer-cury | ..... | 11.00 | L11.05 | – | D4.30 | 8.45 | ↓ | B1255 | L1.30 | B1.30 | B1.30 |
| Douglas/Bisbee | MST | Lv | – | ↓ | ↷ | Dallas Con-nection for N. Y. | ..... | – | El Paso Con-nection | 9.33 | Mer-cury/ Royal Coach-man | ..... | Dallas Con-nection | Dallas Con-nection | Dallas Con-nection |
| Chicago (Midway) | CDT | Ar | 3.10 | 3.55 | D►640 | | Via Okla-homa | 5.50 | – | – | ↓ | 8.25 | | | |
| Chicago (Midway) | CDT | Lv | ..... | D►500 | (†) (x) | | | D6.20 | – | – | | 9.00 | | | |
| Detroit (Metropolitan) | EST | Ar | v6.55 | ↓ | 9.40 | | | 7.30 | – | – | ↓ | ..... | – | – | – |
| Washington | EDT | Ar | ..... | The Captain's Flag-ship (†) (x) | The Captain's Flag-ship | b10.05 | D10.50 | – | B6.05 | 12.00 | ↓ | – | b3.10 | – | 1.45 |
| New York (Newark Airport) | " | Ar | ..... | ↓ | ↓ | ↓ | ↓ | – | from Phoe-nix only | Via Phila. | ↓ | – | – | – | Via Phila. |
| New York (N. Y. International Airport) | " | Ar | ..... | D9.55 | | | 1.00 | – | ↓ | ↓ | 9.20 | – | 3.20 | 1.45 | – |
| New York (LaGuardia Airport) | EDT | Ar | v7.15 | 8.15 | ..... | ..... | ..... | 11.05 | 7.45 | 2.15 | ..... | 12.55 | ..... | Royal Coach-man | 4.05 |
| | | | pm | pm | pm | pm | am | am | am | pm | am | pm | pm | pm | pm |
| INTERMEDIATE STOPS | | | | | | One | Three | | Four | Five | | | Two | Two | Three |
| For more detail refer to Table Nos. → | | | | 7 | | | 7 | | 7 | 7 | | | 7 | 7 | 7 |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 46



AMERICAN AIRLINES

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

AMERICAN AIRLINES

# Service between the WEST COAST and CINCINNATI, CLEVELAND via TENNESSEE

*For complete service Louisville-New York and Cincinnati-New York see Table 25*

TABLE 9

| | | | DC-6 212 | DC-7 774 FT | DC-6 910 | DC-6 966 | DC-6 Air-coach 638T | DC-7 908 | DC-7 764 | DC-7 Air-coach 694T | DC-6 Air-coach 650T | DC-6 120 | DC-7 900-DC-7 720 | DC-6 172 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | pm | pm | pm | am | pm | am | am | am | am | am |
| **San Francisco** | PDT | Lv | ..... | ..... | 9.15 | ..... | [S]11.30 | ..... | [S]1155 | ..... | ..... | ..... | ..... | ..... |
| **Oakland** | " | Lv | ..... | ..... | | ..... | | ..... | | ..... | ..... | ..... | ..... | ..... |
| **San Diego** | " | Lv | ..... | 10.00 | | ..... | | ..... | | ..... | ..... | ..... | ..... | ..... |
| **Los Angeles** (International) | " | Lv | 4.40 | [S]11.20 | | 11.15 | | 12.15 | | [A]1250 | ..... | ..... | 1.05 | ..... |
| San Diego | PDT | Lv | D5.50 | | | First Class/ Air-coach | | A1.20 | | | ..... | ..... | | ..... |
| Phoenix | MST | Lv | 7.45 | | 12.30 | | | - | | | ..... | ..... | | ..... |
| Tucson | " | Lv | 8.45 | | 1.30 | | | - | | | ..... | ..... | | ..... |
| Bisbee/Douglas | " | Lv | 9.33 | | - | | | - | | | ..... | ..... | | ..... |
| **El Paso** | MST | Lv | 10.55 | | 3.10 | 2.45 | | - | | | ..... | ..... | | ..... |
| Midland/Odessa | CST | Lv | - | | | | | - | | | ..... | ..... | | ..... |
| **Ft. Worth** | " | Ar | 2.15 | | | | | - | | | ..... | ..... | | ..... |
| **Ft. Worth** | " | Lv | 2.50 | | | | | - | | | 6.35 | ..... | | [X]8.40 |
| **Dallas** | " | Ar | | | 6.30 | 6.05 | 6.15 | 6.30 | A6.00 | 6.15 | 6.50 | [V]B7.05 | [V]B7.10 | [X]8.55 |
| **Dallas** | " | Lv | | | | | | | | | B7.10 | - | B7.10 | L9.15 |
| **Houston** | " | Lv | | | | | | | | | | 8.20 | | |
| **Oklahoma City** | " | Lv | | | | | | | | | | 9.20 | | |
| **Tulsa** | " | Lv | | | | | | | | | | | 8.50 | |
| Little Rock | " | Lv | | | | | | | | | 9.05 | | 9.31 | |
| **Memphis** | " | Ar | 4.40 | | | | | | | | 9.30 | | 10.00 | |
| **Memphis** | " | Lv | 5.05 | | | | | | | | 10.32 | | | |
| **Nashville** | CST | Ar | 6.07 | | | | | | | | | | | |
| | | | Ex Sa 580 | Ex Sa & Su 594 | 582 | | | | Sat. Only 574 | 598 | | | | |
| **Nashville** | CST | Lv | B6.40 | | | | | | | | L1100 | | | |
| Louisville | CDT | Ar | 8.37 | | | | | | | | | | | 1.20 |
| Louisville | " | Lv | B7.45 | | 8.47 | | | | 10.30 | | | | | 1.40 |
| **St. Louis** | CDT | Ar | | | - | | | | - | | | L1215 | | - |
| **Cincinnati** | EST | Ar | | | 9.22 | | | | 11.05 | | | | | 2.14 |
| **Cincinnati** | " | Lv | A8.10 | | 9.35 | | | | | M1210 | | | | 2.40 |
| Dayton | " | Ar | 8.40 | | 10.05 | | | | | 12.40 | | | | |
| Dayton | " | Lv | 8.50 | | 10.15 | | | | | 12.50 | Via Washington See Table 7 | | | |
| Columbus, Ohio | " | Ar | - | 8.54 | 10.46 | | | | | 1.21 | | | | 3.28 |
| Columbus, Ohio | EST | Lv | - | 9.05 | 10.56 | | | | | 1.31 | | | | D3.50 |
| **Pittsburgh** | EDT | Ar | - | - | - | | | | | | | | | |
| Akron/Canton | " | Ar | - | 10.45 | 12.36 | | | | | | | | | |
| Akron/Canton | " | Lv | - | 10.55 | 12.46 | | | | | | | | | |
| **Cleveland** | " | Ar | 10.56 | 11.17 | 1.08 | B9.00 | | | | 3.15 | | 3.25 | | |
| **New York** (LaGuardia) | EDT | Ar | | | | | | | | | 5.05 | | | 7.00 |
| | | | am | am | pm | am | am | am | pm | am | pm | pm | am | pm |

| | | | DC-6 | | DC-6 | DC-6 | DC-6 | DC-6 |
|---|---|---|---|---|---|---|---|---|
| | | | 107 | 553 | 109 | 161 | 113 | 237 |
| | | | pm | pm | pm | pm | pm | am |
| **San Francisco** | PDT | Lv | ..... | ..... | ..... | ..... | L1230 | B8.10 |
| **Oakland** | " | Lv | 8.10 | Ex. Sa. – | ..... | ..... | – | – |
| **San Diego** | " | Lv | Ex. Sa. – | D5.20 | 3.15 | 2.00 | – | – |
| **Los Angeles** (International) | " | Lv | ▼ 1010 | 7.02 / 7.15 | 4.45 / 5.10 | 3.30 / 3.55 | 2.05 / 2.30 | 9.45 / 10.05 |
| San Diego | PDT | Lv | pm | pm | pm | pm | pm | am |
| Phoenix | MST | Lv | | 7.50 | 5.45 | 4.30 | 3.05 | 10.40 |
| Tucson | " | Lv | | | | | | |
| Bisbee/Douglas | " | Lv | | | | | | |
| **El Paso** | MST | Lv | | | | | | |
| Midland/Odessa | CST | Lv | | | | | | |
| **Ft. Worth** | " | Ar | | | | | | |
| **Ft. Worth** | " | Lv | | | | | | |
| **Dallas** | " | Ar | | | | | | |
| **Dallas** | " | Lv | | | | | | |
| **Houston** | " | Lv | | | | | | |
| **Oklahoma City** | " | Lv | | | | | | |
| **Tulsa** | " | Lv | | | | | | |
| Little Rock | " | Lv | | | | | | |
| **Memphis** | " | Ar | | | | | | |
| **Memphis** | " | Lv | | | | | | |
| **Nashville** | CST | Ar | | | | | | |
| **Nashville** | CST | Lv | | | | | | |
| Louisville | CDT | Ar | | | | | | |
| Louisville | " | Lv | | | | | | |
| **St. Louis** | CDT | Ar | | | | | | |
| **Cincinnati** | EST | Ar | | | | | | |
| **Cincinnati** | " | Lv | | | | | | |
| Dayton | " | Ar | | | | | | |
| Dayton | " | Lv | | | | | | |
| Columbus, Ohio | " | Ar | | | | | | |
| Columbus, Ohio | EST | Lv | | | | | | |
| **Pittsburgh** | EDT | Ar | | | | | | |
| Akron/Canton | " | Ar | | | | | | |
| Akron/Canton | " | Lv | | | | | | |
| **Cleveland** | " | Ar | | | | | | |
| **New York** (LaGuardia) | EDT | Ar | | | | | | |

## CANADIAN SERVICE

**NEW YORK - BUFFALO - TORONTO**

For additional New York-Buffalo service see Table 17

For additional connections to and from Toronto see Table 7

TABLE 9B

| Read Down | | | DC-6 236 | DC-6 160 | DC-6 136 | DC-6 106 | 554 | Read Up |
|---|---|---|---|---|---|---|---|---|
| | | | Noon | pm | pm | pm | pm | |
| **Lv New York** (LaGuardia) | EDT | Ar | 12.00 | 2.40 | 6.30 | ..... | 1105 | |
| **Lv New York** (N. Y. International) | " | Ar | (Ex. Su. Toronto-Buffalo) | – | – | 7.10 | – | |
| **Lv New York** (Newark) | " | Ar | – | – | – | ▲ | – | |
| | | | | | | Ex. Sa. | Ex. Sa. | |
| **Ar Buffalo** | " | Lv | 10.30 | L1.10 | D5.00 | 9.30 | | |
| **Lv Buffalo** | " | Ar | 10.03 | 12.38 | 4.38 | 9.17 | | |
| **Ar Toronto** | EDT | Lv | z9.25 | z12.00 | z4.00 | zD520 | z840 | |
| | | | am | Noon | pm | pm | pm | |



AMERICAN AIRLINES

# Service between the WEST COAST and CINCINNATI, CLEVELAND via TENNESSEE

*For complete service Louisville-New York and Cincinnati-New York see Table 25*

TABLES 9, 9B, 9C

TABLE 9

| | | | 406 | DC-6 176 | DC-7 776 FT | DC-7 918 | DC-7 728 | DC-6 166 | DC-6 902 | DC-6 590 | DC-7 740 | 442 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | pm | am | am | am | pm | am | pm | pm |
| **San Francisco** | PDT | Lv | ..... | ..... | ..... | 8.55 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Oakland** | " | Lv | ..... | ..... | ..... | L9.40 | ..... | ..... | ..... | ..... | ..... | ..... |
| **San Diego** | " | Lv | ..... | ..... | ..... | ▼ | 7.45 | ..... | L9.50 | ..... | B8.00 | ..... |
| **Los Angeles** (International) | " | Lv | ..... | (Daily El Paso to Nashville) | L[S]855 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Diego | PDT | Lv | ..... | ..... | Mercury/ Royal Coachman Service | ..... | B9.00 | ..... | ..... | ..... | – | ..... |
| Phoenix | MST | Lv | ..... | B7.40 | | ..... | – | L1115 | ..... | ..... | 10.00 | ..... |
| Tucson | " | Lv | ..... | – | | ..... | 11.00 | ..... | ..... | ..... | L1105 | ..... |
| Bisbee/Douglas | " | Lv | ..... | ..... | | ..... | – | ..... | ..... | ..... | – | ..... |
| **El Paso** | MST | Lv | ..... | B7.40 | | ..... | L1235 | ..... | ..... | ..... | – | ..... |
| Midland/Odessa | CST | Lv | 8.15 | – | | ..... | ▼ | ▼ | ▼ | ..... | – | ..... |
| **Ft. Worth** | " | Ar | 9.52 | 11.00 | | ..... | 3.40 | 3.50 | 3.55 | ..... | – | ..... |
| **Ft. Worth** | " | Lv | 10.05 | 11.25 | | ..... | D4.20 | D4.35 | ▼ | ..... | – | ..... |
| **Dallas** | " | Ar | 10.20 | 11.40 | | 3.55 | ▼ | ▼ | ..... | ..... | – | ..... |
| **Dallas** | " | Lv | ▼ | L1210 | | D4.20 | D4.35 | ..... | ..... | ..... | – | ..... |
| **Houston** | " | Lv | ..... | – | | ..... | ..... | ..... | ..... | ..... | – | D4.00 |
| **Oklahoma City** | " | Lv | ..... | – | | ..... | ..... | ..... | ..... | ..... | 3.20 | ..... |
| **Tulsa** | " | Lv | ..... | – | | ..... | ..... | ..... | ..... | ..... | D4.30 | ..... |
| Little Rock | " | Lv | ..... | 1.55 | | ..... | ..... | ..... | ..... | ..... | – | ..... |
| **Memphis** | " | Ar | ..... | 2.38 | | ..... | ..... | ..... | ..... | ..... | – | ..... |
| **Memphis** | " | Lv | ..... | 3.00 | | ..... | ..... | ..... | ..... | D5.50 | – | ..... |
| **Nashville** | CST | Ar | ..... | 4.02 | | ..... | ..... | ..... | ..... | 6.58 | 6.20 | 7.20 |
| | | | | DC-6 Ex Sa 174 | | Ex Sa 596 | Ex Sa 572 | Sat. Only 558 | Ex. Sa. | Daily | | 548 |
| **Nashville** | CST | Lv | ..... | D4.25 | ▼ | ..... | D5.00 | D5.00 | ..... | ..... | 7.15 | 7.40 |
| Louisville | CDT | Ar | ..... | ▼ | ▼ | ..... | 6.57 | 6.57 | ..... | ..... | 9.12 | 9.47 |
| Louisville | " | Lv | ..... | D5.35 | 4.45 | 6.10 | 7.07 | 7.07 | ▼ | ..... | 9.25 | 10.00 |
| **St. Louis** | CDT | Ar | ..... | ▼ | 6.05 | – | – | – | 7.50 | ..... | – | – |
| **Cincinnati** | EST | Ar | ..... | Ex. Sa. | 6.30 | 6.45 | 7.42 | 7.42 | ▼ | ..... | 10.00 | 10.35 |
| **Cincinnati** | " | Lv | ..... | ▼ | D6.30 | M7.00 | 7.55 | 7.55 | 9.00 | ..... | 10.30 | 10.20 |
| Dayton | " | Ar | ..... | ..... | ..... | 7.30 | – | 8.25 | 9.25 | ..... | 11.00 | ..... |
| Dayton | " | Lv | ..... | ..... | ..... | 7.40 | – | 8.35 | ▼ | ..... | 11.10 | ..... |
| Columbus, Ohio | " | Ar | ..... | ..... | ..... | 8.11 | 8.44 | 9.06 | ..... | ..... | 11.41 | ..... |
| Columbus, Ohio | EST | Lv | ..... | ..... | ..... | 8.21 | 8.54 | 9.16 | Ex. Sa. | ..... | 11.51 | ..... |
| **Pittsburgh** | EDT | Ar | ..... | ..... | ..... | ▼ | – | – | ▼ | ..... | – | 12.50 |
| Akron/Canton | " | Ar | ..... | ..... | ..... | ..... | 10.34 | 10.56 | ..... | ..... | 1.31 | ..... |
| Akron/Canton | " | Lv | ..... | ..... | ..... | ..... | 10.44 | 11.06 | ▼ | ..... | 1.41 | ..... |
| **Cleveland** | " | Ar | ..... | ▼ | ▼ | 10.05 | 11.06 | 11.28 | 10.45 | 11.38 | 2.03 | ..... |
| **New York** (LaGuardia) | " | Ar | ..... | 9.30 | 9.20 | 9.50 | ..... | ..... | ..... | ..... | ..... | ..... |
| **New York** (N. Y. Int'l. | EDT | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | am | pm | pm | pm | pm | pm | pm | pm | am | am |


FLY

JET POWERED ELECTRA FLAGSHIPS

ST. LOUIS TO NEW YORK CHICAGO WASHINGTON BOSTON


## BOSTON and NEW YORK to ST. LOUIS

TABLE 9C

| Read Down | | | Electra JET-P 347-DC-6 219 | Electra JET-P 365 | DC-6 219 | DC-6 Air-coach 609T -459 | DC-6 183 | DC-7 775 FT | Electra JET-P 361 | Read Up | DC-6 142-Electra 304 | Electra JET-P 362 | Electra JET-P 536-Electra JET-P 348 | DC-6 120 | Electra 356-DC-6 614T | DC-7 776 FT | Electra JET-P 364 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | am | am | am | am | | pm | pm | pm | pm | pm | pm | pm |
| **Lv Boston** | EDT | Ar | D5.15 | j4.00 | ..... | j9.10 | j8.00 | ..... | 8.00 | | j2.55 | j3.55 | j5.55 | ..... | j8.55 | ..... | 10.08 |
| **Lv New York** (N. Y. Int'l.) | " | Ar | – | ..... | ..... | ..... | ..... | L9.15 | – | | Ex. Sa. & Su. – | ..... | ..... | ..... | ..... | 9.50 | ▲ |
| **Lv New York** (Newark) | " | Ar | Ex. Sa. – | The Mercury D5.30 | Ex. Sa. D5.00 | ..... | ..... | First Class/ Air-coach | The Mercury | | The Mercury | Ex. Sa. | ..... | D6.40 | ..... | First Class/ Air-coach | The Mercury |
| **Ar New York** (LaGuardia) | EDT | Lv | – | – | – | L1100 | 10.25 | ▼ | A9.20 | | M1.15 | 2.00 | 4.15 | – | 6.55 | ▼ | 8.45 |
| **Ar St. Louis** | CDT | Lv | 9.38 pm | 7.40 pm | 9.13 pm | 3.33 pm | L3.10 pm | 12.52 pm | 11.30 am | | B7.15 am | L1015 am | L1115 am | L1215 pm | 12.55 pm | D4.45 pm | D5.00 pm |
| | | | Chicago Conn. | Thru Express | Via Chicago | Chicago Conn. | Via Cleveland | Via Cincinnati | Thru Express | | Chicago Conn. | Thru Express | Chicago Coun. | Via Cleveland | Chicago Conn | Via Cincinnati | |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 46

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

AMERICAN AIRLINES

## Through Plane Service

# From the SOUTHEAST to EL PASO-ARIZONA and CALIFORNIA

TABLE 10

| | | | DC-7 907 | DC-7 763 | DC-6 167 | DC-6 911 | DC-6 965 FT | DC-6 Aircoach 637 T | DC-7 905 | +B-707 JET 25 FT | DC-7 901 | DC-7 917 | DC-7 Aircoach 695 T | DC-6 207 | DC-6 903 | DC-7 Aircoach 967 T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | pm | pm | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| Miami | | EST Lv | B8.10 | ..... | ..... | ..... | 9.35 | ..... | S1.50 | ..... | ..... | L1.05 | ..... | ..... | ..... | 11.15 |
| Orlando | Via National Airlines Route | " Lv | 9.30 | ..... | ..... | ..... | – | ..... | ↓ | ..... | ..... | – | ..... | ..... | ..... | – |
| Tampa | | EST Lv | – | ..... | ..... | ..... | L10.55 | ..... | ↓ | ..... | ..... | 2.20 | ..... | ..... | ..... | 12.30 |
| New Orleans | | CST Ar | 11.00 | ..... | ..... | ..... | 12.15 | ..... | The Trade-wind | ..... | ..... | 3.10 | ..... | ..... | ..... | 1.20 |
| New Orleans | | CST Lv | L1130 | ..... | ..... | ..... | Ⓛ 12.50 | ..... | ↓ | ..... | ..... | 3.45 | ..... | ..... | ..... | 1.50 |
| Charlotte | | EST Lv | – | ..... | ..... | ..... | – | ..... | ↓ | ..... | ..... | – | ..... | ..... | 4.20 | – |
| Atlanta | | EST Lv | – | ..... | ..... | 8.55 | – | ..... | ↓ | ..... | 3.00 | – | ..... | ..... | D6.05 | – |
| Birmingham | Via Delta Air Lines Route | CST Lv | – | ..... | ..... | 9.03 | First Class/ Air-coach | ..... | ↓ | ..... | S3.10 | – | ..... | ..... | – | – |
| New Orleans | | " Ar | – | ..... | ..... | 10.36 | | ..... | 3.05 | ..... | – | – | ..... | ..... | 7.10 | – |
| New Orleans | | " Lv | – | ..... | ..... | L1105 | | ..... | 3.40 | ..... | – | – | ..... | ..... | 7.35 | – |
| Dallas | | " Ar | 1.16 | ← | ← | 1258 | | ..... | 5.26 | → | – | – | ..... | ..... | 9.28 | 3.36 |
| Dallas | | " Lv | S1.45 | D 1.50 | 1.35 | 1.50 | – | ..... | D6.05 | D 6.30 | – | – | ..... | ..... | 10.10 | B4.15 |
| Ft. Worth | | " Ar | ↓ | ↓ | – | – | 2.44 | ↘ | ↓ | ↓ | 5.28 | ← 5.31 | ← | ← | – | ↓ |
| Ft. Worth | | CST Lv | ↓ | ↓ | – | – | 3.35 | D 3.45 | ↓ | Mer-cury/ Royal Coach-man Service | D6.00 | D6.15 | D 6.05 | D6.25 | – | ↓ |
| El Paso | | MST Ar | ↓ | ↓ | 3.35 | 3.15 | 4.55 | ↓ | ↓ | ↓ | The Royal Rocket | 7.20 | ↓ | 7.45 | – | ↓ |
| El Paso | | " Lv | The Trade-wind | The Mercury | 4.05 | 3.40 | D 5.25 | ↓ | ↓ | ↓ | ↓ | 7.50 | ↓ | 8.10 | – | ↓ |
| Tucson | | " Ar | ↓ | ↓ | D5.25 | 5.00 | – | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | 9.30 | – | ↓ |
| Phoenix | | MST Ar | ↓ | ↓ | – | D6.04 | – | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | 10.29 | – | ↓ |
| San Diego | | PDT Ar | ↓ | ↓ | 7.30 | – | – | ↓ | ↓ | ↓ | ↓ | ↓ | 9.15 | 12.25 | 2.00 | ↓ |
| Los Angeles | | " Ar | 5.15 | ↓ | 8.35 | – | 8.25 | ↓ | 9.35 | 8.20 | 9.25 | ↓ | 10.20 | ..... | 3.05 | 7.45 |
| (International Airport) Oakland | | " Ar | ..... | ↓ | ..... | – | ..... | ↓ | ..... | ..... | ..... | 11.30 | ..... | ..... | ..... | ..... |
| San Francisco | | PDT Ar | ..... | 6.10 | ..... | 9.15 | ..... | ↓ | ..... | ..... | ..... | 12.00 | ..... | ..... | ..... | ..... |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | Midn. | pm | am | am | am |

## Through Plane Service

# Between HOUSTON-SAN ANTONIO and ARIZONA-CALIFORNIA

TABLE 11

| DC-6 207 | DC-6 917 | DC-7 953 | DC-6 167 | DC-6 911 | DC-7 Aircoach 961 T | DC-7 725 | DC-6 955 | Read Down | | Read Up | DC-7 950 | DC-6 954 | DC-6 112 | DC-6 910 | DC-7 Aircoach 960 T | DC-6 Aircoach 966 FT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| pm | pm | pm | pm | pm | pm | pm | am | | | | pm | pm | pm | am | am | am |
| ..... | ..... | 5.10 | ..... | ..... | 12.50 | ..... | 9.25 | Lv Houston | Via Continental Air Lines Route | CST Ar | 3.30 | 10.30 | ..... | ..... | 8.05 | ..... |
| ..... | ..... | D6.25 | ..... | ..... | P2.05 | ..... | 10.40 | Lv San Antonio | | CST Ar | 2.10 | 9.15 | ..... | ..... | 6.45 | ..... |
| ↶ | ↶ | 7.15 | ↷ | ↷ | 2.55 | ↶ | 11.40 | Ar El Paso | | MST Lv | L1125 | D6.15 | ↖ | ↗ | P4.00 | ↖ |
| 8.10 | 7.50 | 7.45 | 4.05 | 3.40 | 3.25 | L1210 | L1215 | Lv El Paso | | " Ar | 10.55 | 5.45 | 5.47 | 2.47 | 3.25 | 2.20 |
| 9.30 | – | The Golden Arrow | 5.25 | 5.00 | The Silver Arrow | 1.20 | – | Ar Tucson | | " Lv | ↑ | – | 4.30 | 1.30 | The Silver Arrow | ↑ |
| 10.29 | – | ↓ | | 6.04 | 5.55 | – | 1.50 | Ar Phoenix | | MST Lv | The Golden Arrow | 4.10 | – | 12.30 | 12.55 | First Class/ Air-coach |
| 12.25 | – | ..... | ..... | ↓ | 7.00 | 3.25 | The San Francisco Arrow | Ar San Diego | | PDT Lv | ↑ | The Texas Arrow | 2.00 | ↑ | ↓11.50 | 11.15 |
| ..... | – | 10.30 | ..... | ..... | ↓ | ..... | ↓ | Ar Los Angeles (International Airport) | | " Lv | B↓805 | ↓ | ↓ | ↓ | ..... | ↓ |
| ..... | 11.30 | ..... | ..... | ↓ | ..... | ..... | ↓ | Ar Oakland | | " Lv | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 12.00 | ..... | ..... | D9.15 | ..... | ..... | 4.55 | Ar San Francisco | | PDT Lv | ..... | L1.00 | ..... | 9.15 | ..... | ..... |
| am | Midn. | pm | pm | pm | pm | pm | pm | | | | am | pm | pm | pm | pm | pm |

## From ARIZONA to CALIFORNIA • SAN DIEGO-LOS ANGELES

TABLE 13

| | | | 100 | Air-coach 621 T | 211 | DC-7 725 | 955 | DC-7 731 | Air-coach DC-7 961 T | 911 | 167 | Air-coach 609 T | DC-7 739 | Air-coach DC-7 695 T | DC-7 774 FT | 207 | 903 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am |
| Bisbee/Douglas | | MST Lv | ..... | ..... | 9.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tucson | | " Lv | ..... | 6.15 | 10.20 | 1.40 | ..... | 4.00 | ..... | 5.25 | D5.45 | ..... | 7.30 | ..... | ..... | 9.50 | ..... |
| Phoenix | | MST Lv | ..... | m7.25 | L1125 | – | 2.10 | D5.15 | ..... | D6.30 | – | D6.25 | 8.35 | ..... | ..... | 10.50 | ..... |
| San Diego | | PDT Ar | ..... | 9.00 | 1.00 | – | – | – | ..... | – | 7.30 | 8.00 | – | ..... | ..... | 12.25 | ..... |
| San Diego | | " Lv | 7.10 | 9.20 | 1.20 | – | – | Ex. Sa. | 6.15 | – | 7.50 | 8.20 | – | 9.35 | 10.00 | ..... | 2.20 |
| Los Angeles (International Airport) | | " Ar | 7.55 | 10.05 | 2.05 | 3.30 | – | 6.45 | 7.00 | – | 8.35 | 9.05 | 10.05 | 10.20 | 10.45 | ..... | 3.05 |
| San Francisco | | PDT Ar | ..... | ..... | ..... | ..... | 4.55 | ..... | ..... | 9.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | am |

DC-6 EQUIPMENT UNLESS OTHERWISE SHOWN





## Through Plane Service

# From CALIFORNIA-ARIZONA and EL PASO to the SOUTHEAST

TABLE 10

| | | | DC-7 906 | DC-7 728 | DC-7 918 | B-707 + JET 24 FT | DC-6 902 | DC-7 968 FT | DC-6 910 | DC-6 966 FT | DC-6 Aircoach 638 T | DC-7 908 | DC-7 764 | DC-7 Aircoach 694 T | DC-7 900 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | Noon | am | am | pm | pm | pm | am | pm | am | am |
| San Francisco | | PDT Lv | ..... | ..... | 8.55 | ..... | ..... | ..... | 9.15 | ..... | ..... | ..... | S 11.55 | ..... | ..... |
| Oakland | | " Lv | ..... | ..... | L9.40 | ..... | ..... | ..... | – | ..... | 11.30 | ..... | ↓ | ..... | ..... |
| San Diego | | " Lv | ..... | ..... | ↓ | ..... | ..... | ..... | – | ..... | ↓ | ..... | ↓ | ..... | ..... |
| Los Angeles (International Airport) | | " Lv | A8.40 | 7.45 | ↓ | L 12.00 | L9.50 | L10.30 | – | 11.15 | ↓ | 12.15 | ↓ | A 12.50 | A1.05 |
| San Diego | | PDT Lv | ↓ | B9.00 | ↓ | ↓ | ↓ | ↓ | – | – | ↓ | A1.20 | ↓ | ↓ | ↓ |
| Phoenix | | MST Lv | ↓ | b1115 | ↓ | Mer-cury/ Royal Coach-man Service | ↓ | First Class/ Air-coach | 12.30 | – | ↓ | – | The Mercury | The Royal Coach-man | The Royal Rocket |
| Tucson | | " Lv | ↓ | 11.00 | ↓ | ↓ | ↓ | ↓ | 1.30 | – | ↓ | The Trade-wind | ↓ | ↓ | ↓ |
| El Paso | | " Ar | ↓ | 12.10 | ↓ | ↓ | ↓ | ↓ | 2.47 | 2.20 | ↓ | – | ↓ | ↓ | ↓ |
| El Paso | | MST Lv | ↓ | L1235 | ↓ | ↓ | ↓ | ↓ | 3.10 | 2.45 | ↓ | ↓ | ↓ | ↓ | ↓ |
| Ft. Worth | | CST Ar | ↓ | – | ↓ | ↓ | ↓ | 3.50 | – | – | ↓ | ↓ | ↓ | ↓ | ↓ |
| Ft. Worth | | " Lv | ↓ | – | ↓ | ↓ | ↓ | 4.30 | – | – | ↓ | ↓ | ↓ | ↓ | ↓ |
| Dallas | | " Ar | L2.05 | 3.40 | 3.55 | 3.50 | 3.55 | – | 6.30 | *6.05 | 6.15 | 6.30 | A6.00 | 6.15 | 6.30 |
| Dallas | | " Lv | 2.35 | ↘ | 4.35 | ↔ | 4.30 | – | B7.05 | B7.00 | ↔ | B7.10 | ↔ | ↔ | B7.15 |
| Shreveport | | " Ar | – | ..... | – | ..... | – | – | 8.00 | – | ..... | – | ..... | ..... | – |
| New Orleans | Via Delta Air Lines Route | " Ar | 4.10 | ..... | – | ..... | 6.16 | 6.08 | – | – | ..... | – | ..... | ..... | – |
| New Orleans | | " Lv | D4.40 | ..... | – | ..... | D6.41 | D6.40 | – | First Class/ Air-Coach | ..... | – | ..... | ..... | – |
| Birmingham | | CST Ar | ↓ | ..... | – | ..... | 8.07 | – | – | | ..... | – | ..... | ..... | 9.19 |
| Atlanta | | EST Ar | ↓ | ..... | – | ..... | 10.11 | – | 11.40 | | ..... | – | ..... | ..... | 11.19 |
| Charlotte | | EST Ar | The Trade-wind | ..... | – | ..... | ..... | – | L1.25 | – | ..... | – | ..... | ..... | ..... |
| New Orleans | | CST Ar | ↓ | ..... | 6.10 | ..... | ..... | – | ..... | 8.46 | ..... | 8.45 | ..... | ..... | ..... |
| New Orleans | | CST Lv | ..... | ..... | D6.45 | ..... | ..... | – | ..... | L9.30 | ..... | 9.20 | ..... | ..... | ..... |
| Tampa | Via National Airlines Route | EST Ar | ..... | ..... | 9.30 | ..... | ..... | 9.25 | ..... | 12.30 | ..... | – | ..... | ..... | ..... |
| Orlando | | Ar | ..... | ..... | – | ..... | ..... | – | ..... | – | ..... | 12.30 | ..... | ..... | ..... |
| Miami | | EST Ar | 7.55 | ..... | 10.50 | ..... | ..... | 10.45 | ..... | 1.49 | ..... | L1.46 | ..... | ..... | ..... |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | am | pm | am | am | am |

## ○ NONSTOPS between CHICAGO and DALLAS/FT. WORTH

TABLE 12

| Electra JET-P 347 | B-707 + JET 25 FT | DC-6 Aircoach 631 T | Electra JET-P 389 | Read Down | | Read Up | DC-6 Aircoach 630 T | Electra JET-P 348 | B-707 + JET 26 FT | Electra JET-P 388 |
|---|---|---|---|---|---|---|---|---|---|---|
| pm | pm | pm | am | | | | am | pm | pm | pm |
| D7.30 | ..... | L1230 | A8.55 | Lv Chicago (Midway) | | CDT Ar | 11.20 | 12.35 | ..... | 8.05 |
| – | 4.50 | – | – | Lv Chicago (O'Hare) | | CDT Ar | – | – | 3.20 | – |
| 9.05 | 5.55 | – | 10.30 | Ar Dallas | | CST Lv | B7.00 | 9.10 | L 12.15 | D 4.40 |
| 9.40 | ..... | 3.05 | ..... | Ar Ft. Worth | | CST Lv | ..... | 8.25 | ..... | ..... |
| pm | pm | pm | am | | | | am | am | pm | pm |

## From CALIFORNIA to ARIZONA • LOS ANGELES-SAN DIEGO

TABLE 13

| | | | Air-coach 622 T | DC-7 728 | DC-7 740 | 100 | Air-Coach 654 T | 954 | 112 | 212 | DC-7 775 FT | DC-7 746 | Air-coach 606 T | 910 | DC-7 Aircoach 960 T | DC-7 908 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | am |
| San Francisco | | PDT Lv | ..... | ..... | ..... | ..... | ..... | L1.00 | ..... | ..... | ..... | ..... | ..... | 9.15 | ..... | ..... |
| San Diego | | " Lv | ..... | ..... | 7.25 | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... |
| Los Angeles (International Airport) | | " Lv | 7.05 | 7.45 | B8.00 | B8.35 | 9.40 | – | 2.00 | 4.40 | 5.35 | D7.15 | 8.40 | – | 11.50 | 12.15 |
| San Diego | | " Ar | 7.55 | 8.30 | – | – | 10.30 | – | – | 5.30 | 6.20 | Ex. Sa. | 9.30 | – | 12.35 | 1.00 |
| San Diego | | PDT Lv | B8.15 | B9.00 | – | – | ..... | – | – | D5.50 | ..... | – | 9.50 | – | ..... | ..... |
| Phoenix | | MST Ar | 9.45 | – | 9.35 | 10.15 | ..... | 3.50 | – | 7.20 | ..... | 8.50 | 11.20 | 12.05 | ..... | ..... |
| Tucson | | " Ar | ..... | 10.30 | 10.37 | ..... | ..... | ..... | 4.10 | 8.24 | ..... | ..... | 12.29 | 1.09 | ..... | ..... |
| Bisbee/Douglas | | MST Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.23 | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | am | am | am | am | am | pm | pm | pm | pm | pm | am | am | am | am |

DC-6 EQUIPMENT UNLESS OTHERWISE SHOWN

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 46

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

AMERICAN AIRLINES

AMERICAN AIRLINES

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

# NONSTOP SERVICE WESTBOUND

*For Additional Local and Connecting Services See Table 7*

## ★ NEW YORK EVERY HOUR ON THE HOUR CHICAGO ★

**TABLE 14**

| | | | +B-707 JET 49 FT | Electra JET-P 303 | Electra JET-P 301 | DC-6 Aircoach 609T | DC-6 Aircoach 611T | Electra JET-P 309 | Electra JET-P 311 |
|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | Noon | pm | pm |
| **New York** (LaGuardia) | EDT | Lv | ..... | A9.00 | 10.00 | L1100 | L1200 | L1.00 | 2.00 |
| **New York** (N. Y. Int'l.) | " | Lv | B4800 | – | – | – | – | – | – |
| **New York** (Newark) | EDT | Lv | Mercury/ Royal | – | – | – | – | – | – |
| **Chicago** (O'Hare Field) | CDT | Ar | 9.05 Coach-man | – | – | – | – | – | – |
| **Chicago** (Midway) | CDT | Ar | | 10.30 | 11.30 | 1.25 | 2.25 | 2.30 | 3.30 |
| | | | am | am | am | pm | pm | pm | pm |

| | | | DC-6 Aircoach 615T | Electra JET-P 391 | Electra JET-P 393 | DC-6 219 | Electra JET-P 317 | DC-6 Aircoach 619T | DC-6 225 | Electra JET-P 321 | Electra JET-P 323 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| **New York** (LaGuardia) | EDT | Lv | 3.00 | D4400 | D4500 | ..... | D 6.00 | D 7.00 | 7.50 | 8.00 | 9.00 |
| **New York** (N. Y. Int'l.) | " | Lv | – | Ex. Sa. | – | ..... | Ex. Sa. | – | Su. On. | Ex. Sa. | Ex. Sa. |
| **New York** (Newark) | EDT | Lv | – | The Captain's Flagship (†) (x) | The Captain's Flagship (†) (x) | D5.00 Ex. Sa. | – | – | – | – | – |
| **Chicago** (O'Hare Field) | CDT | Ar | – | | | – | – | – | – | – | – |
| **Chicago** (Midway) | CDT | Ar | 5.25 | 5.30 | 6.30 | 7.20 | 7.30 | 9.25 | 10.15 | 9.30 | 10.30 |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm |

JET POWERED **ELECTRA** FLAGSHIPS

SERVING
NEW YORK
DETROIT
CHICAGO
WASHINGTON
BOSTON
PHILADELPHIA
ST. LOUIS
TULSA
DALLAS
FORT WORTH
EL PASO

## ★ NEW YORK to DETROIT ★

**TABLE 15**

| | | | Electra JET-P 331 | Electra JET-P 333 | Electra JET-P 337 | Electra JET-P 397 | DC-6 139 | DC-6 Aircoach 639T | Electra JET-P 343 | DC-6 Aircoach 621T |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | pm | pm | pm | pm | pm | pm |
| **New York** (LaGuardia) | EDT | Lv | B8.20 | L1140 | 2.30 | S4515 | ..... | D 6.25 | 8.45 | 10.00 |
| **New York** (N. Y. Int'l.) | " | Lv | Ex. Sa. & Su. | – | – | The Captain's Flagship (▲) (x) | Ex. Sa. ..... | Ex. Sa. – | Ex. Sa. – | – |
| **New York** (Newark) | EDT | Lv | – | – | – | | D5.35 | – | – | – |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Ar | 9.10 | 12.30 | 3.20 | 6.05 | 7.05 | 7.55 | 9.35 | 11.30 |
| | | | am | pm | pm | pm | pm | pm | pm | pm |

## ★ DETROIT to CHICAGO ★

**TABLE 16**

| | | | 557 | Electra JET-P 389 | DC-6 233 | 537 | 527 | Electra JET-P 335 | DC-7 Aircoach 667T | DC-6 215 | DC-6 231 | DC-6 131 | DC-6 201 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | am | am | pm | pm |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Lv | B7.05 | 7.35 | 8.45 Ex. Su. | 9.05 | 9.05 Sat. Only | 9.35 | 9.50 *Disc. 9/17* | L1125 Ex. Sa. | L1150 Ex. Sa. | L1210 Ex. Sa. | L1215 Sat. Only |
| **Chicago** (O'Hare Field) | CDT | Ar | 8.29 | – | – | 10.29 Ex. Sa. & Su. | | – | | 12.42 | – | – | |
| **Chicago** (Midway) | CDT | Ar | ..... | 8.31 | 10.00 | | 10.27 | 10.31 | 11.00 | ..... | 1.05 | 1.25 | 1.30 |
| | | | am | am | am | am | am | am | am | pm | pm | pm | pm |

| | | | DC-6 Aircoach 617T | DC-6 223 | DC-6 127 | 547 | DC-6 133 | 509 | DC-6 123 | DC-6 149 | DC-6 Aircoach 639T | DC-6 153 | DC-6 Aircoach 621T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Lv | 2.25 Ex. Sa. | 2.50 | 4.00 Ex. Sa. | 4.30 | D5.15 | D6.55 Ex. Sa. | 7.00 Sa. On. | 7.55 | 8.15 Ex. Sa. | 11.15 Ex. Sa. | 11.55 |
| **Chicago** (O'Hare Field) | CDT | Ar | 3.42 | 4.07 | 5.17 | – | – | – | – | – | – | – | – |
| **Chicago** (Midway) | CDT | Ar | ..... | ..... | ..... | 5.52 | 6.30 | 8.17 | 8.15 | 9.10 | 9.30 | 12.30 | 1.10 |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | am |



# NONSTOP SERVICE EASTBOUND

*For Additional Local and Connecting Services See Table 7*

## ★ CHICAGO EVERY HOUR ON THE HOUR NEW YORK ★

**TABLE 14**

| | | | Electra JET-P 300 | DC-6 Aircoach 606T | Electra JET-P 304 | Electra JET-P 306 | DC-6 220 | Electra JET-P 348 | Electra JET-P 312 | DC-6 Aircoach 614T | Electra JET-P 390 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | Noon | pm | pm | pm | pm |
| **Chicago** (Midway) | CDT | Lv | B8.00 | 9.00 | M1000 | L1100 | L1200 Ex. Sa. | L1.00 | 2.00 Ex. Sa. | 3.00 | D4400 Ex. Sa. |
| **Chicago** (O'Hare Field) | CDT | Lv | – | – | – | – | – | – | – | – | – |
| **New York** (Newark) | EDT | Ar | – | – | – | – | 3.50 | – | – | – | The Captain's Flagship (†) (x) |
| **New York** (N. Y. International) | " | Ar | – | – | – | – | ..... | – | – | – | |
| **New York** (LaGuardia) | EDT | Ar | 11.15 | 12.55 | 1.15 | 2.15 | ..... | 4.15 | 5.15 | 6.55 | 7.15 |
| | | | am | pm | pm | pm | pm | pm | pm | pm | pm |

| | | | Electra JET-P 392 | DC-6 Aircoach 604T | Electra JET-P 318 | Electra JET-P 320 | +B-707 JET 48 FT |
|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm |
| **Chicago** (Midway) | CDT | Lv | D4500 | ..... | D7.00 Ex. Sa. | 8.00 Ex. Sa. | ..... |
| **Chicago** (O'Hare Field) | CDT | Lv | – | D 6.00 | – | – | ‡9.00 |
| **New York** (Newark) | EDT | Ar | The Captain's Flagship (†) (x) | – | – | – | Mercury/ Royal |
| **New York** (N. Y. International) | " | Ar | | – | – | – | 11.50 Coach-man |
| **New York** (LaGuardia) | EDT | Ar | 8.15 | 9.55 | 10.15 | 11.15 | ..... |
| | | | pm | pm | pm | pm | pm |

## ★ DETROIT to NEW YORK ★

**TABLE 15**

| | | | Electra JET-P 330 | Electra JET-P 334 | Electra JET-P 336 | DC-6 Aircoach 640T | DC-6 134 | Electra JET-P 398 | Electra JET-P 342 | DC-6 Aircoach 622T |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | pm | pm | pm | pm | pm | pm |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Lv | B8.00 Ex. Sa. & Su. | M1015 | 1.30 | 4.00 | D 4.30 | S4500 | D7.10 | 7.55 |
| **New York** (Newark) | EDT | Ar | – | – | – | – Ex. Sa. | 7.40 Ex. Sa. | The Captain's Flagship (▲) (x) | – Ex. Sa. | – |
| **New York** (N. Y. International) | " | Ar | – | – | – | – | ..... | | | |
| **New York** (LaGuardia) | EDT | Ar | 10.40 | 12.55 | 4.10 | 7.10 | ..... | 7.40 | 9.50 | 11.05 |
| | | | am | pm | pm | pm | pm | pm | pm | pm |

## ★ CHICAGO to DETROIT ★

**TABLE 16**

| | | | DC-7 Aircoach 684T | DC-6 214 | Electra JET-P 332 | 542 | DC-6 142 | DC-6 152 | DC-6 224 | DC-6 Aircoach 616T | 536 | DC-6 Aircoach 640T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | am | pm | pm |
| **Chicago** (Midway) | CDT | Lv | 7.00 *Disc. 9/18* | ..... Ex. Su. | 7.35 | B8.20 Sat. Only | 9.00 Ex. Sa. | 10.05 | 11.00 Sat. Only | 11.15 | L1.10 | 2.20 Ex. Sa. |
| **Chicago** (O'Hare Field) | CDT | Lv | B7.30 | – | – | – | – | – | – | – | – | – |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Ar | 8.02 | 8.42 | 8.29 | 9.35 | 10.10 | 11.15 | 12.10 | 12.25 | 2.25 | 3.30 |
| | | | am | am | am | am | am | am | pm | pm | pm | pm |

| | | | DC-6 134 | 530 | DC-6 132 | DC-6 230 | DC-6 232 | DC-6 128 | 516 | DC-6 Aircoach 622T | DC-6 226 | Electra JET-P 388 | 472 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| **Chicago** (Midway) | CDT | Lv | 3.00 Ex. Sa. | ..... Ex. Sa. | 3.15 Ex. Sa. | ..... Ex. Sa. | ..... Ex. Sa. | ..... Sa. On. | D5.40 Ex. Sa. | D 6.20 | 7.30 | 8.25 | ..... |
| **Chicago** (O'Hare Field) | CDT | Lv | – | 3.25 | – | 4.35 | 5.10 | 5.10 | – | – | – | – | 9.25 |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Ar | 4.10 | 4.40 | 4.25 | 5.47 | 6.22 | 6.22 | 6.55 | 7.30 | 8.40 | 9.19 | 10.40 |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 46



FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

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AMERICAN AIRLINES

For Additional Local and Connecting Services See Table 7

## NEW YORK to BUFFALO NONSTOPS

TABLE 17

| | | | DC-6 237 | DC-6 183 | DC-6 113 | DC-6 161 | DC-6 143 | DC-6 109 | 553 | 539 | DC-6 129 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | pm | pm | pm | pm | pm | pm | pm |
| New York (LaGuardia) | EDT | Lv | B8.10 | 10.25 | L1230 | ..... | 3.10 | 3.15 | ..... | D 6.35 | ..... |
| New York (N. Y. Int'l.) | " | Lv | Ex. Su. | – | – | ..... Ex. Sa. | – Ex. Sa. | Sa. On. | Ex. Sat. | – | Ex. Sa. |
| New York (Newark) | " | Lv | – | – | – | 2.00 | – | – | D5.20 | – | 8.40 |
| Buffalo | EDT | Ar | 9.45 am | 12.00 Noon | 2.05 pm | 3.30 pm | 4.45 pm | 4.45 pm | 7.02 pm | 8.24 pm | 10.10 pm |

## BUFFALO to DETROIT and CHICAGO

TABLE 18

| | | | DC-6 159 | 537 | 527 | DC-6 201 | DC-7 Aircoach 693T | DC-6 223 |
|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | pm |
| Buffalo | EDT | Lv | B8.00 | B8.15 | B8.15 | 11.25 | L1140 | 2.05 |
| Detroit/Windsor (Detroit Metropolitan) | EST | Ar | – Ex. Su. | 8.46 | 8.46 Sat. Only | L1149 Sat. Only | – | 2.29 |
| Chicago (O'Hare Field) | CDT | Ar | – | 10.29 Ex. Sa. & Su. | 10.27 | 1.30 | 12.40 | 4.07 |
| Chicago (Midway) | CDT | Ar | 9.15 am | am | am | pm | pm | pm |

| | | | 547 | DC-6 143 | DC-6 149 | 535 | DC-6 153 |
|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm |
| Buffalo | EDT | Lv | 3.45 | D 5.15 | D7.10 | 7.50 | 10.30 |
| Detroit/Windsor (Detroit Metropolitan) | EST | Ar | 4.16 | – Ex. Sa. | 7.34 | 8.21 Ex. Sa. | 10.54 Ex. Sa. |
| Chicago (O'Hare Field) | CDT | Ar | – | – | – | ..... | – |
| Chicago (Midway) | CDT | Ar | 5.52 pm | 6.30 pm | 9.10 pm | ..... pm | 12.30 am |

## NEW YORK to SYRACUSE and ROCHESTER

TABLE 19

| | | | 545 | DC-6 203 | DC-6 145 | 541 | DC-6 223 | 547 | 575 | 573 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | pm | pm | pm |
| New York (LaGuardia) | EDT | Lv | B7.50 | B8.25 | 9.40 | L1110 | L1130 | L1.00 | Sat. Only 1.40 | 1.45 |
| New York (N. Y. Int'l.) | " | Lv | Ex. Sa. & Su. | Ex. Su. – | Ex. Su. – | – | – | – | Via Albany | Ex. Sa. – Via Albany |
| New York (Newark) | " | Lv | – | – | – | – | – | – | 3.43 | 3.43 |
| Syracuse | " | Ar | 9.12 | – | 10.52 | 12.32 | – | 2.22 | 4.36 | 4.36 |
| Rochester, N. Y. | EDT | Ar | ..... am | 9.49 am | ..... am | ..... pm | 12.54 pm | ..... pm | pm | pm |

| | | | 533 | DC-6 149 | 597 | 525 | DC-6 141 | 519 | DC-6 239 |
|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm |
| New York (LaGuardia) | EDT | Lv | 2.55 | 4.30 | D6.10 | ..... Ex. Sa. | 8.25 | 8.25 | 10.25 Ex. Sa. |
| New York (N. Y. Int'l.) | " | Lv | – | – | – | ..... | – | – | – |
| New York (Newark) | " | Lv | – | – | – | D7.15 | – | Via Albany | – |
| Syracuse | " | Ar | 4.17 | – | 7.32 | 8.32 | – | 10.28 | 11.37 |
| Rochester, N. Y. | EDT | Ar | ..... pm | 5.54 pm | 8.18 pm | ..... pm | 9.49 pm | 11.14 pm | ..... pm |

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SEE TABLE NO. 14

2 hrs. 15 min. CHICAGO to NEW YORK

1 hr. 40 min. DETROIT to NEW YORK

2 hrs. 10 min. WASHINGTON to CHICAGO



For Additional Local and Connecting Services See Table 7

## BUFFALO to NEW YORK NONSTOPS

TABLE 17

| | | | DC-6 238 | DC-6 236 | DC-6 154 | DC-6 160 | DC-6 136 | DC-6 120 | 530 | 538 | 554 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | pm | pm | pm | pm | pm | pm |
| Buffalo | EDT | Lv | B7.30 | 10.30 | L1140 | L1.10 | D 5.00 | D 5.10 | D7.20 | 9.15 | 9.30 |
| New York (Newark) | " | Ar | – Ex. Su. | – | 1.10 | – | – | 6.40 | – Ex. Sa. | – | – Ex. Sa. |
| New York (N. Y. International) | " | Ar | – | – | ..... | – | – | ..... | – | – | – |
| New York (LaGuardia) | EDT | Ar | 9.00 am | 12.00 Noon | ..... pm | 2.40 pm | 6.30 pm | ..... pm | 8.55 pm | 10.50 pm | 11.05 pm |

## CHICAGO and DETROIT to BUFFALO

TABLE 18

| | | | DC-6 228 | DC-6 204 | DC-6 214 | 542 | DC-6 Aircoach 602T | DC-6 152 | DC-6 150 |
|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | pm |
| Chicago (Midway) | CDT | Lv | B7.10 Ex. Su. | ..... Ex. Sa. & Su. | ..... Ex. Su. | B8.20 Sat. Only | 8.30 | 10.05 | L1.00 |
| Chicago (O'Hare Field) | CDT | Lv | – | – | B7.30 | – | – | – | – |
| Detroit/Windsor (Detroit Metropolitan) | EST | Lv | – | B8.05 | 9.05 | 9.50 | – | L1135 | – |
| Buffalo | EDT | Ar | 10.15 am | 10.18 am | 11.18 am | 12.10 pm | 11.35 am | 1.48 pm | 4.05 pm |

| | | | 536 | 530 | DC-6 128 | 516 | DC-6 210 | DC-6 156 | 472 |
|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm |
| Chicago (Midway) | CDT | Lv | L1.10 | ..... Ex. Sa. | ..... Sa. On. | D5.40 Ex. Sa. | D6.20 | 8.30 Ex. Sa. | ..... |
| Chicago (O'Hare Field) | CDT | Lv | – | 3.25 | 5.10 | – | – | – | 9.25 Daily |
| Detroit/Windsor (Detroit Metropolitan) | EST | Lv | 2.35 | 4.50 | D6.45 | ⓓ7.10 | – | – | 10.50 Ex. Sa. |
| Buffalo | CDT | Ar | 4.55 pm | 7.10 pm | 8.58 pm | 9.30 pm | 9.25 pm | 11.35 pm | 1.10 am |

AMERICAN AIRLINES

flies more passenger miles than any other airline

## ROCHESTER and SYRACUSE to NEW YORK

TABLE 19

| | | | DC-6 144 | DC-6 200 | 514 | DC-6 138 | 562 | 544 | DC-6 204 | 526 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | am |
| Rochester, N. Y. | EDT | Lv | B7.15 | ..... | 8.37 | ..... | 10.20 | ..... | L1125 | L1125 |
| Syracuse | " | Lv | – | B7.35 | 9.20 | 9.35 | – | L1125 | – | – |
| New York (Newark) | " | Ar | Ex. Sa. & Su. | – Ex. Su. | – Sun. Only | – Ex. Su. | 11.45 Ex. Su. | – Ex. Sa. | – Ex. Sa. & Su. | – Sun. Only |
| New York (N. Y. International) | " | Ar | – | – | – | – | ..... | – | – | – |
| New York (LaGuardia) | EDT | Ar | 8.35 am | 8.50 am | 10.47 am | 10.50 am | ..... am | 12.52 pm | 12.45 pm | 12.56 pm |

| | | | DC-6 140 | DC-6 116 | 582 | 534 | DC-6 150 | 536 | 586 | 588 | DC-6 232 | DC-6 128 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| Rochester, N. Y. | EDT | Lv | ..... | ..... | 3.15 | ..... | ..... | D5.50 | 7.25 | ..... | 9.30 | 9.55 |
| Syracuse | " | Lv | 2.45 | 2.45 | – | 5.00 | D5.30 | – | – | 8.35 | 10.20 | 10.45 |
| New York (Newark) | " | Ar | 3.55 Ex. Sa. | – Sat. Only | – | 6.18 Ex. Sa. | – | – | – Ex. Sa. | – Ex. Sa. | – Ex. Sa. | – Sa. On. |
| New York (N. Y. International) | " | Ar | ..... | – | – | ..... | – | – | – | – | – | – |
| New York (LaGuardia) | EDT | Ar | ..... pm | 4.00 pm | 4.46 pm | ..... pm | 6.45 pm | 7.21 pm | 8.56 pm | 10.02 pm | 11.35 pm | 12.00 Midn. |

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AMERICAN AIRLINES

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in *LOCAL TIME* as observed in each city.

## BOSTON to PHILADELPHIA and WASHINGTON

*For complete service Philadelphia-Washington see Table 28*

TABLE 20

| | | | DC-6 115 | DC-6 115-Electra 385 | Electra JET-P 361-467 | 571-277 | DC-6 255-543 | DC-6 249-419 | DC-6 257 | DC-6 261-241 | DC-6 T Aircoach 633-569 | 431 | DC-6 263-407 | 437 | 267 | DC-6 T Aircoach 635-181 | DC-6 269 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | Noon | pm | pm | pm | pm | pm | pm | pm | pm | | | | | | |
| Boston | EDT | Lv | A7.00 | A7.00 | 8.00 | 9.10 | 10.00 | 11.00 | S12.00 | 2.00 | 3.00 | 3.15 | 4.00 | D5.30 | S6.00 | 7.00 | 8.00 | | | | | | |
| New York (LaGuardia) | " | Lv | 8.35 Ex. Sa. & Su. | 9.10 Ex. Sa. & Su. | 9.15 Ex. Su. | 10.50 Ex. Sa. | L1150 Ex. Sa. | L1230 | 1.35 Ex. Sa. | 3.55 | 4.45 | – Ex. Sa. Non-stop | D5.40 | – Ex. Sa. Non-stop | 7.35 Ex. Sa. | 9.00 Ex. Sa. | 9.35 Ex. Sa. | | | | | | |
| New York (N. Y. Int'l.) | " | Lv | – | – | – | – | – | – | – | – | – | 5.01 | – | ▼ | – | j10.00 | – | | | | | | |
| Philadelphia | " | Ar | – | 9.48 | – | – | – | – | – | – | – | ▼ | 7.11 | 7.54 | 9.00 | 10.25 | 11.00 | | | | | | |
| Washington | EDT | Ar | 10.00 | ..... | 10.46 | 12.15 | 1.21 | 2.01 | 3.00 | 5.20 | 6.16 | ..... | ▼ | ▼ | ▼ | ▼ | ▼ | | | | | | |
| | | | am | am | am | nn | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | | | | | | |

## PROVIDENCE to NEW YORK and WASHINGTON

*For additional service New York-Washington see Table 23*

TABLE 21

| | | | 411 Ex. Su. | 251 Ex. Sa. & Su. | DC-6 213 | 435 Ex. Sa. & Su. | DC-6 241 | DC-6 243 | DC-6 245 | 551 Ex. Sa. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | Noon | pm | pm | pm | pm | | | | | | | | | | | | | |
| Providence | EDT | Lv | A7.35 | 8.10 | 10.20 | S1200 | 2.25 | 5.15 | 8.40 | 11.50 | | | | | | | | | | | | | |
| New York (N. Y. Int'l.) | " | Ar | 8.39 | – | – | – | ▼ | – | Ex. Sa. | – | | | | | | | | | | | | | |
| New York (LaGuardia) | EDT | Ar | ..... | 9.15 | 11.25 | 1.04 | 3.30 | 6.20 | 9.45 | 12.59 | | | | | | | | | | | | | |
| | | | | DC-6 Aircoach 637 T | 543 Ex. Sa. | DC-6 257 Ex. Sa. | ▼ 241 | 403 Ex. Sa. | | | | | | | | | | | | | | | |
| New York (LaGuardia) | EDT | Lv | ..... | 10.10 | L1150 | 1.35 | 3.55 | D6.50 | ..... | ..... | | | | | | | | | | | | | |
| New York (N. Y. Int'l.) | " | Lv | ..... | – | – | – | – | – | ..... | ..... | | | | | | | | | | | | | |
| Washington | EDT | Ar | ..... | 11.35 | 1.21 | 3.00 | 5.20 | 8.21 | ..... | ..... | | | | | | | | | | | | | |
| | | | am | am | pm | pm | pm | pm | pm | am | | | | | | | | | | | | | |

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## HARTFORD / SPRINGFIELD to NEW YORK and WASHINGTON

*For additional service New York-Washington see Table 23*

TABLE 22

| | | | DC-6 187 Ex. Su. | 421 | 547 | 569 | DC-6 221 Ex. Sa. | DC-6 275 | 477 | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | pm | pm | pm | pm | pm | | | | | | | | | | | | | | |
| Hartford Springf'ld, Mass. | EDT | Lv | A7.25 | 9.05 | 11.45 | 3.30 | 4.40 | 8.10 | 8.10 | | | | | | | | | | | | | | |
| New York (N.Y. Int'l.) | " | Ar | 8.25 | – | – | – | – | Ex. Sa. | Sat. Only | | | | | | | | | | | | | | |
| New York (LaGuardia) | EDT | Ar | ..... | 9.58 | 12.38 | 4.23 | 5.32 | 9.02 | 9.03 | | | | | | | | | | | | | | |
| | | | | ▼ 421 | DC-6 257 | ▼ 569 | 403 | DC-6 269 Ex. Sa. | | | | | | | | | | | | | | | |
| New York (LaGuardia) | EDT | Lv | ..... | 10.20 Via Balt. | 1.35 Ex. Sa. | 4.45 | D6.50 Ex. Sa. | 9.35 | ..... | | | | | | | | | | | | | | |
| New York (N. Y. Int'l.) | " | Lv | ..... | – | – | – | – | – | ..... | | | | | | | | | | | | | | |
| Washington | EDT | Ar | ..... | 12.10 | 3.00 | 6.16 | 8.21 | 11.00 | ..... | | | | | | | | | | | | | | |
| | | | am | pm | pm | pm | pm | pm | pm | | | | | | | | | | | | | | |

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## NEW YORK-WASHINGTON — *NONSTOPS*

TABLE 23

| | | | 405 | 413 | DC-6 115 | 467 | DC-6 251 | DC-6 171 | DC-6 Aircoach 637 T | DC-6 277 | DC-7 739 | 543 | 419 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | am | am | am | pm | | | | | | | | | | |
| New York (LaGuardia) | EDT | Lv | B7.00 | B7.30 | 8.35 | 9.15 | 9.40 | 9.55 | 10.10 | 10.50 | ..... | L1150 | L1230 | | | | | | | | | | |
| New York (N. Y. Int'l.) | " | Lv | – | – Ex. Sa. & Su. | – Ex. Sa. | – Ex. Su. | – Ex. Su. | – | – | – Ex. Sa. | 11.10 | – Ex. Sa. | – | | | | | | | | | | |
| New York (Newark) | " | Lv | – | – | – | – | – | – | – | – | – | – | – | | | | | | | | | | |
| Washington | EDT | Ar | 8.31 | 9.01 | 10.00 | 10.46 | 11.05 | 11.20 | 11.35 | 12.15 | 12.30 | 1.21 | 2.01 | | | | | | | | | | |
| | | | am | am | am | am | am | am | am | pm | pm | pm | pm | | | | | | | | | | |

| | | | DC-6 257 | DC-6 117 | DC-6 241 | 569 | 407 | 403 | DC-6 267 | DC-6 Aircoach 657 T | 567 | DC-6 269 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | | | | | | | | | | | |
| New York (LaGuardia) | EDT | Lv | 1.35 | 2.55 | 3.55 | 4.45 | D5.40 | D6.50 | 7.35 | 8.10 | 9.00 | 9.35 | | | | | | | | | | | |
| New York (N. Y. Int'l.) | " | Lv | – Ex. Sa. | – | – | – | – | – Ex. Sa. | – Ex. Sa. | – | – Ex. Sa. | – Ex. Sa. | | | | | | | | | | | |
| New York (Newark) | " | Lv | – | – | – | – | – | – | – | – | – | – | | | | | | | | | | | |
| Washington | EDT | Ar | 3.00 | 4.20 | 5.20 | 6.16 | 7.11 | 8.21 | 9.00 | 9.35 | 10.31 | 11.00 | | | | | | | | | | | |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | | | | | | | | | | | |



## WASHINGTON and PHILADELPHIA to BOSTON

*For complete service Washington-Philadelphia see Table 28*

TABLE 20

| | | | DC-6 130-250 | 446 | DC-6 252 | 410-DC-6 256 | 568-452 | DC-6 258 | DC-6 212-262 | DC-6 244-262 | DC-6 Aircoach T 638 | DC-6 Aircoach T 650 | 520-264 | DC-6 208-266 | 436 | 430 | DC-6 288-268 | 402-DC-6 218 | DC-6 178-468 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | | | | | | |
| Washington | EDT | Lv | B7.00 | B7.25 | A8.10 | 9.45 | 10.05 | S12.10 | ..... | 1.45 | ..... | 3.50 | 4.00 | 5.00 | D5.05 | ..... | S6.30 | ..... | 9.55 | | | | | | |
| Philadelphia | " | Lv | – | Ⓑ8.25 | ▼ | – | – | ▼ | 1.35 | – | 3.25 | – | – | – | ▼ | D5.45 | ▼ | 8.35 | – | | | | | | |
| New York (N. Y. Int'l.) | " | Lv | Ex. Su. | Ex. Sa. & Su. | Ex. Sa. & Su. | – | Ex. Sa. | 1.50 | – | – | Ex. Sa. | Ex. Sa. | Ex. Sa. | Ex. Sa. | Ex. Sa. Non-stop | Ex. Sa. Non-stop | Ex. Sa. | Ex. Sa. | Sa. On. | | | | | | |
| New York (LaGuardia) | " | Lv | 8.50 | – | 9.50 | 11.50 | S12.50 | 1.50 | 3.50 | 3.50 | S5.50 | S5.50 | S5.50 | S6.50 | Non-stop | ▼ | 8.50 | 10.50 | 11.45 | | | | | | |
| Boston | EDT | Ar | 9.55 | 10.03 | 10.55 | 12.55 | 2.00 | 2.55 | 4.55 | 4.55 | 6.55 | 6.55 | 6.55 | 7.55 | 7.10 | 7.23 | 9.55 | 11.55 | 1.55 | | | | | | |
| | | | am | am | am | nn | pm | pm | nn | nn | pm | pm | nn | pm | pm | pm | pm | pm | am | | | | | | |

## WASHINGTON and NEW YORK to PROVIDENCE

*For additional service Washington-New York see Table 23*

TABLE 21

| | | | | DC-6 130 Ex. Su. | 252 Ex Sa. Su. | 568 | DC-6 244 | DC-6 208 | | 450 Ex. Sa. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | pm | pm | pm | pm | pm | pm | | | | | | | | | | | |
| Washington | EDT | Lv | ..... | B7.00 | A8.10 | 10.05 | 1.45 | 5.00 | ..... | 8.10 | ..... | ..... | | | | | | | | | | | |
| New York (LaGuardia) | EDT | Ar | ..... | 8.15 | 9.25 | 11.26 | 3.00 | 6.15 | ▼ | 9.31 | ▼ | ..... | | | | | | | | | | | |
| | | | 424 Ex. Sa. & Su. | ▼ 130 | 432 Ex.Sa.Su. | DC-6 240 | ▼ 244 | DC-6 246 Ex. Sa. | 454 Sa. On. | ▼ 450 Ex. Sa. | 418 Ex. Sa. | 468 Sat. Only | | | | | | | | | | | |
| New York (LaGuardia) | EDT | Lv | A7.00 | 8.40 | 10.20 | S1250 | 3.25 | S7.00 | S7.00 | 9.50 | 11.25 | 11.45 Via Hartf. | | | | | | | | | | | |
| Providence | EDT | Ar | 7.58 | 9.36 | 11.18 | 1.46 | 4.21 | 7.56 | 7.58 | 10.48 | 12.23 | 1.20 | | | | | | | | | | | |
| | | | am | am | am | pm | pm | pm | pm | pm | am | am | | | | | | | | | | | |

## WASHINGTON and NEW YORK to HARTFORD / SPRINGFIELD

*For additional service Washington-New York see Table 23*

TABLE 22

| | | | | | DC-6 252 Ex. Sa. & Sa. | DC-6 258 | 404 Ex. Sa. | DC-6 Aircoach 650 T Sa. On. | DC-6 276 Ex. Sa. | 450 Ex. Sa. | 402 Sa. On. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | pm | pm | pm | pm | pm | pm | | | | | | | | | | | | | |
| Washington | EDT | Lv | ..... | ..... | A8.10 | S12.10 | 1.00 | 3.50 | 4.40 | 8.10 | 7.32 | | | | | | | | | | | | | |
| New York (LaGuardia) | EDT | Ar | ..... | ..... | 9.25 | 1.25 | 2.46 | 5.05 | 5.55 | 9.31 | 9.17 | | | | | | | | | | | | | |
| | | | DC-6 186 Ex. Sa. | 416 Ex. Su. | 412 | 408 | Via Baltimore DC-6 180 Ex. Sa. | 476 Sa. On. | ▼ 276 Ex. Sa. | DC-6 190 Ex. Sa. | 468 Sa. On. | | | | | | | | | | | | | |
| New York (LaGuardia) | EDT | Lv | A6.00 | A7.40 | 10.10 | 2.00 | 3.10 | 6.20 | 6.20 | 10.30 | 11.45 | | | | | | | | | | | | | |
| Hartford Springf'ld, Mass. | EDT | Ar | 6.47 | 8.29 | 10.59 | 2.49 | 3.57 | 7.09 | 7.07 | 11.17 | 12.34 | | | | | | | | | | | | | |
| | | | am | am | am | pm | pm | pm | pm | pm | am | | | | | | | | | | | | | |

**For Your Convenience**

**There's a handy**

**QUICK REFERENCE INDEX**

**On Pages 2 and 3**

## WASHINGTON-NEW YORK — *NONSTOPS*

TABLE 23

| | | | DC-6 112 | DC-6 130 | DC-6 274 | DC-6 252 | 410 | 568 | 578 | DC-6 258 | DC-6 244 | DC-6 Aircoach 650 T | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | pm | pm | pm | | | | | | | | | | | |
| Washington | EDT | Lv | B6.30 | B7.00 | A7.45 | A8.10 | 9.45 | 10.05 | 11.05 | S1210 | 1.45 | 3.50 | | | | | | | | | | | |
| New York (Newark)[1] | " | Ar | – | – Ex. Su. | – Ex. Sa. & Su. | – Ex. Sa. & Su. | – | – | – | – | – | – | | | | | | | | | | | |
| New York (N. Y. Int'l.) | " | Ar | – | | | | – | – | – | – | – | – | | | | | | | | | | | |
| New York (LaGuardia) | EDT | Ar | 7.45 | 8.15 | 9.00 | 9.25 | 11.06 | 11.26 | 12.26 | 1.25 | 3.00 | 5.05 | | | | | | | | | | | |
| | | | am | am | am | am | am | am | pm | pm | pm | pm | | | | | | | | | | | |

| | | | 520 | 528 | DC-6 276 | DC-6 208 | DC-6 288 | 450 | DC-6 178 | DC-6 184 | DC-6 Aircoach 654 T | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | am | | | | | | | | | | | | |
| Washington | EDT | Lv | 4.00 | 4.25 | 4.40 | 5.00 | S6.30 | 8.10 | 9.55 | 11.10 | 2.00 | | | | | | | | | | | | |
| New York (Newark) | " | Ar | – Ex. Sa. | – Ex. Sa. | – Ex. Sa. | – | – | – Ex. Sa. | – Ex. Sa. | – | – | | | | | | | | | | | | |
| New York (N. Y. Int'l.) | " | Ar | – | – | – | – | – | – | – | – | – | | | | | | | | | | | | |
| New York (LaGuardia) | EDT | Ar | 5.21 | 5.46 | 5.55 | 6.15 | 7.45 | 9.31 | 11.10 | 12.25 | 3.15 | | | | | | | | | | | | |
| | | | pm | pm | pm | pm | pm | pm | pm | am | am | | | | | | | | | | | | |

**ALL FLIGHTS DAILY EXCEPT AS NOTED** — **FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 46**



FOR YOUR CONVENIENCE, Arrivals and Departures are shown in *LOCAL TIME* as observed in each city.

AMERICAN AIRLINES

## BOSTON-NEW YORK — NONSTOPS

### TABLE 24

| | | | DC-6 115 | Electra JET-P 361 | DC-6 253 | 571 | DC-6 Aircoach 659 T | DC-6 255 | DC-6 249 | DC-6 257 | DC-6 259 | DC-6 261 | DC-6 Aircoach 633 T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | Noon | pm | pm | pm |
| Boston | EDT | Lv | A7.00 | 8.00 | 9.00 | 9.10 | 9.40 | 10.00 | 11.00 | S1200 | S1.00 | 2.00 | 3.00 |
| New York (Newark) | " | Ar | – Ex. Sa. & Su. | – | – Ex. Sa. & Su. | – | – Ex.Su. | – | – | – | – Ex. Sa. | – | – |
| New York (N. Y. Int'l.) | " | Ar | – | – | – | – | – | – | – | – | – | – | – |
| New York (LaGuardia) | EDT | Ar | 8.10 | 8.53 | 10.10 | 10.25 | 10.50 | 11.10 | 12.10 | 1.10 | 2.10 | 3.10 | 4.10 |
| | | | am | am | am | am | am | am | pm | pm | pm | pm | pm |

| | | | DC-6 263 | DC-6 265 | DC-6 267 | DC-6 Aircoach 635 T | DC-6 269 | 443 | DC-6 271 | DC-6 209 | DC-7 Aircoach 663 T | 593 | 581 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| Boston | EDT | Lv | 4.00 | 5.00 | S6.00 | 7.00 | 8.00 | 8.05 | 9.00 | 10.00 | 10.00 | 11.00 | 11.50 |
| New York (Newark) | " | Ar | – | – | – Ex. Sa. | – | – Ex. Sa. | 9.30 Ex. Sa. | – Ex. Sa. | – Ex. Sa. & Su. | – Su. On. | Sa. & Su. On. | – Ex. Sa. & Su. |
| New York (N. Y. Int'l.) | " | Ar | – | – | – | – | – | ..... | – | – | 11.10 | – | – |
| New York (LaGuardia) | EDT | Ar | 5.10 | 6.10 | 7.10 | 8.10 | 9.10 | ..... | 10.10 | 11.10 | ..... | 12.15 | 1.05 |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | am |

## WASHINGTON - CHICAGO — NEW YORK - WASHINGTON - CINCINNATI - LOUISVILLE - INDIANAPOLIS - CHICAGO and to WEST COAST Connections

### TABLE 25

| | | | 561 | Electra JET-P Ex Su 351 | 565 | 505 | DC-7 775 FT | DC-6 171 | Electra JET-P 353 | DC-6 Ex Sa 169 | 173 | Electra JET-P 395 | Electra JET-P 355 | 569 | DC-6 163 | DC-6 Ex Sa 177 | DC-6 Ex Sa 175 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm |
| New York (LaGuardia) | EDT | Lv | ..... | ..... | B6.05 | Ⓥ8.35 | ..... | 9.55 | ..... | 1.30 | D4.00 | ..... | ..... | 4.45 | D4.55 | D6.30 | 7.20 |
| New York (N. Y. Int'l.) | " | Lv | ..... | ..... | – | – | 9.15 | – | ..... | | | ..... | ..... | – | | | |
| Wilmington | " | Lv | ..... | ..... | – | Ⓥ9.43 | | – | ..... | | | ..... | ..... | – | | | |
| Baltimore | " | Lv | ..... | ..... | 7.31 | Ⓥ1025 | Mer- | – | ..... | | | ..... | ..... | – | | | |
| Washington | EDT | Ar | ..... | ..... | 7.55 | Ⓥ1049 | cury/ | 11.20 | ..... | | | ..... | ..... | 6.16 | | | |
| Richmond, Va. | EST | Lv | ..... | ..... | ..... | s7.55 | Royal | s7.55 | s7.55 | | | E1245 | E2.55 | E2.55 | | | |
| Washington | EDT | Lv | ..... | 8.55 | Ⓑ8.10 | d11.10 | Coach- | L1150 | L1210 | | Via | D1445 | D6.40 | D6.30 | Daily | | |
| Elkins | EST | Ar | ..... | | – | 11.21 | man | – | | | Co- | | | – | | | |
| Elkins | " | Lv | ..... | | – | 11.31 | Serv- | – | | | lum- | | | – | | | |
| Parkersburg/Marietta | " | Ar | ..... | | – | 12.11 | ice | – | | | bus | | | – | | | |
| Parkersburg/Marietta | " | Lv | ..... | | – | M1221 | | – | | | See | | | – | | | |
| Charleston, W. Va. | " | Ar | ..... | | 8.45 | 12.52 | | – | | | Table | | | 7.05 | | | |
| Charleston, W. Va. | " | Lv | ..... | | 8.55 | 1.05 | | – | | | 9 | | | 7.15 | | | |
| Cincinnati | " | Ar | ..... | | 10.01 | 2.11 | 11.00 | 12.55 | | 3.25 | | Ex. Sa. | | 8.21 | 6.50 | | 9.15 |
| Cincinnati | EST | Lv | A8.00 | | 10.25 | 2.30 | L1130 | 1.25 | | 3.50 | | | | ..... | Ⓓ7.15 | | 9.40 |
| Louisville | CDT | Ar | – | | p12.02 | p3.13 | p12.02 | p3.13 | | 4.24 | 7.08 | | | p9.42 | p7.57 | 8.40 | ..... |
| Indianapolis | " | Ar | 8.42 | | 11.07 | 3.12 | | 2.03 | | ..... | ..... | | | p10.28 | – | ..... | 10.18 |
| Indianapolis | " | Lv | 8.55 | | L1119 | 3.25 | | 2.30 | | ..... | ..... | | | ..... | – | ..... | 10.40 |
| Chicago (O'Hare Field) | " | Ar | – | | – | – | | 3.28 | | ..... | ..... | | | ..... | Ex.Sa. | ..... | 11.38 |
| Chicago (Midway) | CDT | Ar | 9.56 | ◀1005 | 12.20 | 4.26 | Via St. Louis See Table 9 | ..... | 1.20 | ..... | ..... | 5.55 | 7.50 | ..... | 8.35 | ..... | ..... |

| | | | DC-7 Aircoach 667 T | DC-7 Aircoach 689 T | DC-6 Aircoach 611 T | | B-707 + JET 41 FT | | B-707 + JET 35 FT | B-707 + JET 45 FT | | | B-707 + JET 37 FT | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | |
| Chicago (Midway) | CDT | Lv | L1125 Disc. 9/17 | L1130 The Royal Coach-man Disc. 9/17 | D2.55 Disc. 9/17 | | | | | | | | | | | | |
| Chicago (O'Hare Field) | CDT | Lv | | | | | | L1115 Mer- | Mer- | D1445 cury/ | D1545 cury/ | | Mer- | D1645 cury/ | | | |
| Los Angeles (International) | PDT | Ar | 3.35 Royal Coach-man | 4.05 | 8.15 | | 5.10 | cury/ Royal Coach-man | Royal Coach-man | 6.45 Royal Coach-man | Royal Coach-man | | 8.45 Royal Coach-man | | | | |
| Oakland | " | Ar | | | | | | 3.45 | | | 8.15 | | | | | | |
| San Francisco | PDT | Ar | | | | | | | | | | | | | | | |
| | | | pm | pm | pm | | pm | pm | pm | pm | pm | | pm | | | | |

For the finest in WINTER VACATIONS Plan an AMERICAN AIRLINES Holiday On Wings IN ARIZONA



## NEW YORK - BOSTON — NONSTOPS



### TABLE 24

| | | | DC-6 280 | DC-6 Aircoach 658 T | DC-6 272 | DC-6 250 | DC-6 252 | DC-6 254 | DC-6 256 | DC-6 452 | DC-6 258 | DC-6 260 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | pm | pm | pm |
| New York (LaGuardia) | EDT | Lv | A7.00 | 7.50 | A8.15 | 8.50 | 9.50 | 10.50 | S1150 | S1250 | 1.50 | 2.50 |
| New York (N. Y. Int'l.) | " | Lv | – Ex. Sa. & Su. | – Ex. Su. | – Ex. Sa. & Su. | – Ex.Su. | – | – Ex. Sa. & Su. | – | – Ex. Sa. | – | – |
| New York (Newark) | " | Lv | – | – | – | – | – | – | – | – | – | – |
| Boston | EDT | Ar | 8.05 | 8.55 | 9.20 | 9.55 | 10.55 | 11.55 | 12.55 | 2.00 | 2.55 | 3.55 |
| | | | am | am | am | am | am | am | pm | pm | pm | pm |

| | | | 444 | DC-6 262 | DC-6 Aircoach 634 T | DC-6 264 | DC-6 266 | DC-6 202 | DC-7 Aircoach 622 T | DC-6 268 | Electra JET-P 364 | DC-6 218 | DC-6 286 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| New York (LaGuardia) | EDT | Lv | ..... | 3.50 | 4.50 | S5.50 | S6.50 | 7.50 | ..... | 8.50 | 9.15 | 10.50 | 10.50 |
| New York (N. Y. Int'l.) | " | Lv | ..... Ex. Sa. | – | – | – Ex. Sa. | – | – Ex. Sa. & Su. | 7.50 Sun. Only | – Ex. Sa. | – | – Ex. Sa. | – Sat. Only |
| New York (Newark) | " | Lv | 3.30 | – | – | – | – | – | | – | – | – | |
| Boston | EDT | Ar | 4.49 | 4.55 | 5.55 | 6.55 | 7.55 | 8.55 | 8.50 | 9.55 | 10.08 | 11.55 | 11.55 |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |

fly JET POWERED ELECTRA FLAGSHIPS

ONLY 2 HOURS CHICAGO - WASHINGTON

## CHICAGO - WASHINGTON — CHICAGO - INDIANAPOLIS - LOUISVILLE - CINCINNATI - WASHINGTON - NEW YORK and from WEST COAST Connections

### TABLE 25

| | | | B-707 + JET 38 FT | DC-7 Aircoach 684 T | | B-707 + JET 44 FT | DC-6 Aircoach 600 T | | | B-707 + JET 40 FT | | B-707 + JET 30 FT | DC-7 776 FT | | DC-7 Aircoach 680 T | | B-707 + JET 32 FT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | pm | am | am | pm | pm | pm | am | pm | am | am | am | pm | am | am |
| San Francisco | PDT | Lv | ..... | A1025 | ..... | S12.55 | ..... | ..... | ..... | L1845 | ..... | ..... | ..... | ..... | ..... | Disc. 9/17 | ..... |
| Oakland | " | Lv | Mer- | | ..... | | | ..... | ..... | | ..... | | ..... | ..... | ..... | | ..... |
| Los Angeles (International) | PDT | Lv | S1230 cury/ | Royal Coach-man Disc. 9/17 | ..... | Mer- cury/ Royal | 11.30 Disc. 9/17 | ..... | ..... | Mer- cury/ Royal | ..... | Mer- L1915 cury/ | L1855 Mer- cury/ Royal Coach-man Serv-ice | ..... | ..... | L1925 Royal Coach-man | ..... |
| Chicago (O'Hare Field) | CDT | Lv | A6.10 Royal Coach-man | 6.20 | ..... | A6.55 Coach-man | 8.05 | ..... | ..... | 2.45 Coach-man | ..... | 2.55 Royal Coach-man | | ..... | ..... | 5.05 | ..... |
| Chicago (Midway) | CDT | Ar | | | | | | | | | | | | | | | 3.55 Royal Coach-man |

| | | | 578 | 566 | DC-6 162 | Electra JET-P 352 | DC-6 168 | DC-6 172 | Electra JET-P 354 | Electra JET-P 356 | 570 | DC-6 Ex Sa 164 | | Ex Sa 484 | Electra JET-P 396 | DC-6 Ex Sa 174 | 560 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| Chicago (Midway) | CDT | Lv | ..... | ..... | B7.20 | B8.10 | 9.05 | ..... | L1230 | 2.20 | 2.40 | ..... | Via St. Louis See Table 9 | 4.15 | D4640 | ..... | 8.10 |
| Chicago (O'Hare Field) | " | Lv | ..... | ..... | – | | Ex.Su. | ..... | | | – | 3.05 | | – | Ex. Sa. | ..... | – |
| Indianapolis | " | Ar | ..... | ..... | 8.18 | | 10.03 | ..... | | | 3.41 | 4.10 | | 5.16 | | ..... | 9.11 |
| Indianapolis | " | Lv | ..... | ..... | 8.40 | | 10.25 | ..... | | | 3.55 | 4.30 | | 5.30 | | ..... | 9.21 |
| Louisville | CDT | Lv | ..... | ..... | ..... | | p8.47 | 1.40 | | | p3.00 | p3.00 | | p3.00 | | D5.35 | – |
| Cincinnati | EST | Ar | ..... | | 9.18 | Ex.Su. | 11.03 | 2.14 | | | 4.35 | 5.08 | | 6.10 | The Captain's Flagship (†) (x) | | 10.01 |
| Cincinnati | " | Lv | B7.15 | 10.00 | L9.45 | | L1135 | D2.40 | | | 5.00 | D5.30 | | D6.30 | | | |
| Charleston, W. Va. | " | Ar | 8.15 | 11.00 | | | | | | | 6.00 | | | | | | |
| | " | Lv | 8.25 | 11.10 | | | | Via | | | D6.10 | | | | | | |
| Parkersburg /Marietta | " | Ar | – | 11.43 | | | | Co- | | | – | | | | | | |
| | " | Lv | – | 11.53 | | | | lum- | | | – | | | | | | |
| Elkins | " | Ar | – | 12.32 | | | | bus | | | – | | | | | | |
| Elkins | EST | Lv | – | M1245 | | | Daily | See | | | – | | | | | | |
| Washington | EDT | Ar | 10.05 | 2.41 | | 11.10 | | Table 9 | 3.30 | 5.20 | 8.35 | | | 9.28 | 9.40 | | |
| Richmond, Va. | EST | Ar | E1139 | E3.59 | | E1139 | | | E3.59 | E7.29 | E1015 | | | E1015 | E1015 | | |
| Washington | EDT | Lv | 11.05 | ..... | | | | | | | | | | | | | |
| Baltimore | " | Ar | – | ..... | | | | | | | | | | | | | |
| New York (Newark) | " | Ar | – | ..... | | | | | | | | | | | | | |
| New York (N. Y. Int'l.) | " | Ar | – | ..... | ▼ | | ▼ | ▼ | | | ▼ | ▼ | | ▼ | | ▼ | |
| New York (LaGuardia) | " | Ar | 12.26 | ..... | 1.15 | ..... | 3.05 | 7.00 | ..... | ..... | 9.00 | ..... | | 9.50 | ..... | 9.20 | ..... |
| | | | pm | pm | pm | am | pm | pm | pm | pm | pm | pm | | pm | pm | pm | pm |

FOR LUXURY FLY THE CAPTAIN'S FLAGSHIP BETWEEN CHICAGO—NEW YORK DETROIT—NEW YORK WASHINGTON—CHICAGO JET POWERED ELECTRA FLAGSHIPS

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 46

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

AMERICAN AIRLINES

AMERICAN AIRLINES

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

# To MEXICO

## TABLE 26

| | | | 557 | DC-6 Air-coach 631 T | DC-6 Air-coach 637 T | DC-7 Air-coach 693 T | DC-6 183 | DC-6 207 | DC-7 Air-coach 695 T | DC-6 165 | DC-6 151 | 489 | B-707 + JET 25 FT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | pm | pm | pm | am | pm |
| **Boston** | EDT | Lv | ..... | ..... | ..... | 9.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **New York** (LaGuardia) | " | Lv | ..... | ..... | 10.10 | v10.00 | 10.25 | ..... | ..... | L1230 | ..... | ..... | ..... |
| **New York** (Newark) | " | Lv | ..... | ..... | – | – | – | ..... | ..... | ↓ | ..... | ..... | ..... |
| **New York** (N.Y. Int'l.) | " | Lv | ..... | ..... | – | – | – | 10.10 | D♦215 | ↓ | ..... | ..... | ..... |
| **Philadelphia** | " | Lv | ..... | ..... | b10.10 | – | – | 11.25 | ↓ | ↓ | ..... | ..... | ..... |
| **Washington** | " | Lv | ..... | ..... | L1205 | – | – | L1245 | ↓ | ↓ | ..... | ..... | ..... |
| **Buffalo** | " | Ar | ..... | ..... | ↓ | 11.10 | 12.00 | – | ↓ | ↓ | ..... | ..... | ..... |
| **Buffalo** | " | Lv | ..... | ..... | ↓ | L11.40 | L1225 | – | ↓ | ↓ | ..... | ..... | ..... |
| Pittsburgh | " | Lv | ..... | ..... | ↓ | ..... | – | – | ↓ | ↓ | ..... | ..... | ..... |
| Cleveland | EDT | Lv | ..... | b10.05 | ↓ | ..... | 1.55 | – | ↓ | ↓ | ..... | ..... | ..... |
| **Cincinnati** | EST | Lv | ..... | ..... | ↓ | ..... | e11.30 | – | ↓ | ↓ | ..... | ..... | Mer-cury/ Royal Coach-man Serv-ice |
| Louisville | CDT | Lv | ..... | ..... | ↓ | ..... | – | – | ↓ | ↓ | ..... | ..... | ↓ |
| Nashville | CST | Lv | ..... | b8.45 | ↓ | ..... | – | – | ↓ | 2.20 | ..... | ..... | ↓ |
| Memphis | " | Ar | ..... | ..... | ↓ | ..... | – | 2.05 | The ↓ | 3.22 | ..... | ..... | ↓ |
| Memphis | CST | Lv | ..... | b10.10 | ↓ | ..... | – | 2.30 | Royal ↓ | 3.45 | ..... | ..... | ↓ |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Lv | ..... | v9.35 | ↓ | v9.35 | – | – | Coach-man | ↓ | ..... | v9.35 | ↓ |
| Milwaukee | CDT | Lv | ..... | N1055 | ↓ | N11.25 | – | – | ↓ | ↓ | ..... | N8.45 | N2.00 |
| **Chicago** (Midway) | " | Ar | ..... | ..... | ↓ | 12.40 | – | – | ↓ | ↓ | ..... | ..... | ..... |
| **Chicago** (Midway) | " | Lv | ..... | L1230 | ↓ | z D1.15 | – | – | ↓ | ↓ | ..... | L1110 | ♦4.50 |
| **Chicago** (O'Hare) | " | Lv | ..... | – | ↓ | ↓ | – | – | ↓ | ↓ | ..... | – | – |
| St. Louis | CDT | Lv | 10.50 | b11.35 | ↓ | ↓ | 3.30 | – | ↓ | ↓ | ..... | Ⓓ1.00 | – |
| Little Rock | CST | Lv | – | b11.10 | ↓ | ↓ | ↓ | 3.30 | ↓ | ↓ | ..... | – | – |
| Tulsa | " | Lv | L1240 | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | ..... | 2.05 | – |
| Oklahoma City | " | Lv | 1.39 | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | ..... | 3.02 | – |
| **Dallas** | " | Ar | 2.42 | ↓ | ↓ | ↓ | ↓ | 4.54 | ↓ | 5.40 | 6.15 | 4.05 | 5.55 |
| **Dallas** | " | Lv | 2.54 | ↓ | ↓ | ↓ | ↓ | 5.15 | ↓ | ↓ | z D6.55 | ← | ← |
| **Ft. Worth** | " | Ar | 3.09 | 3.05 | 3.10 | ↓ | 5.10 | 5.30 | 5.35 | ↓ | ↓ | ..... | ↓ |
| **Ft. Worth** | " | Lv | ↘ | 3.40 | ← | ↓ | ↓ | ↓ | ↓ | ↓ | 6.00 | ..... | ↓ |
| **San Antonio** | " | Ar | ..... | 4.53 | ..... | ↓ | ..... | ..... | ..... | ..... | – | ..... | ..... |
| **San Antonio** | " | Lv | ..... | zD530 | ..... | ↓ | ..... | ..... | ..... | ..... | – | ..... | ..... |
| **Mexico City** | CST | Ar | ..... | 8.25 | ..... | 6.15 | ..... | ..... | ..... | ..... | 10.50 | ..... | ..... |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |

| | AM | AM | AM | PA | AM | TA Ex Sa & Su | AM | TA Sa Only | CONNECTING SERVICES | AM | AM | PA | AM | TA Ex Fr & Su | TA Fr On. | AM | AM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 21 | 17 | 15 | 501 | 13 | 771-773 | 11 | 101 | Read Down — Read Up | 22 | 12 | 502 | 14 | 772-770 | 100 | 16 | 18 |
| | pm | pm | pm | Noon | am | am | am | am | (CST) | am | am | pm | pm | pm | pm | pm | pm |
| | 11.59 | 5.30 | 2.30 | 12.00 | 11.30 | 8.15 | 8.30 | 7.00 | Lv Mexico City Ar | 7.00 | 11.00 | 4.00 | 2.00 | 6.00 | 6.55 | 5.00 | 8.10 |
| | 1.10 | 6.30 | 3.30 | – | 12.30 | – | 9.30 | – | Ar Acapulco Lv | 6.00 | 10.00 | – | 1.00 | – | – | 4.00 | 7.00 |
| | ..... | ..... | ..... | 2.40 | ..... | 10.45 | ..... | 10.25 | Ar Guatemala City Lv | ..... | ..... | 12.50 | ..... | 3.30 | 3.25 | ..... | ..... |
| | am | am | am | pm | pm | pm | pm | pm | | am | am | pm | pm | pm | pm | pm | pm |

## BOSTON-NEW HAVEN-BRIDGEPORT-NEW YORK • BOSTON-PROVIDENCE-HARTFORD

### TABLE 27

| | | | 187 DC-6 | 411 | 231 DC-6 | 201 DC-6 | 251 DC-6 | 421 | 577 | 501 | 123 DC-6 | 509 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | am | pm | pm |
| **Boston** | EDT | Lv | A6.20 | 6.50 | A6.50 | A7.00 | 7.20 | A8.05 | ..... | 10.25 | 2.00 | 2.25 |
| **Providence** | " | Ar | Sa. On. | 7.20 | Ex. Sa. & Su. | Sa.On. | 7.52 | Su.On. | Ex. Sa. & Su. | – | Sa. On. | Ex. Sa. |
| **Hartford** Springf'ld, Mass. | " | Ar | 7.07 | Ex. Su. | 7.37 | 7.47 | Ex. Sa. & Su. | 8.50 | ..... | 11.10 | 2.47 | 3.10 |
| **New Haven** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | 11.05 | ..... | ..... | ..... |
| **Bridgeport** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | 11.30 | ..... | ..... | ..... |
| **New York** (LaGuardia) | EDT | Ar | ..... | ..... | ..... | ..... | ..... | ..... | 12.00 Noon | ..... | ..... | ..... |
| | | | am | am | am | am | am | am | | pm | pm | pm |

## BOSTON-BALTIMORE

### TABLE 27A

| | | | DC-6 115-505 Ex Sa Su | Electra 361-421 | DC-6 267-235 |
|---|---|---|---|---|---|
| | | | am | am | pm |
| **Boston** | EDT | Lv | A7.00 | 8.00 | S6.00 |
| **New York** (LaGuardia) | " | Ar | 8.10 | 8.53 | 7.10 |
| **New York** (LaGuardia) | " | Lv | 8.35 Via Wilmington | 10.20 | 7.55 Ex. Sa. |
| **Baltimore** | EDT | Ar | 10.15 | 11.36 | 9.07 |
| | | | am | am | pm |

## NEW YORK-PHILADELPHIA-WASHINGTON
## NEW YORK-WILMINGTON-BALTIMORE-WASHINGTON NEW YORK & WASHINGTON-RICHMOND-ROANOKE

### TABLE 28

| | | | 565 | 405 | 505 | Electra 385 JET-P | 469 | 421 | DC-6 207 | 543 | 403 | DC-6 235 | DC-6 655 T Air-coach | DC-6 211 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | am | pm | pm | pm | pm |
| **New York** (LaGuardia) | EDT | Lv | B6.05 | B7.00 | 8.35 | 9.10 | ..... | 10.20 | ..... | L1150 | D6.50 | 7.55 | 9.10 | ..... |
| **New York** (Newark) | " | Lv | – | – | – | – | ..... | – | ..... | – | – | – | – | 11.45 |
| **New York** (N.Y. Int'l.) | " | Lv | – | – | – | – | ..... | – | 10.10 | – | – | – | – | – |
| **Philadelphia** | " | Ar | – | – | Ex. Sa. | 9.48 | ..... | – | 11.10 | Ex. Sa. | Ex. Sa. | Ex. Sa. | 10.00 | 12.35 |
| **Philadelphia** | " | Lv | – | – | & Su. | 10.10 | ..... | – | 11.25 | – | – | – | 10.20 | 1.00 |
| **Wilmington** | " | Lv | – | – | 9.43 | – | ..... | – | – | – | – | – | – | – |
| **Baltimore** | " | Lv | 7.31 | – | 10.25 | – | ..... | 11.46 | – | – | – | 9.25 | – | – |
| **Washington** | " | Ar | 7.55 | 8.31 | 10.49 | 10.54 | ..... | 12.10 | 12.20 | 1.21 | 8.21 | 9.49 | 11.15 | 1.55 |
| **Washington** | EDT | Lv | ..... | 8.43 | ..... | ..... | 11.35 | ..... | ..... | 1.35 | 8.33 | ..... | ..... | ..... |
| **Richmond** | EST | Ar | ..... | 8.31 | ..... | ..... | – | ..... | ..... | 1.23 | 8.21 | ..... | ..... | ..... |
| **Roanoke** | EST | Ar | ..... | 9.38 | ..... | ..... | 11.51 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | am | am | am | am | am | pm | pm | pm | pm | pm | pm | am |



# From MEXICO

## TABLE 26

| | | | Electra JET-P 380 | DC-7 728 | DC-6 158 | B-707 + JET 24 FT | DC-6 166 | Electra JET-P 388 | DC-7 Air-coach 692 T | DC-6 Air-coach 630 T | 536 | DC-7 Air-coach 694 T | DC-6 Air-coach 650 T | DC-6 120 | DC-6 Air-coach 638 T | DC-7 720 | DC-6 172 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | am | pm | pm | pm | pm | am | pm | am | am | am | am | am | am |
| **Mexico City** | CST | Lv | ..... | ..... | zL1045 | ..... | ..... | ..... | zA♦1155 | z1.05 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **San Antonio** | " | Ar | ..... | ..... | 1.40 | ..... | ..... | ..... | ↓ | 4.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **San Antonio** | " | Lv | ..... | ..... | 2.40 | ..... | ..... | ..... | ↓ | 5.05 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Ft. Worth** | " | Ar | ..... | ..... | – | ..... | ..... | ..... | ↓ | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Ft. Worth** | " | Lv | ..... | ..... | – | ..... | ..... | ..... | ↓ | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Dallas** | " | Ar | ↓ | ↓ | 3.54 | ↓ | ↓ | ↓ | ↓ | 6.19 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ |
| **Dallas** | " | Lv | D4.50 | 4.30 | 4.30 | D♦445 | D4.35 | D4.40 | ↓ | B7.00 | ..... | B♦7.00 | B7.10 | B7.05 | B7.10 | B7.10 | L9.15 |
| Oklahoma City | " | Ar | ↓ | – | 5.27 | ↓ | ↓ | – | ↓ | ↓ | ..... | ↓ | ↓ | 8.02 | ↓ | – | ↓ |
| Tulsa | " | Ar | ↓ | – | D6.32 | ↓ | ↓ | – | ↓ | ↓ | ..... | ↓ | ↓ | 9.02 | ↓ | – | ↓ |
| Little Rock | CST | Ar | ↓ | – | – | ↓ | ↓ | – | ↓ | ↓ | ..... | ↓ | ↓ | – | ↓ | 8.31 | ↓ |
| St. Louis | CDT | Ar | ↓ | 7.25 | Ⓨ9.30 | ↓ | ↓ | – | ↓ | ↓ | ..... | ↓ | ↓ | L1155 | ↓ | ↓ | ↓ |
| **Chicago** (Midway) | " | Ar | ↓ | ↓ | Ⓨ1109 | ↓ | ↓ | 8.05 | 6.35 | 11.20 | L1.10 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ |
| **Chicago** (Midway) | " | Lv | The ↓ | ↓ | ↓ | Mer-cury/ ↓ | ↓ | 8.25 | ↓ | ↓ | – | The ↓ | ↓ | ↓ | ↓ | ↓ | ↓ |
| **Chicago** (O'Hare) | " | Lv | Mer-cury ↓ | ↓ | ↓ | Royal ↓ | ↓ | b11.47 | ↓ | ↓ | – | Royal ↓ | ↓ | ↓ | ↓ | ↓ | ↓ |
| Milwaukee | CDT | Ar | ↓ | ↓ | ↓ | Coach-man ↓ | ↓ | N9.55 | N8.40 | N1235 | – | Coach-man ↓ | ↓ | ↓ | ↓ | b2.59 | ↓ |
| **Detroit/Windsor** (Detroit Metropolitan) | EST | Ar | ↓ | ↓ | ↓ | Serv-ice ↓ | ↓ | 9.19 | v8.29 | ..... | v2.25 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ |
| Memphis | CST | Ar | b7.20 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | 9.05 | ↓ | ↓ | 9.31 | ↓ |
| Memphis | " | Lv | – | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | 9.30 | ↓ | ↓ | 10.00 | ↓ |
| Nashville | CST | Ar | b8.47 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | L1032 | ↓ | ↓ | ↓ | 1.20 |
| Louisville | CDT | Ar | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | ↓ | ↓ | ↓ | 1.40 |
| Louisville | CDT | Lv | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | ↓ | ↓ | ↓ | 2.14 |
| **Cincinnati** | EST | Ar | ↓ | ↓ | ↓ | ↓ | 9.00 | ↓ | ↓ | ↓ | – | ↓ | ↓ | ↓ | ↓ | ↓ | 2.40 |
| **Cincinnati** | " | Lv | ↓ | ↓ | ↓ | ↓ | Ⓨ9.25 | ↓ | ↓ | ↓ | – | ↓ | ↓ | ↓ | ↓ | ↓ | – |
| Dayton | " | Ar | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | ↓ | ↓ | ↓ | 3.28 |
| Columbus | EST | Ar | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ |
| Cleveland | EDT | Ar | ↓ | 10.45 | ↓ | ↓ | Ⓨ1138 | ↓ | ↓ | ↓ | – | ↓ | ↓ | 3.25 | ↓ | ↓ | ↓ |
| Pittsburgh | " | Ar | ↓ | – | ↓ | ↓ | p12.55 | ↓ | ↓ | ↓ | – | ↓ | ↓ | – | ↓ | ↓ | ↓ |
| **Buffalo** | " | Ar | ↓ | 12.04 | ↓ | ↓ | ↓ | v1.10 | v11.35 | ↓ | 4.55 | ↓ | ↓ | 4.47 | ↓ | ↓ | ↓ |
| **Washington** | " | Ar | 10.05 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | 3.25 | ↓ | 1.45 | ↓ | ↓ |
| **Philadelphia** | " | Ar | 11.04 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | 3.03 | ↓ | ↓ |
| **New York** (N. Y. Int'l.) | " | Ar | – | ↓ | 9.55 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | 1.45 | ↓ | ↓ | ↓ | 3.20 | ↓ |
| **New York** (LaGuardia) | EDT | Ar | 12.04 | ..... | ..... | ..... | ..... | ..... | v11.15 | ..... | ..... | ..... | 5.05 | ..... | ..... | 4.05 | ..... |
| | | | am | am | pm | am | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm |

## NEW YORK-BRIDGEPORT-NEW HAVEN-BOSTON • HARTFORD-PROVIDENCE-BOSTON

### TABLE 27

| | | | 424 | 576 | 504 | DC-6 152 | 454 | DC-6 190 | 584 | 418 | 468 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | pm | pm | pm | pm | am | am |
| **New York** (LaGuardia) | EDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **New York** (N.Y. Int'l.) | " | Lv | ..... | 9.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Bridgeport** | " | Ar | ..... | 10.04 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **New Haven** | " | Ar | Ex. Sa. & Su. | 10.29 | ..... | ..... | Sat. Only | Ex. Sa. | ..... | Ex. Sa. | Sun. Only |
| **Hartford** Springf'ld, Mass. | " | Lv | ..... | Ex. Sa. & Su. | 10.25 | 4.35 | ..... | 11.30 | 11.45 | ..... | 12.46 |
| **Providence** | " | Lv | 8.35 | ..... | – | – | 8.08 | – | – | 12.33 | 1.30 |
| **Boston** | EDT | Ar | 9.00 | ..... | 11.05 | 5.15 | 8.33 | 12.10 | 12.25 | 12.58 | 1.55 |
| | | | am | am | am | pm | pm | am | am | am | am |

## BALTIMORE-BOSTON

### TABLE 27A

| | | | 540- DC-6 252 Ex Sa Su | 404- DC-6 262 Ex. Sa. | 414- DC-6 264 Ex. Sa. |
|---|---|---|---|---|---|
| | | | am | pm | pm |
| **Baltimore** | EDT | Lv | A7.10 | 1.34 | 3.45 |
| **New York** (LaGuardia) | " | Ar | 8.42 | 2.46 | 4.57 |
| **New York** (LaGuardia) | " | Lv | 9.50 Via Phila. | 3.50 | S5.50 |
| **Boston** | EDT | Ar | 10.55 | 4.55 | 6.55 |
| | | | am | pm | pm |

## WASHINGTON-PHILADELPHIA-NEW YORK
## WASHINGTON-BALTIMORE-WILMINGTON-NEW YORK ROANOKE-RICHMOND-WASHINGTON & NEW YORK

### TABLE 28

| | | | 540 | 446 | 568 | DC-6 212 | 404 | DC-6 638 T Air-coach | 414 | 528 | 402 | Electra JET-P 380 | 420 | DC-7 740 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| **Roanoke** | EST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | 12.50 | ..... | 4.30 | ..... | ..... | ..... |
| **Richmond** | EST | Lv | Ex. Sa. | ..... | A⊗800 | ..... | ..... | ..... | – | 2.25 | 5.30 | ..... | ..... | ..... |
| **Washington** | EDT | Ar | & Su. | ..... | ⊗9.42 | ..... | ..... | ..... | 2.57 | 4.07 | 7.12 | ..... | ..... | ..... |
| **Washington** | " | Lv | 6.35 | B7.25 | 10.05 | M1225 | 1.00 | 2.15 | 3.10 | 4.25 | 7.32 | 10.25 | 10.35 | 11.15 |
| **Baltimore** | " | Lv | A7.10 | Ex. Sa. | – | – | 1.34 | – | 3.45 | – | – | – | 11.10 | – |
| **Wilmington** | " | Lv | – | & Su. | – | – | – | – | – | Ex. Sa. | – | – | 11.52 | – |
| **Philadelphia** | " | Ar | 7.48 | 8.14 | – | 1.13 | Ex. Sa. | 3.03 | – | – | 8.21 | 11.04 | – | 12.00 |
| **Philadelphia** | " | Lv | A8.00 | ..... | – | 1.35 | – | 3.25 | – | – | 8.35 | 11.25 | Ex. Sa. | 12.20 |
| **New York** (N. Y. Int'l.) | " | Ar | – | ..... | – | – | – | – | – | – | – | – | – | 1.00 |
| **New York** (LaGuardia) | EDT | Ar | 8.42 | ..... | 11.26 | 2.15 | 2.46 | 4.05 | 4.57 | 5.46 | 9.17 | 12.04 | 12.38 | ..... |
| | | | am | am | am | pm | pm | pm | pm | pm | pm | am | am | am |

AMERICAN'S
PAY LATER PLAN
FOR YOUR CONVENIENCE
10% DOWN
20 MONTHS TO PAY

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 46



FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

AMERICAN AIRLINES

AMERICAN AIRLINES

TABLE 29

# MAJOR U. S. CITIES to HAWAII

## VIA LOS ANGELES

## VIA SAN FRANCISCO

For other American Airlines flights allow 50 minutes minimum connecting time at Los Angeles or San Francisco

| | | | DC-7 773 FT | B-707 + JET 11 FT | B-707 + JET 25 FT | B-707 + JET 37 FT | B-707 + JET 75 FT | The Royal Coachman DC-7 695 T | DC-7 901 | B-707 + JET 7 FT | The Royal Coachman DC-7 673 T | Aircoach DC-6 655 T | B-707 + JET 49 FT | The Mercury DC-7 763 | B-707 + JET 41 FT | B-707 + JET 45 FT | Aircoach DC-6 637 T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | am | pm | pm | pm | pm | pm | pm | am | pm | am | am | am | pm | am |
| Boston | EDT | Lv | ..... | ‡1.45 | ..... | ..... | ..... | ..... | ..... | *j3.00* | ..... | *j7.00* | ..... | *j6.50* | ‡11.30 | ..... | *j8.00* |
| New York (LaGuardia) | " | Lv | ..... | | ..... | ..... | ..... | ..... | ..... | | ..... | 9.10 | ‡8.00 | *b9.05* | | ..... | 10.10 |
| New York (N. Y. Int'l.) | " | Lv | ..... | | ..... | ..... | ..... | ‡2.15 | ..... | ‡6.45 | ‡12.30 | – | – | | ↓ | ..... | – |
| Washington (Friendship Airport) | " | Lv | ..... | | ..... | Mercury/ Royal Coachman | ‡5.35 | | ..... | | *Disc. 9/18* | | – | | | ..... | – |
| Washington (National) | " | Lv | ..... | | ..... | Mercury/ Royal Coachman *v2.50* | Mercury/ Royal Coachman | | ..... | Mercury/ Royal Coachman | | 11.40 | – | *b11.20* | | ..... | 12.05 |
| Cleveland | EDT | Lv | ‡12.15 | Mercury/ Royal Coachman | | | | | ..... | | | – | – | | | ..... | – |
| Detroit/Windsor (Detroit Metropolitan) | EST | Lv | | | | | | | ..... | | | – | *v7.05* | ..... | ↓ | *v2.50* | – |
| Chicago (Midway) | CDT | Lv | | | | | | | ..... | | | – | Mercury/ | ..... | Mercury/ | Mercury/ | – |
| Chicago (O'Hare) | CDT | Lv | | | | ‡6.45 | | | ..... | | | – | ‡9.35 | ..... | ‡1.15 | ‡5.45 | – |
| Dallas | CST | Lv | | | ‡6.30 | – | | | ..... | | | 3.05 | Royal Coachman | ‡1.50 | Royal Coachman | Royal Coachman | – |
| Ft. Worth | CST | Lv | ↓ | ↓ | – | – | ↓ | ‡6.05 | 6.00 | ↓ | ↓ | – | ↓ | ↓ | ↓ | ↓ | 3.45 |
| Los Angeles (Int'l.) | PDT | Ar | 4.30 | 4.30 | 8.20 | 8.45 | 7.40 | 10.20 | 9.25 | 9.20 | 6.15 | 7.20 | 12.05 | 6.10 | 3.45 | 8.15 | – |
| Oakland | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.50 |
| San Francisco | PDT | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | am | am | pm | pm | pm | pm | pm |
| Via PANAM | | | | | | Daily pm | | | | | | Daily am | | | Daily pm | | |
| Los Angeles | PDT | Lv | ..... | ..... | ..... | 11.59 | ..... | ..... | ..... | ..... | ..... | 10.30 | ..... | ..... | ..... | ..... | ..... |
| San Francisco | PDT | Lv | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | 11.59 | ..... | ..... |
| Honolulu | HST | Ar | ..... | ..... | ..... | 6.10 am | ..... | ..... | ..... | ..... | ..... | 4.40 pm | ..... | ..... | 6.40 am | ..... | ..... |

(Combination First Class and Tourist Service)

# HAWAII to MAJOR U. S. CITIES

TABLE 29

## VIA LOS ANGELES

## VIA SAN FRANCISCO

Via PANAM

| | | | | Daily pm | | | | | Daily am | | | | | Daily pm | | | Daily am |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Honolulu | HST | Lv | ..... | 6.00 | ..... | ..... | ..... | ..... | 8.00 | ..... | ..... | ..... | ..... | 7.00 | ..... | ..... | 8.30 |
| San Francisco | PDT | Ar | ..... | – | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | 6.30 | ..... | ..... | 9.10 |
| Los Angeles (Combination First Class and Tourist Services) | PDT | Ar | ..... | 6.05 | ..... | ..... | ..... | ..... | 8.05 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | am | | | | | pm | | | | | am | | | pm |

For other American Airlines flights allow 30 minutes minimum connecting time at Los Angeles or San Francisco

| | | | B-707 + JET 76 FT | B-707 + JET 30 FT | DC-7 906 | B-707 + JET 2 FT | DC-7 774 FT | DC-6 Aircoach 600 T | B-707 + JET 10 FT | B-707 + JET 78 FT | B-707 + JET 38 FT | DC-7 918 | B-707 + JET 40 FT | B-707 + JET 48 FT | The Royal Coachman DC-7 684 T | The Mercury DC-7 764 | B-707 + JET 44 FT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | pm | pm | pm | pm | am | am | am | pm | pm | pm | am |
| San Francisco | PDT | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.55 | ‡8.45 | ‡2.30 | ‡10.25 | ‡11.55 | ‡12.55 |
| Oakland | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.40 | Mercury/ Royal Coachman | Mercury/ Royal Coachman | – | – | – |
| Los Angeles (Int'l.) | PDT | Lv | ‡8.00 | ‡9.15 | 8.40 | ‡8.45 | ‡11.20 | 11.30 | ‡11.15 | ‡11.55 | ‡12.30 | – | | | *Disc. 9/17* | – | – |
| Ft. Worth | CST | Ar | ↓ | ↓ | ↓ | ↓ | ↓ | *Disc. 9/17* | ↓ | ↓ | ↓ | – | ↓ | ↓ | – | 6.00 | – |
| Dallas | CST | Ar | Mercury/ Royal Coachman | – | 2.05 | Mercury/ Royal Coachman | Mercury/ Royal Coachman | – | Mercury/ Royal Coachman | Mercury/ Royal Coachman | 6.10 | 3.55 | 2.45 | ‡8.30 | – | ..... | ‡6.55 |
| Chicago (O'Hare) | CDT | Ar | ↓ | 2.55 | ..... | ↓ | ↓ | 8.05 | ↓ | ↓ | – | ..... | ↓ | – | 6.20 | ..... | ↓ |
| Chicago (Midway) | CDT | Ar | 3.35 | – | ..... | 4.40 | 9.00 | *v10.10* | 7.10 | 7.30 | *v8.42* | ..... | *v4.40* | *v10.40* | 8.02 | ..... | Mercury/ Royal Coachman |
| Detroit/Windsor (Detroit Metropolitan) | EST | Ar | ..... | *v4.40* | ..... | ..... | ..... | ..... | ..... | ..... | Mercury/ Royal Coachman | ..... | ..... | – | ..... | ..... | ..... |
| Cleveland | EDT | Ar | ..... | Mercury/ Royal Coachman | ..... | ↓ | ..... | ..... | ↓ | ↓ | ↓ | ..... | ..... | – | ..... | ..... | ..... |
| Washington (National) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... |
| Washington (Friendship Airport) | EDT | Ar | ..... | ..... | ..... | 4.40 | ..... | ..... | 7.10 | ..... | ..... | ..... | ..... | 11.50 | ..... | ..... | ↓ |
| New York (Int'l.) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | *v12.55* | ..... | 11.45 |
| New York (LaGuardia) | " | Ar | ..... | ..... | ..... | *j7.55* | ..... | ..... | *j10.55* | ..... | ..... | ..... | ..... | ..... | *v1.45* | ..... | ..... |
| Boston | EDT | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | pm | pm | pm | pm | am | am | am | am | am | pm | pm | pm | pm | pm | am |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 46



FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

AMERICAN AIRLINES

# AMERICAN AIRfreight SERVICE

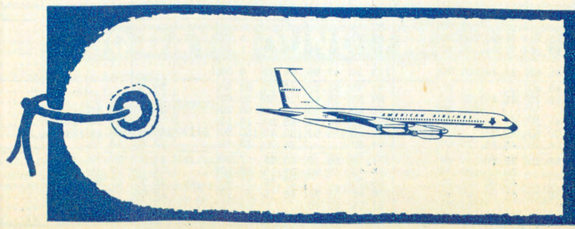
*In addition to Airfreight Service shown in this table, all other American Airlines flights shown elsewhere in this timetable carry Airfreight*

TABLE 29 AIR-FREIGHT TABLE

| 815 Sat. Only | DC-6 853 Ex Su & Mo | 807 Ex Su & Mo | 801 Ex Sa & Su | 803 Ex Su & Mo | 855 Fri. Only | 855 Ex Fr S & S | 805 Ex Sa & Su | ← DC-6A AIRFREIGHTERS → READ DOWN | READ UP | 816 Ex Sa & Su | 802 Ex Fri S & S | 802 Fri. Only | 804 Ex Sa & Su | 806 Ex S S & Mon | 806 Sat. Only | 812 Mon. Only | 810 Ex S S & Mon | 856 Sun. Only | 814 Sat. Only |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| pm | pm | am | pm | pm | pm | pm | pm | | | am | am | am | am | pm | pm | pm | am | am | pm |
| 10.00 | ..... | ..... | 11.05 | ..... | ..... | ..... | ..... | Lv **Boston** | EDT Ar | 11.37 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.20 |
| ↓ | ..... | ..... | 11.54 | ..... | ..... | ..... | ..... | Ar **Hartford** | " Lv | ↑ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ↑ |
| ↓ | ..... | ..... | 12.50 | ..... | ..... | ..... | ..... | Lv **Hartford** | " Ar | ↑ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ↑ |
| ↓ | *‡6.15* | ..... | ..... | ..... | *‡6.15* | *‡6.15* | ..... | Lv New Haven | " Ar | ↑ | *‡9.15* | ..... | *‡9.15* | ..... | ..... | ..... | ..... | ..... | ↑ |
| ↓ | *‡7.15* | ..... | ..... | ..... | *‡7.15* | *‡7.15* | ..... | Lv Bridgeport | " Ar | ↑ | *‡8.00* | ..... | *‡8.00* | ..... | ..... | ..... | ..... | ..... | ↑ |
| ↓ | – | ..... | ..... | ..... | – | – | ..... | Ar **New York** (Newark) | " Lv | 10.20 | – | ..... | ↑ | ..... | ..... | ..... | ..... | ..... | ↑ |
| ↓ | *‡9.15* | 1.55 | *‡9.15* | *‡9.15* | *‡9.15* | ..... | ..... | Lv **New York** (Newark) | " Ar | 9.06 | *‡8.15* | *‡1230* | *‡1230* | 10.46 | ..... | 10.46 | *‡1230* | ..... | ↑ |
| ↓ | – | ↓ | – | – | – | ..... | ..... | Ar **New York** (Int'l.) | " Lv | ↑ | – | – | ↑ | – | ..... | – | – | ..... | ↑ |
| ↓ | – | ↓ | *‡7.45* | *‡7.45* | *‡7.45* | *‡7.45* | ..... | Lv **New York** (Int'l.) | " Ar | ↑ | *‡7.00* | *‡4.40* | *‡4.40* | *‡4.40* | ..... | *‡4.40* | *‡4.40* | ..... | ↑ |
| 11.14 | – | ↓ | – | – | – | – | ..... | Ar **New York** (LaGuardia) | " Lv | ↑ | – | – | – | – | ..... | – | – | ..... | 9.10 |
| 12.45 | 1.30 | ↓ | 12.15 | 11.25 | 11.25 | 10.15 | ..... | Lv **New York** (LaGuardia) | " Ar | ↑ | 2.25 | 7.35 | 5.37 | *‡2.45* | 9.46 | *‡2.45* | 8.10 | ..... | 7.21 |
| ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Ar Philadelphia | " Lv | ↑ | ↑ | ↑ | ↑ | 10.05 | 9.05 | 10.05 | ↑ | ..... | ↑ |
| ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Lv Philadelphia | " Ar | ↑ | ↑ | ↑ | ↑ | 9.08 | 8.08 | 9.08 | ↑ | ..... | ↑ |
| ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Ar Baltimore | " Lv | ↑ | ↑ | ↑ | ↑ | 8.30 | 7.30 | 8.30 | ↑ | ..... | ↑ |
| ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Lv Baltimore | " Ar | ↑ | ↑ | ↑ | ↑ | 6.29 | 6.29 | 6.29 | ↑ | ..... | ↑ |
| ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Ar Washington | " Lv | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | – | ↑ | ..... | ↑ |
| ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Lv Washington | " Ar | ↑ | 1.10 | 6.20 | ↑ | ↑ | ↑ | – | ↑ | ..... | ↑ |
| ↓ | ↓ | 3.25 | ↓ | ↓ | ↓ | ↓ | ↓ | Ar **Buffalo** | " Lv | ↑ | 11.52 | 5.19 | ↑ | ↑ | ↑ | – | ↑ | ..... | ↑ |
| ↓ | ↓ | 4.25 | ↓ | ↓ | ↓ | ↓ | ↓ | Lv **Buffalo** | EDT Ar | ↑ | ↑ | ↑ | 4.05 | ↑ | ↑ | – | ↑ | ..... | ↑ |
| 2.20 | ↓ | ↓ | ←2.37 | 1.00 | 1.00 | ↓ | ↓ | Ar **Detroit** (Metropolitan) | EST Lv | 5.50 | ↑ | ↑ | 3.05 | ↑ | ↑ | – | ↑ | ..... | 4.05 |
| 3.50 | ↓ | ↓ | 3.45 | 2.30 | 2.30 | ↓ | ↓ | Lv **Detroit** (Metropolitan) | " Ar | 4.46 | ↑ | ↑ | 12.01 | ↑ | ↑ | – | ↑ | ..... | 3.16 |
| ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Ar Cincinnati | " Lv | – | ↑ | ↑ | – | 3.35 | 3.35 | 3.35 | ↑ | ..... | ↑ |
| ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Lv Cincinnati | EST Ar | – | ↑ | ↑ | – | 2.44 | 2.44 | 2.44 | ↑ | ..... | ↑ |
| ↓ | ↓ | *‡8.30* | *‡8.30* | *‡8.30* | *‡8.30* | *‡8.30* | *‡7.00* | Lv Milwaukee | CDT Ar | *‡1100* | ↑ | ↑ | – | ↑ | ↑ | ↑ | ↑ | *‡5.00* | ↑ |
| 5.05 | 3.55 | 5.43 | 5.00 | 3.45 | 3.45 | 12.48 | ↓ | Ar **Chicago** (Midway) | " Lv | 3.35 | ↑ | ↑ | 10.50 | 1.20 | 1.20 | 1.20 | ↑ | – | 2.05 |
| 6.35 | – | 7.15 | 6.15 | 5.25 | 5.25 | 2.05 | ↓ | Lv **Chicago** (Midway) | " Ar | 2.00 | ↑ | ↑ | 9.06 | 12.10 | 12.10 | – | ↑ | 11.05 | 12.50 |
| ↓ | *‡1100* | ↓ | *‡1100* | *‡1100* | *‡1100* | *‡1100* | ↓ | Ar Milwaukee | " Lv | *‡7.00* | ↑ | ↑ | *‡8.30* | ↑ | ↑ | *‡8.30* | ↑ | ↑ | ↑ |
| ↓ | ..... | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Ar **St. Louis** | " Lv | ↑ | ↑ | ↑ | 7.45 | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| ↓ | ..... | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Lv **St. Louis** | CDT Ar | ↑ | ↑ | ↑ | 7.05 | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| ↓ | ..... | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Ar Nashville | CST Lv | ↑ | ↑ | 12.50 | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| ↓ | ..... | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Lv Nashville | " Ar | ↑ | ↑ | 11.52 | ↑ | ↑ | ↑ | ↑ | 3.00 | ↑ | ↑ |
| ↓ | ..... | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Ar Memphis | " Lv | ↑ | 6.50 | 10.50 | ↑ | ↑ | ↑ | ↑ | 2.08 | ↑ | ↑ |
| ↓ | ..... | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Lv Memphis | " Ar | ↑ | 5.50 | 9.50 | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| ↓ | ..... | ↓ | ↓ | *‡6.00* | ↓ | ↓ | ↓ | Lv San Antonio | " Ar | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| ↓ | ..... | ↓ | ↓ | – | ↓ | ↓ | ↓ | Lv Ft. Worth | " Ar | ↑ | ↑ | ↑ | ↑ | *‡9.00* | *‡9.00* | ↑ | ↑ | ↑ | ↑ |
| 9.23 | ..... | ↓ | 4.20 | 8.13 | 8.13 | ↓ | ↓ | Ar **Dallas** | " Lv | ↑ | 3.55 | 7.55 | ↑ | 7.50 | 7.50 | ↑ | 11.30 | 6.45 | ↑ |
| 11.05 | ..... | ↓ | 5.40 | 11.10 | ..... | ↓ | ↓ | Lv **Dallas** | " Ar | ↑ | 2.35 | 2.35 | ↑ | 6.20 | 6.20 | ↑ | ↑ | 5.12 | ↑ |
| ↓ | ..... | ↓ | *‡9.00* | – | ..... | ↓ | ↓ | Ar Ft. Worth | " Lv | ↑ | ↑ | ↑ | ↑ | *‡6.00* | *‡6.00* | ↑ | ↑ | ↑ | ↑ |
| ↓ | ..... | ↓ | – | – | ..... | ↓ | ↓ | Lv Ft. Worth | " Ar | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| ↓ | ..... | ↓ | – | 12.30 | ..... | ↓ | ↓ | Ar San Antonio | " Lv | ↑ | *‡6.00* | *‡6.00* | ↑ | *‡6.00* | *‡6.00* | ↑ | ↑ | 4.00 | ↑ |
| ↓ | ..... | ↓ | – | 2.00 | ..... | ↓ | ↓ | Lv San Antonio | " Ar | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | 2.26 | ↑ |
| ↓ | ..... | ↓ | – | 5.05 | ..... | ↓ | ↓ | Ar Mexico City | CST Lv | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | 11.30 | ↑ |
| 3.20 | ..... | 1.40 | 11.40 | 9.55 | ..... | ..... | 7.30 | Ar **Los Angeles** (Int'l.) | PDT Lv | ↑ | ↑ | ↑ | 10.30 | 12.05 | 12.05 | ..... | ..... | ..... | 12.50 |
| 4.50 | ..... | ..... | 12.55 | ..... | ..... | ..... | 8.30 | Lv **Los Angeles** (Int'l.) | " Ar | ↑ | ↑ | ↑ | ↑ | ..... | ..... | ..... | ..... | ..... | 11.18 |
| – | ..... | ..... | – | ..... | ..... | ..... | – | Ar San Diego | " Lv | ↑ | ↑ | ↑ | ↑ | ..... | ..... | ..... | ..... | ..... | – |
| 6.28 | ..... | ..... | 2.33 | ..... | ..... | ..... | 10.08 | Ar **San Francisco** | PDT Lv | 5.00 | 7.20 | 7.20 | ..... | ..... | ..... | ..... | ..... | ..... | 9.30 |
| pm | am | pm | pm | pm | pm | pm | am | | | pm | pm | pm | pm | pm | am | pm | pm | am | pm |

**EXPLANATION OF REFERENCE MARKS FOR AIRFREIGHTER SCHEDULES**

CDT—Central Daylight Time.
CST—Central Standard Time.
EDT—Eastern Daylight Time.
EST—Eastern Standard Time.
PDT— Pacific Daylight Time.
↗—Via expedited motor connection.



**AMERICAN** offers you more **JETfreight SERVICE** to more cities across the U.S.A. than any other airline

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

AMERICAN AIRLINES

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FOR YOUR CONVENIENCE, Arrivals and Departures are shown in *LOCAL TIME* as observed in each city.

## BOEING 707 JET DELUXE SERVICE CHARGES

THE FOLLOWING DELUXE SERVICE CHARGES SHALL APPLY, IN ADDITION TO THE APPLICABLE FIRST CLASS OR ROYAL COACHMAN FARE, WHEN TRANSPORTATION IS ON FLIGHTS SCHEDULED TO BE OPERATED WITH BOEING 707 AIRCRAFT.

| Between | Charge | Between | Charge | Between | Charge |
|---|---|---|---|---|---|
| BOSTON-CHICAGO | 3.00 | CHICAGO-LOS ANGELES | 7.00 | DALLAS-NEW YORK | 6.00 |
| BOSTON-LOS ANGELES | 10.00 | CHICAGO-NEW YORK | 3.00 | LOS ANGELES-NEW YORK | 10.00 |
| BOSTON-SAN FRANCISCO | 10.00 | CHICAGO-SAN FRANCISCO | 7.00 | LOS ANGELES-BALTIMORE/WASHINGTON | 10.00 |
| CHICAGO-DALLAS | 3.00 | DALLAS-LOS ANGELES | 4.00 | NEW YORK-SAN FRANCISCO | 10.00 |

## ONE-WAY FIRST CLASS FARES

(U. S. CURRENCY)

FOR DELUXE SERVICE CHARGE VIA BOEING 707 JET SERVICES, SEE ABOVE.
FAMILY FARES APPLY ON FLIGHTS SCHEDULED TO DEPART NOT EARLIER THAN 12:01 P.M. MONDAY AND NOT LATER THAN 12:01 P.M. THURSDAY.
SPECIAL SERVICE CHARGE OF $3.00 APPLIES ON FLIGHTS DESIGNATED AS "THE CAPTAIN'S FLAGSHIP".
CONSULT AMERICAN AIRLINES FOR FARES NOT LISTED HEREIN. ALL FARES ARE FOR INFORMATION ONLY, SUBJECT TO CHANGE WITHOUT NOTICE.

| AND / BETWEEN | Acapulco, Mexico | Akron/Canton, Ohio | Albany, New York | Atlanta, Ga. | Baltimore, Md. | Birmingham, Ala. | Boston, Mass. | Bridgeport, Conn. | Buffalo/Niagara Falls, N. Y. | Charleston, W. Va. | Chicago, Ill. | Cincinnati, Ohio | Cleveland, Ohio | Columbus, Ohio | Dallas/Ft. Worth, Tex. | Dayton, Ohio | Detroit, Mich. | Douglas, Ariz. | El Paso, Tex. | Elkins, W. Va. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Boston, Mass. | δ | 37.20 | 11.55 | | 25.00 | | | | | | | | | | | | | | | |
| Bridgeport, Conn. | δ | 31.20 | 9.75 | | 16.40 | | 10.95 | | | | | | | | | | | | | |
| Buffalo/Niagara Falls, N. Y. | δ | 16.50 | 18.60 | | 32.55 | | 28.05 | 23.05 | | | | | | | | | | | | |
| Charleston, W. Va. | δ | 26.55 | 37.30 | | 21.25 | | 44.20 | 35.60 | | | | | | | | | | | | |
| Chicago, Ill. | δ | | 47.95 | | 40.35 | | 57.00 | 50.95 | 32.15 | 29.25 | | | | | | | | | | |
| Cincinnati, Ohio | δ | 16.60 | 39.85 | | 31.20 | | 49.35 | 42.90 | 29.00 | 12.00 | 19.35 | | | | | | | | | |
| Cleveland, Ohio | δ | 4.65 | 28.15 | | | | 37.20 | 31.20 | 14.45 | 26.55 | | 16.60 | | | | | | | | |
| Columbus, Ohio | δ | 8.70 | 33.75 | | | | 43.20 | 36.75 | 21.75 | 20.15 | | 10.25 | 9.40 | | | | | | | |
| Dallas/Ft. Worth, Tex. | δ | 73.75 | 93.60 | | 82.25 | | 103.05 | 96.60 | 85.50 | 68.20 | 59.60 | 59.20 | 73.75 | 67.40 | | | | | | |
| Dayton, Ohio | δ | 13.00 | 38.25 | | | | 47.70 | 41.25 | 25.35 | 15.65 | | 5.70 | 13.00 | 6.60 | 62.85 | | | | | |
| Detroit, Mich. | δ | | 32.85 | | | | 42.30 | 36.40 | 16.30 | | 17.90 | | | | 71.30 | | | | | |
| Douglas, Ariz. | | 111.85 | 137.95 | | 127.55 | | 147.00 | 140.95 | 122.45 | 110.95 | 96.50 | 101.00 | 111.85 | 106.75 | 49.80 | 102.20 | 108.20 | | | |
| El Paso, Tex. | | 99.60 | 125.70 | 88‡95 | 115.30 | 80‡85 | 134.75 | 128.75 | 110.20 | 98.75 | 84.30 | 88.80 | 99.60 | 94.50 | 37.60 | 90.00 | 96.00 | 14.30 | | |
| Elkins, W. Va. | δ | 33.60 | 34.40 | | 14.35 | | 37.25 | 28.70 | | 9.10 | 36.30 | 19.00 | 33.60 | 27.20 | 75.25 | 22.65 | | 117.95 | 105.75 | |
| Hartford/Springfield, Mass. | δ | 32.35 | 6.55 | | 19.35 | | 7.75 | 5.30 | 23.05 | 38.50 | 52.10 | 44.35 | 32.35 | 38.20 | 98.05 | 42.75 | 37.30 | 142.10 | 129.90 | 31.60 |
| Houston, Tex. | | 80.55 | 103.80 | | 90.95 | | 113.25 | 106.05 | 92.90 | 74.80 | 71.35 | 65.95 | 80.55 | 74.15 | | 69.60 | | | | 82.85 |
| Indianapolis, Ind. | δ | | 44.95 | | 36.60 | | 54.00 | 48.00 | | 18.85 | 12.45 | 8.95 | | | 60.30 | | | 100.65 | | 25.90 |
| Joplin, Mo. | δ | 49.70 | 75.80 | | 65.40 | | 84.85 | 78.80 | 60.30 | | 34.35 | | 49.70 | | 27.30 | | 46.05 | 64.20 | 52.00 | |
| Knoxville, Tenn. | δ | | 52.60 | | 33.45 | | 56.40 | 47.80 | | | | | | | 53.45 | | | 100.50 | 88.30 | |
| Little Rock, Ark. | δ | 53.40 | 76.65 | | 64.45 | | 86.10 | 78.80 | 65.75 | 47.80 | | 38.85 | 53.40 | 47.00 | 22.45 | 42.45 | | 70.20 | 57.95 | 54.85 |
| Los Angeles, Calif. | | 140.10 | 166.25 | 132‡80 | 156.35 | 124‡70 | 175.30 | 169.25 | 150.45 | 139.75 | 120.35 | 129.85 | 140.10 | 135.55 | 81.40 | 131.00 | 136.20 | 38.65 | 49.85 | 146.80 |
| Louisville, Ky. | δ | 22.40 | 45.65 | | 36.00 | | 55.10 | 48.65 | 34.75 | 16.85 | 19.65 | 7.85 | 22.40 | 16.00 | 53.45 | 11.50 | | 97.40 | 85.15 | 23.85 |
| Memphis, Tenn. | δ | 45.00 | 68.25 | | 56.10 | | 77.70 | 70.45 | 57.40 | 39.45 | | 30.45 | 45.00 | 38.60 | 30.80 | 34.10 | | 78.55 | 66.35 | 46.45 |
| Mexico City, D. F. | † | 129.60 | 151.90 | | 140.60 | | 161.40 | 154.90 | 142.00 | 124.70 | 117.90 | 115.90 | 129.60 | 124.10 | 60.40 | 119.50 | 129.60 | | | 132.80 |
| Midland/Odessa, Tex. | | 92.65 | 113.25 | | 101.90 | | 122.70 | 116.25 | 103.25 | 87.85 | 76.50 | 78.85 | 92.65 | 87.05 | 21.70 | 82.50 | 89.00 | 30.15 | 17.90 | 94.90 |
| Milwaukee, Wis. | δ | | 47.95 | | 42.95 | | 57.00 | 50.95 | 32.15 | 34.40 | 7.20 | 24.50 | | | 64.70 | | 17.90 | 101.65 | 89.40 | 41.45 |
| Nashville, Tenn. | δ | 32.15 | 55.40 | | 43.25 | | 64.90 | 57.60 | 44.55 | 26.60 | 29.40 | 17.60 | 32.15 | 25.80 | 43.65 | 21.25 | | 90.70 | 78.50 | 33.65 |
| New Haven, Conn. | δ | 32.15 | 8.75 | | 17.40 | | 9.95 | 4.65 | 23.05 | 36.60 | 51.95 | 43.85 | 32.15 | 37.75 | 97.60 | 42.25 | 37.30 | 141.95 | 129.70 | 29.70 |
| New York, N. Y. | δ | 28.15 | 10.80 | | 13.40 | | 13.65 | 5.10 | 21.20 | 32.60 | 47.95 | 39.85 | 28.15 | 33.75 | 93.60 | 38.25 | 33.35 | 137.95 | 125.70 | 25.65 |
| Oklahoma City, Okla. | δ | 63.35 | 89.50 | | 79.10 | | 98.50 | 92.50 | 74.00 | 62.50 | 48.05 | 52.55 | 63.35 | 58.30 | 13.60 | 53.75 | 59.75 | 50.55 | 38.30 | 69.50 |
| Parkersburg, W. Va. | δ | 27.55 | 37.30 | | 21.25 | | 44.20 | 35.60 | | 6.20 | 30.25 | 13.00 | 27.55 | 21.15 | 70.15 | 16.60 | | 111.95 | 99.70 | 9.10 |
| Peoria, Ill. | δ | | 56.10 | | 48.50 | | 65.15 | 59.10 | 40.35 | | 10.25 | | | | 52.45 | | 26.10 | 89.35 | 77.15 | |
| Philadelphia, Pa. | δ | | 16.90 | | 7.30 | | 19.75 | 11.15 | 27.30 | 26.50 | 44.25 | 36.45 | | | 87.50 | | | 132.80 | 120.55 | 19.60 |
| Phoenix, Ariz. | | 120.40 | 146.50 | 111‡60 | 136.65 | 103‡45 | 155.55 | 149.55 | 130.75 | 120.05 | 100.65 | 110.10 | 120.40 | 115.85 | 59.15 | 111.30 | 116.50 | 15.00 | 26.20 | 127.05 |
| Pittsburgh, Pa. | δ | | | | | | 35.10 | 27.55 | | | 29.35 | 20.45 | | 12.30 | 77.60 | 16.85 | | 118.00 | 104.75 | |
| Providence, R. I. | δ | 36.40 | 20.05 | | 22.65 | | 5.25 | 8.30 | 27.15 | 41.85 | 56.15 | 48.40 | 36.40 | 42.25 | 102.10 | 46.80 | 41.40 | 146.15 | 133.95 | 34.95 |
| Richmond, Va. | δ | | 30.80 | | 10.75 | | 33.70 | 25.10 | | | 46.40 | | | | 78.75 | | | 125.80 | 113.60 | |
| Roanoke, Va. | δ | | 37.65 | | 17.55 | | 40.50 | 31.90 | | | | | | | 69.35 | | | 116.40 | 104.20 | |
| Rochester, N. Y. | δ | 20.10 | 15.00 | | 30.85 | | 24.50 | 22.55 | 5.65 | | 35.75 | 32.60 | 18.05 | 25.35 | 89.10 | 28.95 | 19.90 | 126.05 | 113.80 | |
| St. Louis, Mo. | δ | 33.60 | 59.70 | | 49.30 | | 68.75 | 62.70 | 44.20 | | 18.25 | 22.75 | 33.60 | | 43.40 | | 29.95 | 80.30 | 68.10 | |
| San Antonio, Tex. | δ | 86.55 | 108.85 | | 97.55 | | 118.35 | 111.90 | 98.95 | 83.50 | 74.85 | 74.50 | 86.55 | 82.65 | 17.35 | 78.15 | 86.55 | | | 90.50 |
| San Diego, Calif. | δ | 140.10 | 166.25 | 132‡30 | 156.35 | 124‡20 | 175.30 | 169.25 | 150.45 | 139.75 | 120.35 | 129.85 | 140.10 | 135.55 | 79.90 | 131.00 | 136.20 | 34.70 | 45.90 | 146.80 |
| San Francisco/Oakland | δ | 140.10 | 166.25 | 145‡30 | 156.35 | 141‡60 | 175.30 | 169.25 | 150.45 | 144.55 | 120.35 | 134.60 | 140.10 | 139.15 | 102.85 | 134.60 | 136.20 | 59.70 | 70.85 | 151.55 |
| Springfield, Ill. | δ | | 59.70 | | 49.30 | | 68.75 | 62.70 | 44.00 | | 13.85 | | | | 48.80 | | 29.75 | 85.75 | 73.50 | |
| Springfield, Mo. | δ | 45.30 | 72.20 | | 61.80 | | 81.25 | 75.25 | 56.70 | | 30.75 | | 46.10 | | 31.20 | | 42.45 | 68.10 | 55.90 | |
| Syracuse, N. Y. | δ | 24.70 | 10.45 | | 26.30 | | 19.90 | 18.00 | 10.25 | | 40.35 | 37.15 | 22.60 | 29.95 | 93.60 | 33.50 | 24.50 | 130.60 | 118.40 | |
| Toronto, Ont. | δ | 21.65 | 25.10 | | 39.05 | | 34.55 | 29.55 | 6.50 | | 33.00 | 33.60 | 17.00 | 26.40 | 90.75 | 30.00 | 22.80 | 128.85 | 116.60 | |
| Tucson, Ariz. | | 116.70 | 142.85 | 106‡05 | 132.45 | 97‡95 | 151.90 | 145.85 | 127.35 | 115.85 | 100.65 | 105.90 | 116.70 | 111.65 | 54.70 | 107.10 | 113.10 | 8.00 | 19.15 | 122.85 |
| Tulsa, Okla. | δ | 56.25 | 82.35 | | 71.95 | | 91.40 | 85.35 | 66.85 | 55.35 | 40.90 | 45.45 | 56.25 | 51.15 | 20.75 | 46.65 | 52.60 | 57.65 | 45.45 | 62.40 |
| Washington, D. C. | δ | | 24.75 | | 4.65 | | 27.60 | 19.00 | 35.15 | 18.65 | 40.35 | 28.60 | | | 82.25 | 28.60 | | 127.55 | 115.30 | 11.75 |
| Wilkes-Barre/Scranton, Pa. | δ | 27.25 | | | 20.30 | | 20.40 | 12.00 | 14.30 | | 43.25 | 35.40 | 26.05 | 26.25 | 92.55 | 31.75 | 28.55 | 131.90 | 119.70 | |
| Wilmington, Del. | δ | | 18.50 | | 5.70 | | 21.35 | 12.80 | 28.90 | 24.90 | 44.00 | 34.80 | | | 85.90 | | | 131.20 | 118.95 | 18.00 |

| AND / BETWEEN | Hartford/Springfield, Mass. | Houston, Tex. | Indianapolis, Ind. | Joplin, Mo. | Knoxville, Tenn. | Little Rock, Ark. | Los Angeles, Calif. | Louisville, Ky. | Memphis, Tenn. | Mexico City, D. F. | Miami, Fla. | Midland/Odessa, Tex. | Milwaukee, Wis. | Nashville, Tenn. | New Haven, Conn. | New Orleans, La. | New York, N. Y. | Oklahoma City, Okla. | Parkersburg, W. Va. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Houston, Tex. | 108.20 | | | | | | | | | | | | | | | | | | |
| Indianapolis, Ind. | 49.10 | | | | | | | | | | | | | | | | | | |
| Joplin, Mo. | 79.95 | | | | | | | | | | | | | | | | | | |
| Knoxville, Tenn. | 50.75 | 59.50 | | | | | | | | | | | | | | | | | |
| Little Rock, Ark. | 81.10 | | | | 33.05 | | | | | | | | | | | | | | |
| Los Angeles, Calif. | 170.40 | 96.20 | 123.85 | 95.80 | 132.10 | 101.80 | | | | | | | | | | | | | |
| Louisville, Ky. | 50.10 | 60.20 | | | 21.60 | 33.05 | 126.20 | | | | | | | | | | | | |
| Memphis, Tenn. | 72.75 | | | | 24.70 | 10.45 | 110.15 | 24.70 | | | | | | | | | | | |
| Mexico City, D. F. | 156.40 | | 113.80 | 85.60 | 109.40 | 79.10 | | 110.10 | 87.50 | | | | | | | | | | |
| Miami, Fla. | | | | | | | 159‡95 | | | | | | | | | | | | |
| Midland/Odessa, Tex. | 117.70 | | | 45.00 | 73.10 | 42.10 | 65.70 | 73.10 | 50.50 | | | | | | | | | | |
| Milwaukee, Wis. | 52.10 | | 17.60 | 39.50 | | | 120.35 | | | 123.00 | | 82.45 | | | | | | | |
| Nashville, Tenn. | 59.90 | 50.40 | 19.00 | | 11.85 | 23.30 | 122.35 | 11.85 | 14.90 | 100.30 | | 63.30 | | | | | | | |
| New Haven, Conn. | 4.65 | 106.25 | 48.95 | 79.80 | 48.80 | 79.80 | 170.25 | 49.65 | 71.45 | 155.90 | | 117.25 | 51.95 | 58.60 | | | | | |
| New Orleans, La. | | | | | | | 113‡15 | | | | | | | | | | | | |
| New York, N. Y. | 8.00 | 102.25 | 44.95 | 75.80 | 44.80 | 75.80 | 166.25 | 45.65 | 67.45 | 151.90 | | 113.25 | 47.95 | 54.60 | 6.05 | | | | |
| Oklahoma City, Okla. | 93.65 | | | 15.75 | 52.05 | | 82.15 | 48.90 | | 71.90 | | 31.35 | 53.20 | 42.25 | 93.50 | | 89.50 | | |
| Parkersburg, W. Va. | 38.50 | 76.00 | 19.85 | | | 49.75 | 140.75 | 18.75 | 41.40 | 125.90 | | 89.80 | 35.40 | 28.55 | 36.60 | | 32.60 | 63.50 | |
| Peoria, Ill. | 60.25 | | | 27.25 | | | 112.95 | | | 110.80 | | 70.20 | 15.50 | | 60.10 | | 56.10 | 40.90 | |
| Philadelphia, Pa. | 14.10 | 96.20 | 40.40 | 70.65 | 38.70 | 69.70 | 161.60 | 41.25 | 61.35 | 145.80 | | 107.15 | 44.25 | 48.50 | 12.15 | | 8.15 | 84.35 | 26.50 |
| Phoenix, Ariz. | 150.70 | 72.50 | 104.15 | 73.90 | 110.15 | 80.60 | 25.70 | 106.50 | 88.95 | | 138‡70 | 42.05 | 105.80 | 100.40 | 150.50 | 91‡90 | 146.50 | 59.15 | 121.05 |
| Pittsburgh, Pa. | 29.40 | 84.40 | 24.00 | | | 58.30 | 145.80 | 26.25 | 48.85 | 129.60 | | 98.30 | | 36.00 | 28.55 | | 23.50 | 68.50 | |
| Providence, R. I. | 6.10 | 111.50 | 53.20 | 84.00 | 54.05 | 85.05 | 174.45 | 54.15 | 76.70 | 160.40 | | 121.75 | 56.15 | 63.85 | 7.30 | | 11.30 | 97.70 | 41.85 |
| Richmond, Va. | 28.00 | 83.75 | | | 27.40 | 58.40 | 156.35 | | 50.00 | 133.70 | | 98.40 | 49.00 | 37.15 | 26.10 | | 22.10 | 77.35 | |
| Roanoke, Va. | 34.80 | 74.80 | | | 18.00 | 48.95 | 148.05 | | 40.60 | 124.70 | | 89.00 | | 27.75 | 32.90 | | 28.90 | 67.95 | |
| Rochester, N. Y. | 19.50 | 97.55 | | 63.90 | | 69.35 | 154.05 | 38.35 | 61.00 | 145.60 | | 106.85 | 35.75 | 48.15 | 21.70 | | 19.55 | 77.55 | |
| St. Louis, Mo. | 63.85 | | | 18.20 | | | 109.15 | | | 101.70 | | 61.15 | 23.40 | | 63.70 | | 59.70 | 31.85 | |
| San Antonio, Tex. | 112.35 | | | 42.55 | 68.75 | 37.75 | 87.55 | 68.75 | 46.10 | 43.00 | | | 80.00 | 58.95 | 112.90 | | 108.85 | 28.90 | 85.40 |





## ONE-WAY FIRST CLASS FARES (Continued)

U.S. CURRENCY)

| AND / BETWEEN | Hartford/Springfield, Mass. | Houston, Tex. | Indianapolis, Ind. | Joplin, Mo. | Knoxville, Tenn. | Little Rock, Ark. | Los Angeles, Calif. | Louisville, Ky. | Memphis, Tenn. | Mexico City, D. F. | Miami, Fla. | Midland/Odessa, Tex. | Milwaukee, Wis. | Nashville, Tenn. | New Haven, Conn. | New Orleans, La. | New York, N. Y. | Oklahoma City, Okla. | Parkersburg, W. Va. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| San Diego, Calif. | 170.40 | 92.25 | 118.10 | 94.60 | 130.90 | 101.35 | 9.10 | 126.20 | 109.70 | | 159‡45 | 61.75 | 120.35 | 121.15 | 170.25 | 112.65 | 166.25 | 79.90 | 140.75 |
| San Francisco/Oakland | 170.40 | 117.20 | 128.65 | 109.40 | 140.75 | 117.70 | | 130.95 | 126.10 | 122.00 | 181‡35 | 86.70 | 120.35 | 130.95 | 170.25 | 134.55 | 166.25 | 102.85 | 145.55 |
| Springfield, Ill. | 63.85 | | | 23.60 | | | 112.95 | | | 107.10 | | 66.55 | 19.00 | | 63.70 | | 59.70 | 37.25 | |
| Springfield, Mo. | 76.35 | | | 5.95 | | | 99.70 | | | 89.50 | | 49.40 | 35.90 | | 76.20 | | 72.20 | 19.65 | |
| Syracuse, N. Y. | 14.90 | 102.10 | | 68.45 | | 73.95 | 158.65 | 42.95 | 65.55 | 150.10 | | 111.40 | 40.35 | 52.70 | 17.15 | | 14.95 | 82.15 | |
| Tampa, Fla. | | | | | | | 146‡85 | | | | | | | | | | | | |
| Toronto, Ont. | 29.55 | 97.55 | | 66.70 | | 70.40 | 153.35 | 39.40 | 62.00 | 145.60 | 91.95 | 109.50 | 38.65 | 49.15 | 29.55 | | 27.00 | 80.35 | |
| Tucson, Ariz. | 150.70 | 65.50 | 100.65 | 69.10 | 105.40 | 75.05 | 32.75 | 102.25 | 83.45 | | 133.20 | 35.05 | 105.80 | 95.60 | 146.85 | 86.40 | 142.85 | 55.40 | 116.85 |
| Tulsa, Okla. | 86.50 | | | 8.60 | 44.90 | | 89.25 | 41.80 | | 79.00 | | 38.45 | 46.05 | 35.15 | 86.35 | | 82.35 | 9.20 | 56.35 |
| Washington, D. C. | 21.95 | 88.35 | 35.45 | 65.40 | 30.85 | 61.85 | 156.35 | 33.40 | 53.50 | 138.30 | | 101.90 | 42.95 | 40.65 | 20.00 | | 16.00 | 79.10 | 18.65 |
| Wilkes-Barre/Scranton, Pa. | 14.90 | 100.35 | | 69.75 | | 72.15 | 160.70 | 41.15 | 63.80 | 149.30 | | 112.20 | 44.30 | 50.95 | 13.00 | | 9.00 | 83.45 | |
| Wilmington, Del. | 15.70 | 94.55 | 40.10 | 69.05 | 37.10 | 68.10 | 160.00 | 39.65 | 59.75 | 144.20 | | 105.55 | 44.25 | 46.90 | 13.75 | | 9.75 | 82.70 | 24.90 |

| AND / BETWEEN | Peoria, Ill. | Philadelphia, Pa. | Phoenix, Ariz. | Pittsburgh, Pa. | Providence, R. I. | Richmond, Va. | Roanoke, Va. | Rochester, N. Y. | St. Louis, Mo. | San Antonio, Tex. | San Diego, Calif. | San Francisco/Oakland, Calif. | Springfield, Ill. | Springfield, Mo. | Syracuse, N. Y. | Tampa, Fla. | Toronto, Ont. | Tucson, Ariz. | Tulsa, Okla. | Washington, D. C. | Wilkes-Barre/Scranton, Pa. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Philadelphia, Pa. | 52.40 | | | | | | | | | | | | | | | | | | | | |
| Phoenix, Ariz. | 93.20 | 141.90 | | | | | | | | | | | | | | | | | | | |
| Pittsburgh, Pa. | | | 126.10 | | | | | | | | | | | | | | | | | | |
| Providence, R. I. | 64.30 | 17.40 | 154.75 | 32.75 | | | | | | | | | | | | | | | | | |
| Richmond, Va. | | 16.00 | 135.50 | | 31.35 | | | | | | | | | | | | | | | | |
| Roanoke, Va. | | 22.80 | 126.10 | | 38.15 | 11.50 | | | | | | | | | | | | | | | |
| Rochester, N. Y. | 43.90 | 25.60 | 134.35 | | 27.15 | | | | | | | | | | | | | | | | |
| St. Louis, Mo. | 11.10 | 54.55 | 89.40 | | 67.90 | | | 47.75 | | | | | | | | | | | | | |
| San Antonio, Tex. | 67.75 | 102.80 | | 92.90 | 117.40 | 94.05 | 84.65 | 102.55 | 58.70 | | | | | | | | | | | | |
| San Diego, Calif. | 112.95 | 161.60 | 21.75 | 145.80 | 174.45 | 156.25 | 146.85 | 154.05 | 109.15 | 83.60 | | | | | | | | | | | |
| San Francisco, Calif. | 120.00 | 161.60 | 46.75 | 145.80 | 174.45 | 156.35 | 156.35 | 154.05 | 113.90 | 108.55 | | | | | | | | | | | |
| Springfield, Ill. | 5.70 | 54.55 | 93.20 | | 67.90 | | | 47.55 | 7.45 | 64.10 | 112.95 | 119.30 | | | | | | | | | |
| Springfield, Mo. | 23.65 | 67.05 | 77.80 | | 80.45 | | | 60.30 | 14.60 | 46.45 | 98.50 | 113.30 | 20.00 | | | | | | | | |
| Syracuse, N. Y. | 48.50 | 21.05 | 138.95 | | 24.20 | | | 6.65 | 52.35 | 107.10 | 158.65 | 158.65 | 52.15 | 64.90 | | | | | | | |
| Tampa, Fla. | | | 125.60 | | | | | | | | 146‡35 | 168‡25 | | | | | | | | | |
| Toronto, Ont. | 43.25 | 33.80 | 133.65 | | 33.65 | | | 12.15 | 50.60 | 103.55 | 153.35 | 153.35 | 46.85 | 63.10 | 16.75 | 82.00 | | | | | |
| Tucson, Ariz. | 93.20 | 137.70 | 9.10 | 122.90 | 151.05 | 130.70 | 121.30 | 130.90 | 85.20 | | 28.80 | 53.75 | 90.60 | 73.00 | 135.50 | 120‡10 | 133.65 | | | | |
| Tulsa, Okla. | 33.80 | 77.20 | 67.30 | 61.40 | 90.55 | 70.25 | 60.80 | 70.45 | 24.75 | 36.00 | 88.05 | 102.85 | 30.15 | 12.50 | 75.00 | | 73.25 | 62.55 | | | |
| Washington, D. C. | 48.50 | 9.90 | 136.65 | | 25.25 | 8.15 | 14.95 | 33.45 | 49.30 | 97.55 | 156.35 | 156.35 | 49.30 | 61.80 | 28.90 | | 41.65 | 132.45 | 71.95 | | |
| Wilkes-Barre/Scranton, Pa. | 51.40 | 15.05 | 141.00 | | 18.25 | | | | 53.65 | 107.55 | 160.70 | 160.70 | 53.65 | 66.20 | | | 20.80 | 136.80 | 76.30 | 22.90 | |
| Wilmington, Del. | 52.15 | 4.65 | 140.30 | | 19.00 | 14.40 | 21.20 | 27.25 | 52.90 | 101.20 | 160.00 | 160.00 | 52.90 | 65.45 | 22.65 | | 35.40 | 136.05 | 75.60 | 8.30 | 16.70 |

## ONE-WAY ROYAL COACHMAN FARES

FOR BOEING 707 JET DELUXE SERVICE CHARGES, SEE PREVIOUS PAGE.

BOSTON-LOS ANGELES $112.75
CHICAGO-LOS ANGELES $81.30
CHICAGO-MEXICO CITY $80.00
CHICAGO-NEW YORK $36.35
CHICAGO-SAN FRANCISCO $81.30
CINCINNATI-LOS ANGELES $92.75
CLEVELAND-LOS ANGELES $96.10

DALLAS-NEW YORK $67.55
DETROIT-SAN FRANCISCO $91.70
LOS ANGELES-ST. LOUIS $78.20
NEW YORK-LOS ANGELES $105.50
NEW YORK-SAN DIEGO $105.50
NEW YORK-SAN FRANCISCO $105.50
WASHINGTON-LOS ANGELES $104.45

## ONE WAY AIRCOACH FARES

| Route | Fare |
|---|---|
| Boston-Buffalo | $ 21.80 |
| Boston-Chicago | 43.60 |
| Boston-Dallas/Ft. Worth | 76.10 |
| Boston-Los Angeles | 112.75 |
| Boston-Mexico City | 117.65* |
| Boston-New York | 11.80 |
| Boston-Philadelphia | 16.40 |
| Boston-Phoenix | 107.55 |
| Boston-San Diego | 112.75 |
| Boston-Tucson | 105.50 |
| Boston-Washington | 22.30 |
| Buffalo-Chicago | 24.90 |
| Buffalo-Los Angeles | 101.30 |
| Buffalo-San Diego | 101.30 |
| Chicago-Dallas/Ft. Worth | 42.60 |
| Chicago-Detroit | 13.45 |
| Chicago-Los Angeles | 81.30 |
| Chicago-Mexico City | 80.00 |
| Chicago-New York | 36.35 |
| Chicago-Phoenix | 74.05 |
| Chicago-San Diego | 81.30 |
| Chicago-Tucson | $ 70.90 |
| Dallas/Ft. Worth-El Paso | 29.80 |
| Dallas/Ft. Worth-Los Angeles | 61.55 |
| Dallas/Ft. Worth-Memphis | 24.70 |
| Dallas/Ft. Worth-Mexico City | 48.50 |
| Dallas/Ft. Worth-Nashville | 34.25 |
| Dallas/Ft. Worth-New York | 67.55 |
| Dallas/Ft. Worth-Oakland/San Fran. | 71.95 |
| Dallas/Ft. Worth-Philadelphia | 65.15 |
| Dallas/Ft. Worth-San Antonio | 14.50 |
| Dallas/Ft. Worth-Washington | 58.20 |
| Detroit-Los Angeles | 91.70 |
| Detroit-New York | 27.00 |
| Detroit-Phoenix | 85.45 |
| Detroit-San Diego | 91.70 |
| Detroit-Tucson | 81.30 |
| El Paso-Los Angeles | 38.95 |
| El Paso-Miami | 88.40‡ |
| El Paso-New Orleans | 53.25‡ |
| El Paso-New York | 95.55 |
| El Paso-San Diego | 36.05 |
| El Paso-Washington | 86.20 |
| Houston-Los Angeles | $ 72.55‡ |
| Houston-San Diego | 69.50‡ |
| Los Angeles-Memphis | 84.25 |
| Los Angeles-Miami | 121.80‡ |
| Los Angeles-Nashville | 93.60 |
| Los Angeles-New Orleans | 87.40‡ |
| Los Angeles-New York | 105.50 |
| Los Angeles-Philadelphia | 104.45 |
| Los Angeles-Phoenix | 20.75 |
| Los Angeles-San Antonio | 66.00‡ |
| Los Angeles-San Diego | 8.10 |
| Los Angeles-Tampa | 111.95‡ |
| Los Angeles-Tucson | 26.15 |
| Los Angeles-Washington | 104.45 |
| Memphis-Mexico City | 73.20 |
| Memphis-New York | 52.15 |
| Memphis-Oakland/San Francisco | 94.65 |
| Memphis-Washington | 41.65 |
| Mexico City-Nashville | 82.75 |
| Mexico City-New York | 104.00 |
| Mexico City-San Antonio | 35.00 |
| Mexico City-Washington | 97.70 |
| Miami-Oakland/San Francisco | $132.20‡ |
| Nashville-New York | 42.40 |
| Nashville-Oakland/San Francisco | 100.30 |
| Nashville-Washington | 32.10 |
| New Orleans-Oakland/San Fran. | 97.80‡ |
| New York-Oakland/San Francisco | 105.50 |
| New York-Philadelphia | 7.15 |
| New York-Phoenix | 100.30 |
| New York-San Antonio | 79.00 |
| New York-San Diego | 105.50 |
| New York-Tucson | 99.25 |
| New York-Washington | 13.55 |
| Oakland/San Fran.-Philadelphia | 104.45 |
| Oakland/San Francisco-Tampa | 122.35‡ |
| Oakland/San Fran.-Washington | 104.45 |
| Philadelphia-San Diego | 104.45 |
| Philadelphia-Washington | 8.50 |
| Phoenix-San Diego | 17.95 |
| Phoenix-Tucson | 8.10 |
| San Antonio-San Diego | 62.95‡ |
| San Antonio-Washington | 69.60 |
| San Diego-Washington | 104.45 |

## 30 DAY ROUND TRIP AIRCOACH EXCURSION FARES ♦

| Route | Fare |
|---|---|
| Boston-Los Angeles | $191.00 |
| Boston-San Diego | 191.00 |
| Los Angeles-New York/Newark | 171.40 |
| Los Angeles-Philadelphia | 171.40 |
| Los Angeles-Washington | 171.40 |
| New York/Newark-Oakland/San Francisco | $171.40 |
| New York/Newark-San Diego | 171.40 |
| Oakland/San Francisco-Washington | 171.40 |
| Philadelphia-San Diego | 171.40 |
| San Diego-Washington | 171.40 |

All fares quoted apply via direct route from airport to airport and are subject to federal transportation tax. Consult American Airlines Agent for permissible indirect routing and for government fares to Mexico. Fares for children 2-11 accompanied by a passenger at least twelve years of age will be one-half the fares quoted above. All fares quoted are subject to official tariffs which are on file and open for public inspection. †—Fare, O.W. $10.80, R.T. $19.50. δ—Add fares O.W. $10.80, R.T. $19.50 to fares shown for Mexico City, D.F. ♦—Applicable for travel only on Monday, Tuesday, Wednesday and Thursday. Not applicable on ROYAL COACHMAN flights. Children's discount does not apply to Aircoach Excursion Fares. ‡—Via Interchange Service. *First class travel Boston-New York.

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## TELEPHONES • TICKET and AIRFREIGHT OFFICES • *GROUND TRANSPORTATION

| CITY | RESERVATION | TICKET OFFICES | AIRFREIGHT | AIRPORT | MILES | ∅ TIME | ◉ Conveyance | FARE |
|---|---|---|---|---|---|---|---|---|
| **Acapulco, Gro., Mex.** | .....16-28 | Costera M. Aleman 187 | ..... | ..... | ..... | ..... | ..... | ..... |
| **Akron 8, Ohio** | Tyler.....6-2315 | Sheraton-Mayflower Hotel Lobby | Tyler.....6-2315 | Akron-Canton | 16 S | 45 | Limousine | $1.85 |
| **Albany 7, N. Y.** | .....3-5551 | Sheraton-Ten Eyck Hotel | UNion.....9-5321 | Albany | 9 NW | 35 | Limousine | 1.15 |
| **Atlanta, Ga.** | JAckson.....4-3242 | Piedmont & Biltmore Hotels | JAckson.....4-3242 | Atlanta | 8½ SW | 50 | Taxi | 1.25 |
| **Baltimore 2, Md.** | SAratoga.....7-3210 | 118 E. Baltimore St. | SOuthfield.....1-1300 | Friendship Int'l. | 8 SW | 40 | Limousine | 1.35 |
| **Beirut, Lebanon** | .....37309 | Not a reservation or ticket office ‡ | ..... | ..... | ..... | ..... | ..... | ..... |
| **Birmingham, Ala.** | LYric.....2-9601 | 2002 Fifth Ave., N. | .....59-9601 | Municipal | 4½ E | 30 | Taxi | 1.25 |
| **Bisbee, Ariz.** | HEmlock.....2-2172 | Airport Terminal | HEmlock.....2-2172 | Bisbee/Douglas Int'l. | 22 SE | 50 | Limousine | 2.30 |
| **Boston, Mass.** | LIberty.....2-6700 | Statler & Sheraton Plaza Hotels & 152 Federal St. | LOgan 7-7700 | Logan International | 3 E | G | Limousine | 1.00 |
| **Bridgeport, Conn.** | EDison.....7-4467 | 21 Post Office Arcade | EDison.....7-4467 | Municipal | 4½ E | 20 | Taxi | K1.60 |
| **Buffalo 2, N. Y.** | MOhawk.....4242 | Hotel Statler Arcade, 160 Franklin St. | PLaza.....6007 | Municipal | 9 E | 50 | Limousine | 1.35 |
| **Burbank, Calif.** | THornwall.....6-4111 | Lockheed Air Terminal | THornwall.....6-4111 | ..... | ..... | ..... | ..... | ..... |
| **Canton, Ohio** | HYacinth.....9-2511 | Airport Terminal | HYacinth.....9-2511 | Akron-Canton | 8½ NW | 30 | Limousine | 1.65 |
| **Charleston, W. Va.** | DIckens.....6-0361 | Daniel Boone Hotel | DIckens.....6-0361 | Kanawha County | 4 NE | 30 | Limousine | .85 |
| **Chicago, Ill.** | FRanklin.....2-8000 | 55 E. Monroe St. & Conrad Hilton Hotel (Y)<br>Morrison and Sheraton Hotels (Y)<br>Prudential Bldg. Lobby (Y)<br>175 W. Jackson Blvd. (Y) | RElIance.....5-8100 | Midway | 12 SW | E | Coach | 1.45 |
| Also see Evanston | | | | O'Hare Field | 23 NW | H | Coach | 2.25 |
| | | | *between* | *Midway & O'Hare* | *22 N* | *60* | *Coach* | *2.50* |
| | | Edgewater Beach Hotel Lobby (Y) | | | | | | |
| **Cincinnati 2, Ohio** | MAin.....1-6200 | 4th & Walnut Sts.; Netherland Plaza; 256 Swifton Center | DIxie.....5600 | Greater Cincinnati | 12 SW | 50 | Coach | 1.35 |
| **Cleveland 14, Ohio** | TOwer.....1-0660 | Union Commerce & Term. Tower Bldgs | ORichard.....1-5421 | Hopkins Municipal | 12 SW | 60 | Coach | 1.20 |
| **Columbus 15, Ohio** | BEImont.....5-3461 | Deshler-Hilton Hotel, Broad & High Sts. | BEImont.....1-8277 | Port Columbus | 9 NE | 40 | Limousine | 1.40 |
| **Dallas 1, Texas** | ANdrews.....2-3292 | Baker & Statler-Hilton Hotels | FLeetwood.....7-7391 | Dallas Love Field | 7 NW | 40 | Limousine | 1.00 |
| | | Republic Bank Bldg.-Lobby and Southland Life Ins. Bldg.-Lobby | | Amon Carter Field | 18 W | 55 | Limousine | 1.75 |
| | | | *Dallas Love Field to* | *Amon Carter Field* | *12 W* | *30* | *Limousine* | *1.50* |
| **Dayton 2, Ohio** | TWin Oaks.....8-4655 | Biltmore Hotel, 214 N. Main St. | TWin Oaks.....8-5511 | Jas. M. Cox Municipal | 12½ N | 45 | Limousine | 1.40 |
| **Detroit 26, Mich.** | WOodward.....5-1000 | 1265 Wash. Blvd. General Motors Bldg. Concourse & Penobscot Bldg. Lobby. Dearborn Inn — Dearborn, Mich. | LOgan.....5-9100 | Detroit Metropolitan | 20 W | 50 | Coach | 1.75 |
| **Douglas, Ariz.** | EMpire.....4-3437 | Airport Terminal | EMpire.....4-3437 | Bisbee/Douglas Int'l. | 11 N | 35 | Limousine | 1.75 |
| **Elkins, W. Va.** | .....1100 | Airport Terminal | .....1160 | Municipal | 3 S | 20 | Taxi | .90 |
| **El Paso, Texas** | PRospect.....8-3381 | Hilton Hotel | PRospect.....2-1173 | International | 7 NE | X40 | Limousine | 1.05 |
| **Evanston, Ill.** | FRanklin.....2-8000 | Carlson Bldg., Orrington & Church | RElIance.....5-8100 | Midway (Q) | 22 SW | 90 | Coach | 2.75 |
| **Fort Worth, Texas** | ATlas.....4-2511 | Texas Hotel, Main & 8th St. and Western Hills Hotel | ATlas.....4-2551 | Amon Carter Field | 19 E | 60 | Limousine | 1.75 |
| | | | | Dallas Love Field | 31 E | 75 | Limousine | 3.00 |
| | | | *Amon Carter* | *Field to Dallas Love Field* | *13 E* | *30* | *Limousine* | *1.50* |
| **Frankfurt, Germany** | .....77-93-67 | Not a reservation or ticket office▲ | JAckson.....8-6701 | Malton | 39½ NE | 75 | Limousine | 3.00 |
| **Hamilton, Ont., Canada** | JAckson.....8-6701 | 327 Bay Street—Toronto | Carson's store) | | | | | |
| **Hammond, Ind.** | Enterprise.....4588 | Woodmar Shopping Center (located in Hotel Statler | JAckson.....7-0212 | Bradley Field | 14 N | G45 | Coach | 1.40 |
| **Hartford, Conn.** | JAckson.....7-5141 | 1021 Bishop St. | .....6-3581 | ..... | ..... | ..... | ..... | ..... |
| **Honolulu, T. H.** | .....6-3581 | 805 Walker Ave. | CApitol.....2-9873 | Houston International | 10 SE | 40 | Limousine | 1.50 |
| **Houston 2, Texas** | CApitol.....2-9873 | Claypool Hotel, 14 N. Illinois | CHapel.....1-2545 | Municipal | 8 SW | 45 | Coach | 1.25 |
| **Indianapolis 4, Ind.** | MElrose.....7-1501 | Airport Terminal | MAyfair.....3-7085 | Municipal | 4 N | 20 | Limousine | .75 |
| **Joplin, Mo.** | MAyfair.....3-7085 | Not a reservation or ticket office ■ | ..... | ..... | ..... | ..... | ..... | ..... |
| **Kansas City, Mo.** | GRand.....1-5800 | Fairfax Hotel, 530 So. Gay St. | .....7-6264 | Municipal | 12 SW | 60 | Limousine | 1.35 |
| **Knoxville, Tenn.** | .....7-4411 | Sahara Hotel | DUdley.....4-8930 | ..... | ..... | ..... | ..... | ..... |
| **Las Vegas, Nev.** | DUdley.....4-8930 | 108 E. Capitol Ave. | FRanklin.....4-0395 | Municipal | 2½ SE | 30 | Limousine | .70 |
| **Little Rock, Ark.** | FRanklin.....4-0395 | Not a reservation or ticket office ▼ | ..... | ..... | ..... | ..... | ..... | ..... |
| **London W1, England** | Mayfair.....5518 | 521 West 6th St., Statler Center, (906 Wilshire Blvd.) and 623½ S. Spring St. | SPring.....6-2520 | Los Angeles Int'l. | 14 SW | 60 | Coach | 1.20 |
| **Los Angeles, Calif.** | MAdison.....6-3811 | Disneyland Hotel | MAdison.....6-3811 | Los Angeles Int'l. | 35 NW | 75 | Limousine | 3.25 |
| Also see Burbank | THornwall.....6-4111 | Beverly Hilton Hotel, 9868 Wilshire | Crestview.....4-6185 | Los Angeles Int'l. | 12 S | | | |
| **Anaheim, Calif.** | MAdison.....6-3811 | Hollywood Roosevelt Hotel and Hollywood & Vine | COregon.....8-7251 | Los Angeles Int'l. | 15 S | 60 | Coach | 1.20 |
| **Beverly Hills, Calif.** | Crestview.....4-6185 | 7139 Pacific Boulevard | COregon.....8-7251 | Los Angeles Int'l. | 13 W | | | |
| **Hollywood 28, Calif.** | MAdison.....6-3811 | Wilton Hotel, 222 E. Ocean Blvd. | NEwmark.....8-0444 | Los Angeles Int'l. | 25 NW | 55 | Limousine | M2.40 |
| | | 8612 Van Nuys Blvd. | THornwall.....6-4111 | Los Angeles Int'l. | 25 S | 55 | Limousine | 2.50 |
| **Huntington Park, Calif.** | MAdison.....6-3811 | 718 E. Colorado Street | SYcamore.....5-4225 | Los Angeles Int'l. | 30 SW | 55 | Limousine | N2.50 |
| **Long Beach, Calif.** | NEwmark.....8-0444 | 311 Santa Monica Blvd. | CRestview.....4-6185 | Los Angeles Int'l. | 7 S | 30 | Limousine | 1.25 |
| **Panorama City, Calif.** | THornwall.....6-4111 | 319 West Walnut Street | EMerson.....8-1666 | Standiford Field | 6 S | 30 | Taxi | 1.25 |
| **Pasadena, Calif.** | SYcamore.....5-4225 | Manila Hotel | ..... | ..... | ..... | ..... | ..... | ..... |
| **Santa Monica, Calif.** | CRestview.....4-6185 | (See Parkersburg) | HUdson.....5-5541 | (See Parkersburg) | | | | |
| **Louisville 2, Ky.** | EMerson.....8-1633 | Peabody Hotel, 145 Union Ave. | WHitehall.....8-3374 | Municipal | 9½ SE | 40 | Limousine | 1.40 |
| **Manila, Philippines** | .....3-60-71 | Avenida Juarez No. 117 | ..... | Central | 3½ S | 90 | Taxi | W .80 |
| **Marietta, Ohio** | HUdson.....5-5541 | 1640 Du Pont Bldg. | NEwton.....3-3311 | Miami International | 7 W | 45 | Limousine | 1.00 |
| **Memphis 3, Tenn.** | WHitehall.....8-3311 | Petroleum Life Bldg. | MUtual.....4-8281 | Midland-Odessa | 10 W | 20 | Limousine | 1.50 |
| **Mexico City, D. F. Mex.** | .....35-94-70 | 110 E. Wisconsin Bldg., Room 311 | SHeridan.....4-9855 | General Mitchell | 6 SE | 60 | Limousine | 1.05 |
| **Miami, Fla.** | NEwton.....3-3311 | 1655 Northwestern Bank Bldg. | FEderal.....8-7043 | ..... | ..... | ..... | ..... | ..... |
| **Midland, Texas** | MUtual.....4-8281 | Hermitage Hotel, 239 6th Ave. N. | CHapel.....2-6336 | Municipal | 8½ SE | 40 | Taxi | ZI.35 |
| **Milwaukee 2, Wis.** | HUmboldt.....3-8200 | 12 Commerce Street | MArket.....3-4062 | Municipal | 2½ S | 15 | Taxi | K .90 |
| **Mpls. 2, St. Paul, Minn.** | FEderal.....8-7043 | Hotel Taft, College & Chapel Sts. | HObart.....7-1669 | Municipal | 4½ E | 20 | Taxi | K1.60 |
| **Nashville 3, Tenn.** | CHapel.....2-6321 | Int'l Trade Mart | Canal.....5410 | Molsant International | 11 NW | 50 | Limousine | 1.25 |
| **Newark 2, N. J.** | MItchell.....2-8570 | Airlines Building, 80 E. 42nd St. (C)<br>East Side Airlines Terminal, 1st Ave., bet. 37th & 38th Sts. (C)<br>West Side Airlines Terminal, 42nd Street and 10th Ave. (C)<br>Astor Hotel Lobby | | | | | | |
| **New Haven, Conn.** | HObart.....7-1667 | | | | | | | |
| **New Orleans, La.** | JAckson.....2-5410<br>TUlane.....8592 | | | | | | | |
| **New York, N. Y.** | LOngacre.....4-2000 | N.Y. Coliseum, 10 Columbus Circle | HAvemeyer...4-7600 | La Guardia | 9½ E | 50 | Coach (C) | 1.50 |
| In New Jersey Call | MItchell.....2-8570 | New Yorker Hotel Lobby | MArket.....3-4062 | Newark | 12 W | 40 | | 1.35 |
| In Westchester Call | WHite Plains..6-5603 | Rockefeller Center, 18 W. 49th St. Statler Hotel | HAvemeyer...4-7600 | N. Y. Int'l. (Idlewild) | 16½ SE | 60 | | 1.50 |
| In Nassau and Suffolk Call | IVanhoe.....9-5566 | Waldorf-Astoria Hotel Lobby | *Between* | *LaGuardia & N. Y. Int'l.* | *8 S* | *40* | *Coach* | *1.35* |
| | | 120 Broadway, 233 Broadway | | | | | | |
| | | 459 Fulton St., Brooklyn, N. Y. | | | | | | |
| | | 241 Main St., White Plains, N. Y. | | | | | | |
| | | Roosevelt Field Shopping Center, Garden City, N. Y. | | | | | | |
| **Niagara Falls, N.Y.** | Enterprise.....9140 | Treadway Inn | Enterprise.....9140 | Municipal (Buffalo) | 25 SE | 65 | Limousine | R2.75 |
| **Oakland, Calif.** | Highgate.....4-6055 | 1420 Broadway, 1910 Broadway | Highgate.....4-6056 | Metrop. Oakland Int'l. | 9 SE | 40 | Coach | 1.25 |
| In Berkeley Call | Highgate.....4-6055 | 1420 Broadway-Oakland | Highgate.....4-6056 | Metrop. Oakland Int'l. | 14 SE | 45 | Limousine | R2.25 |
| In Richmond, Calif, Call | ENterprise.....1-0239 | | ENterprise.....1-0239 | Metrop. Oakland Int'l. | 24 SE | | | |
| **Odessa, Texas** | FEderal.....7-3561 | Airport Terminal | FEderal.....7-3561 | Midland-Odessa | 10 E | 25 | Limousine | 1.50 |
| **Oklahoma City, Okla.** | Regent.....6-0541 | 111 Park Avenue | MUtual.....5-6378 | Will Rogers Field | 9 SW | 35 | Limousine | 1.80 |
| **Parkersburg, W. Va.** | HUdson.....5-5541 | Airport Terminal | HUdson.....5-5541 | Wood County | 8 N | 40 | Taxi | 1.00 |
| **Peoria 5, Ill.** | .....7-3555 | Airport Terminal | .....7-3555 | Greater Peoria | 5½ SW | 15 | Limousine | 1.15 |
| **Philadelphia 2, Pa.** | LOcust.....8-3600 | 1423 Walnut St. and Sheraton Hotel | Saratoga.....7-7977 | Philadelphia Int'l. | 7½ SW | 35 | Limousine | 1.35 |
| **Phoenix, Ariz.** | ALpine.....2-1721 | 18 East Adams St. | ALpine.....8-8761 | Sky Harbor Municipal | 3½ SE | 35 | Limousine | 1.25 |
| **Pittsburgh 22, Pa.** | SPalding.....1-4437 | Penn-Sheraton Hotel | SPalding.....1-2255 | Greater Pittsburgh | 17½ W | 60 | Coach | 1.35 |
| **Providence, R. I.** | UNion.....1-1200 | Sheraton-Biltmore Hotel | REgent.....9-1250 | Rhode Island State | 6½ S | 35 | Limousine | 1.50 |
| **Richmond, Va.** | MIlton.....9-1234 | John Marshall & Wm. Byrd Hotels | RE.....7-2872 | Byrd Field | 8 SE | 50 | Limousine | 1.30 |
| **Roanoke, Va.** | Empire.....6-3451 | Patrick Henry Hotel | Empire.....6-3451 | Woodrum Field | 6 N | 25 | Limousine | 1.10 |
| **Rochester 4, N. Y.** | BAker.....5-8000 | Manger & Lobby Sheraton Hotels | FAirview.....8-4040 | Rochester/Monroe Cty. | 5 SW | 35 | Limousine | 1.00 |
| **St. Louis 1, Mo.** | GArfield.....1-2400 | Jefferson & Statler Hotels, Clayton Inn | PArkview.....5-5510 | Lambert Municipal | 15 NW | 60 | Coach | 1.50 |

CONTINUED ON PAGE 45





## TELEPHONES • TICKET and AIRFREIGHT OFFICES • *GROUND TRANSPORTATION

| CITY | RESERVATION | TICKET OFFICES | AIRFREIGHT | AIRPORT | MILES | ∅ TIME | ◉ Conveyance | FARE |
|---|---|---|---|---|---|---|---|---|
| **San Antonio 5, Texas** | TAylor.....4-1411 | 310 N. St. Mary's St.—Gunter Hotel | TAylor.....4-1401 | San Antonio Int'l. | 8½ N | P40 | Limousine | 1.25 |
| **San Diego 1, Calif.** | BEImont.....4-6131 | U. S. Grant Hotel, 330 Broadway | CYpress.....6-6128 | Lindbergh Field | 1½ NW | 20 | Taxi | K1.00 |
| **San Francisco, Calif.** | YUkon.....2-1234 | Sheraton-Palace, St. Francis Hotel, Western Mdse. Mart (1329 Market Street), Airline Bus Terminal (375 O'Ferrell St.) | JUniper.....6-7900 | International | 13 SE | 60 | Coach | 1.20 |
| In Berkeley Call | Highgate.....4-6055 | 1420 Broadway-Oakland | Highgate.....4-6056 | San Fran. Int'l. | 26 SW | 90 | Limousine | R2.75 |
| In Palo Alto Call | EMerson.....8-2915 | 4219 El Camino Real | EMerson.....8-2915 | San Fran. Int'l. | 22 NW | 60 | Coach | 2.40 |
| In Richmond Call | Enterprise.....1-0239 | | Enterprise.....1-0239 | Metrop. Oakland Intl. | 24 SE | | | |
| In Sacramento Call | Enterprise.....1-0239 | | Enterprise.....1-0239 | | | | | |
| In San Mateo Call | Oxford.....7-4415 | The Villa Hotel | Fireside.....1-2984 | | | | | |
| In San Jose Call | REgent.....9-2303 | 65 W. Santa Clara St. | REgent.....9-2303 | San Fran. Int'l. | 38 NW | 90 | Limousine | 3.30 |
| **Schenectady, N. Y.** | FRanklin.....7-3381 | Van Curler Hotel | FRanklin.....7-3381 | Albany | 8 E | 40 | Limousine | 1.15 |
| **Scranton, Pa.** | GLenwood.....7-5403 | Airport Terminal | Scranton.....5297 | Wilkes-Barre/Scranton | 8 SE | 30 | Limousine | 1.30 |
| **Springfield, Ill.** | .....8-3464 | Airport Terminal | .....8-3464 | Capital | 4 NW | 25 | Taxi | 1.00 |
| **Springfield 3, Mass.** | STate.....8-4571 | Sheraton-Kimball Hotel | REpublic.....7-3774 | Bradley Field | 14 SW | 50 | Coach | 1.75 |
| **Springfield, Mo.** | UNiversity.....4-1871 | Airport Terminal | .....4-1871 | Municipal | 7 NW | 30 | Limousine | 1.25 |
| **Syracuse, N. Y.** | GRanite.....4-3311 | Onondaga Hotel Lobby | GLenview.....4-2423 | Hancock Field | 6 NE | 40 | Limousine | 1.25 |
| **Tampa, Fla.** | .....2-0951 | 311 Twiggs St. | .....2-3611 | Tampa International | 5 NW | | Taxi | 1.00 |
| **Tokyo, Japan** | .....59-0833 | Imperial Hotel | .....59-0833 | ..... | ..... | ..... | ..... | ..... |
| **Toronto 1, Ont., Canada** | HUdson.....1-3421 | 327 Bay Street; McBrien Bldg. | EMpire.....4-3365 | Malton | 18½ NW | 60 | Coach | T1.25 |
| **Troy, N. Y.** | Arsenal.....3-3461 | Hotel Ten Eyck, Albany | Arsenal.....3-3461 | Albany | 7 W | 35 | Limousine | 1.75 |
| **Tucson, Ariz.** | Main.....4-8792 | Pioneer Hotel | Main.....3-4911 | Municipal | 7½ S | 40 | Limousine | 1.25 |
| **Tulsa 3, Okla.** | LUther.....4-3631 | 507 South Boston | TEmple.....8-3361 | Municipal | 7 NE | 40 | Limousine | 1.25 |
| **Washington, D. C.** | EXecutive.....3-2345 | 710 14th St., N. W., Mayflower and Statler-Hilton Hotels | ..... | Washington National | 4 S | 30 | Limousine | 1.20 |
| | | | EXecutive.....3-6460 | Friendship Int'l. | 34 NE | 90 | Coach | 2.50 |
| **White Plains, N. Y.** | WHite Plains..6-5603 | 241 Main St. | .....6-5603 | See New York | ..... | ..... | ..... | ..... |
| **Wilkes-Barre, Pa.** | OLympic.....4-6708 | Airport Terminal | OLympic.....4-6708 | Wilkes-Barre/Scranton | 12 NW | 40 | Limousine | 1.25 |
| **Wilmington, Del.** | OLympia.....6-9471 | Airport Terminal | EAst.....8-4191 | New Castle County | 6½ SW | 30 | Limousine | 1.25 |
| **Windsor, Ont.** | WOodward.....5-1000 | (See Detroit) | WOodward.....5-1000 | (See Detroit) | | | | |

### REFERENCE MARKS FOR PAGES 44 and 45

*—Independently operated, recommended for reliability. ∅—Minutes before plane departure when passengers should leave downtown area in order to allow time for driving to the airport and formalities before boarding plane. ◉—Taxi fares apply generally from downtown areas. For departure point of conveyance call reservation number shown at left. C—Coaches to LaGuardia and N.Y. International Airports leave from East Side Airlines Terminal; coaches to Newark Airport leave from West Side Airlines Terminal. E—For flights departing between 4 pm and 7 pm, 75 min.; at other times 1 hour. G—Allow 50 min. during the rush hour and 30 min. at all other times. H—For flights departing between 4 pm and 7 pm, 80 min.; at other times 70 min. K—Approximate—pay meter rate. M—Limousine leaves from Wilton & LaFayette Hotels only. N—Limousine service every hour on the hour 6 am to midnight. P—International passengers allow 35 minutes additional. Q—Limited coach service between O'Hare Field and Evanston, consult airline agent for details. R—Limited scheduled service to airport; restricted service returning. T—Limousine leaves from Hotels King Edward and Royal York only. W—Forty cents each for two or more passengers. X—International passengers allow 20 minutes additional.. Y—No coach service from these offices. Z—Two or more passengers $1.00 each. ↑—Sales office—Time & Life Bldg., New Bond St. ▲—Sales office—Berliner Strasse 6. ■—Sales office—1006 Grand Ave. ‡—Sales office—A. K. G. Tabourian, P. O. B. 1776.

—Helicopter service available between airports and to and from the downtown area at Chicago and New York and to and from suburban points at Los Angeles.

4 WAYS FASTER, MORE DEPENDABLE than any other airfreight service

- **GREATEST COVERAGE.** Direct one-carrier service to more leading markets than any other airline *provides greater speed en route!*
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- **MOST EXPERIENCED.** Largest, most experienced personnel force and most modern facilities *mean careful handling, prompt service!*
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*America's Leading Airline*

AMERICAN AIRLINES

FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

# PASSENGER INFORMATION

**AIR TAXI SERVICE**—This service is available at many airports to off-line points at reasonable rates. Companies operating this service are members of the National Air Taxi Conference. Call any American Airlines office for information.

**BAGGAGE**—Following rules apply:
**Free Allowance** within the United States and Canada, 40 pounds; Mexico First Class Service 66 pounds; Mexico Aircoach Service 44 pounds. Children transported free of charge receive no free baggage allowance. The term "baggage" shall mean all luggage including briefcases, portfolios, cosmetic cases, parcels, camera equipment and similar articles whether carried in the cabin or checked in cargo compartment.
**Excess baggage** may be accepted, space and weight permitting at the rate of ½ of one per cent of the applicable first-class one-way adult fare per pound regardless of service used except that for transportation to or from points outside the U.S. and Canada the rate for excess baggage shall be one per cent of the applicable first-class one-way adult fare per kilogram, regardless of class of service used.
American Airlines liability for any personal property, including baggage whether or not checked or otherwise delivered into the custody of Carrier, is limited to $250 (See Note) for each passenger unless a higher valuation is declared and the additional charges required therefor paid before the transportation by air commences. Total valuation is limited to $25,000 on each ticket for which a fare is paid except as otherwise provided in applicable tariffs.
NOTE: Applicable to domestic travel on American Airlines. Warsaw limitations applicable on international travel.
**Pets**—Pets are subject to weight limitation of 115 pounds, including the weight of a suitable container, as excess baggage at owner's risk and subject to tariff regulations.
**Restricted Articles:** Acids, matches, lighter fluid, liquids and other hazardous articles must not be packed in baggage. Fragile and perishable articles are carried at the risk of the passenger.

**CANCELLATION BY COMPANY—**
**Reconfirmation:** Passengers to Mexico City on American Airlines who hold return reservations from Mexico City on American Airlines, must reconfirm, in Mexico, their intention to use such reservations at least 24 hours prior to scheduled departure from Mexico City.
Passengers from Mexico City who hold return reservations to Mexico City, must reconfirm, in the United States or Canada, their intention to use such reservations at least 72 hours prior to scheduled departure of the return flight to Mexico City.
Failure to reconfirm will result in cancellation of all reservations held.
To reconfirm, contact any office of American Airlines.
**General:** The company reserves the right to cancel continuing and/or return airline space if passenger fails to use the flight on which passage was arranged to the connecting or return city without first notifying the company of his desired disposition of such continuing, connecting or return space.
The company reserves the right to cancel bookings before passage or enroute whenever such action is deemed advisable or necessary.
The Captain may remove passenger from plane at any point on the route for safety or other cause. In any event, the passenger's sole recourse shall be recovery of that portion of the fare equal to the distance untravelled.

**CANCELLATION BY PASSENGER**—It is requested that your reservation be cancelled as soon as it is known that seat will not be used, thus making such space available to other passengers.

**CHILDREN**—Children under twelve years of age accompanied by a passenger at least twelve years of age will be charged one-half the adult fare, except that one child under two years of age, not occupying a seat, will be carried free with each accompanying full fare passenger twelve years of age or over. Children under five years of age will not be accepted for transportation unless accompanied by a passenger at least twelve years of age. Unaccompanied children five through eleven will be accepted for transportation, subject to payment of the full adult fare, and also, it is required that transportation for children under eight years of age involves no change of plane and that such children be delivered and met at origin and destination airports by a responsible adult.

**CLAIMS**—Written notice of claims with respect to baggage and all other claims must be filed within 45 days with any office of American Airlines, Inc. Suits must be filed within two years from date of loss or damage.

**DEPARTURES**—In the interest of improving on-time service to all passengers, persons are requested to be at airport ticket lifting points approximately fifteen minutes before published departure time. (Also see "z" under Explanation of Reference Marks.)

**FAMILY FARE PLAN**—Family Fares, full one way fare for the head of the family and 66⅔ percent of the one-way fare each for accompanying spouse and/or children 12 through 21 years of age, apply to travel on flights scheduled to depart not earlier than 12.01 P.M. on Monday and not later than 12.01 P.M. on Thursday. The Family Fare discount does not apply to Royal Coachman or other Aircoach fares. Only one child under two years of age will be carried free with each Family Fare group.

**INSURANCE**—Trip insurance is available at all airlines offices.

**INTERNATIONAL TRAVEL**—The following documents are required by U. S. citizens proceeding direct to country of destination:
To Canada: Proof of U. S. citizenship and proof of sufficient funds.
To Mexico: For Pleasure Trips—(1) Proof of U. S. citizenship (2) Mexican Tourist Card—from American Airlines Ticket Agent or any Mexican Tourist Bureau or Mexican Consulate and (3) Smallpox Vaccination Certificate not more than three years old. For Other Trips—see American Airlines Mexico folder, or contact any American Airlines office.
Smallpox Vaccination Certificate not more than 3 years old is required of passengers entering the U. S. from Mexico and must show the reaction "successful" or "unsuccessful" if vaccination is passenger's first. If the passenger was vaccinated previously the certificate may carry the notation "Revaccinated."
To any other country: Contact any American Airlines office or your Travel Agent.
The above documentary requirements are given for information only and are subject to change without notice.
Passengers on international flights must possess all documents required by the laws of the countries from, into or over which they are to fly and should any required documents be missing, passage may be denied. American Airlines will not be responsible for any failure of passengers to comply with governmental requirements in force at the time of their journey.
Baggage of international travelers will be examined by customs officers of each country on arrival. Used personal articles intended for personal use while traveling are generally admitted free of duty. However, any merchandise for sale, gifts, samples or anything being carried for other persons will be subject to duty.
Residents of the United States are permitted to bring back, duty free, $200 in merchandise acquired outside United States, provided the traveler has been away from the United States more than 48 hours (no minimum time is required if returning from Mexico via AA) and this free allowance is claimed not oftener than once in thirty days. This merchandise must be for the traveler's own personal use or for the personal use of immediate members of his family. $300 additional allowance per resident can be claimed duty-free not oftener than once every 6 months and provided the passenger has been out of the U. S. for at least 12 days.
For more detailed information on travel documents and baggage restrictions for international travelers, see American Airlines Mexico folder, or contact an American Airlines office or your travel agent.

**MEALS**—Served on all flights at appropriate times.

**REFUNDS**—Requests for refunds may be made at any American Airlines' Ticket Office or directly to: Manager, Passenger Refund Accounting, American Airlines Inc., 910 South Boston, Tulsa, Oklahoma.

**RESERVATIONS**—Advance requests for space are desirable. Reservations are tentative until the passenger has secured a confirmed ticket which shows the specific reservation held. If a passenger fails to secure confirmed ticket by the "time limit" agreed upon, the reservation will be cancelled and resold. (See "Cancellation by Company" for other conditions under which reservations may be cancelled even though ticket has been purchased.)

**SCHEDULES**—Schedules shown are expected departures and arrivals, subject to change without notice, and are not guaranteed.

**STANDBY PASSENGERS**—Passenger not holding confirmed space may be accepted as a standby. This procedure is effective when passenger presents himself for travel but in no instance to cover a period of more than four (4) hours.

**STOP-OVER**—Stop-over privileges on service wholly within the United States and Canada are subject to the payment of the combination of fares over the point of stop-over. Stop-overs can be made at any regular stop, provided reservation is made accordingly.

**The above information is, in part, excerpted from rules published in tariffs filed with applicable government authorities. All transportation is sold subject to these tariffs and copies are on file and open for public inspection at all American Airlines ticket offices. For further details concerning any of the above or for additional information call or visit any American Airlines office or authorized travel agent.**

## Explanation of Reference Marks

A—Snack breakfast.
AM—Aeronaves de Mexico.
Ⓐ—Snack breakfast for boarding passengers.
B—Breakfast served.
Ⓑ—Breakfast for boarding passengers.
(B)—Breakfast served only to passengers deplaning at the next stop.
b—Via connection at Dallas or Ft. Worth or ground connection between them.
D—Dinner served.
Ⓓ—Dinner for boarding passengers.
(D)—Dinner served only to passengers deplaning at the next stop.
d—Daily.
E—Eastern Air Lines.
e—Via connection at St. Louis.
FT—First Class and Aircoach.
H—Capital Airlines.
j—Via connection at New York.
k—Arrives or leaves Metropolitan Oakland Int'l. Airport.
L—Lunch served.
Ⓛ—Lunch for boarding passengers.
(L)—Lunch served only to passengers deplaning at the next stop.
M—Cold plate meal.
Ⓜ—Cold plate meal for boarding passengers.
(M)—Cold plate meal served only to passengers deplaning at next stop.
m—Breakfast served to Tucson and Phoenix boarding passengers only.
N—North Central Airlines.
n—Dinner for Nashville and Memphis boarding passengers only.
P—Box meals available for purchase at Houston and El Paso airports for in-flight dining.
PA—Pan American Airways.
p—Via connection at Cincinnati.
Q—Delta Air Lines.
q—Departure time.
R—National Airlines.
r—Arrival time.
S—Snack. (Appropriate to the time of day) for first class passengers only.
Ⓢ—Snack (Appropriate to the time of day) for first class boarding passengers only.
s—Via connection at Washington.
T—Aircoach.
TA—TACA Airways.
t—Meal served to through passengers only.
v—Via connection at Chicago.
Ⓥ—Except Saturday and Sunday.
Ⓦ—Sunday only.
w—Via connection at Tulsa.
Ⓧ—Except Sunday.
x—Deluxe Surcharge Flight. Service charge $3.00 plus tax.
Ⓨ—Except Saturday.
Ⓩ—Except Monday.
z—Int'l. passengers are required to be at airport for customs the following minutes in advance of plane departure: Chicago-30. Dallas-25, Ft. Worth-25, Mexico City-60, San Antonio-30, Toronto-30.
‡—From city indicated, seat reservations are available at time of booking for Mercury passengers; seat selection made at airport prior to boarding flight for Captain's Flagship and Royal Coachman passengers.
‡—From city indicated, but only for passengers destined beyond either Dallas or Ft. Worth, specific seat reservations are available at time of booking for Mercury passengers; seat selection made at airport prior to boarding flight for Royal Coachman passengers.
‡—From city indicated, seat selection made at airport prior to boarding flight for both Mercury and Royal Coachman passengers.
‡—Coach service available between downtown San Francisco and Metropolitan Oakland Int'l. airport. Fare $1.45, allow 60 minutes from Oakland plane time, except on flight 638, allow 75 minutes.
‡—Airport transfer between LaGuardia and N.Y. Int'l. necessary at New York via scheduled ground transportation.
‡—Airport transfer between O'Hare Field and Midway Airport necessary at Chicago via scheduled ground transportation.
†—Captain's Table Dinner served on this flight.
▲—Captain's Buffet served on this flight.
✦—Subject to Boeing 707 Jet deluxe service charge found on Page 42.
CDT—Central Daylight Time.
CST—Central Standard Time.
EDT—Eastern Daylight Time.
EST—Eastern Standard Time.
HST—Honolulu Standard Time.
MST—Mountain Standard Time.
PDT—Pacific Daylight Time.

**EQUIPMENT** *Jet*—
Boeing 707 Jet Flagship
Electra Jet-Powered Flagship

**EQUIPMENT** *Piston*—
DC-7, DC-6, Convair (Flagships)
DC-6A (All Cargo Air Freighter)
Flights not otherwise designated are Convair Flagships.





