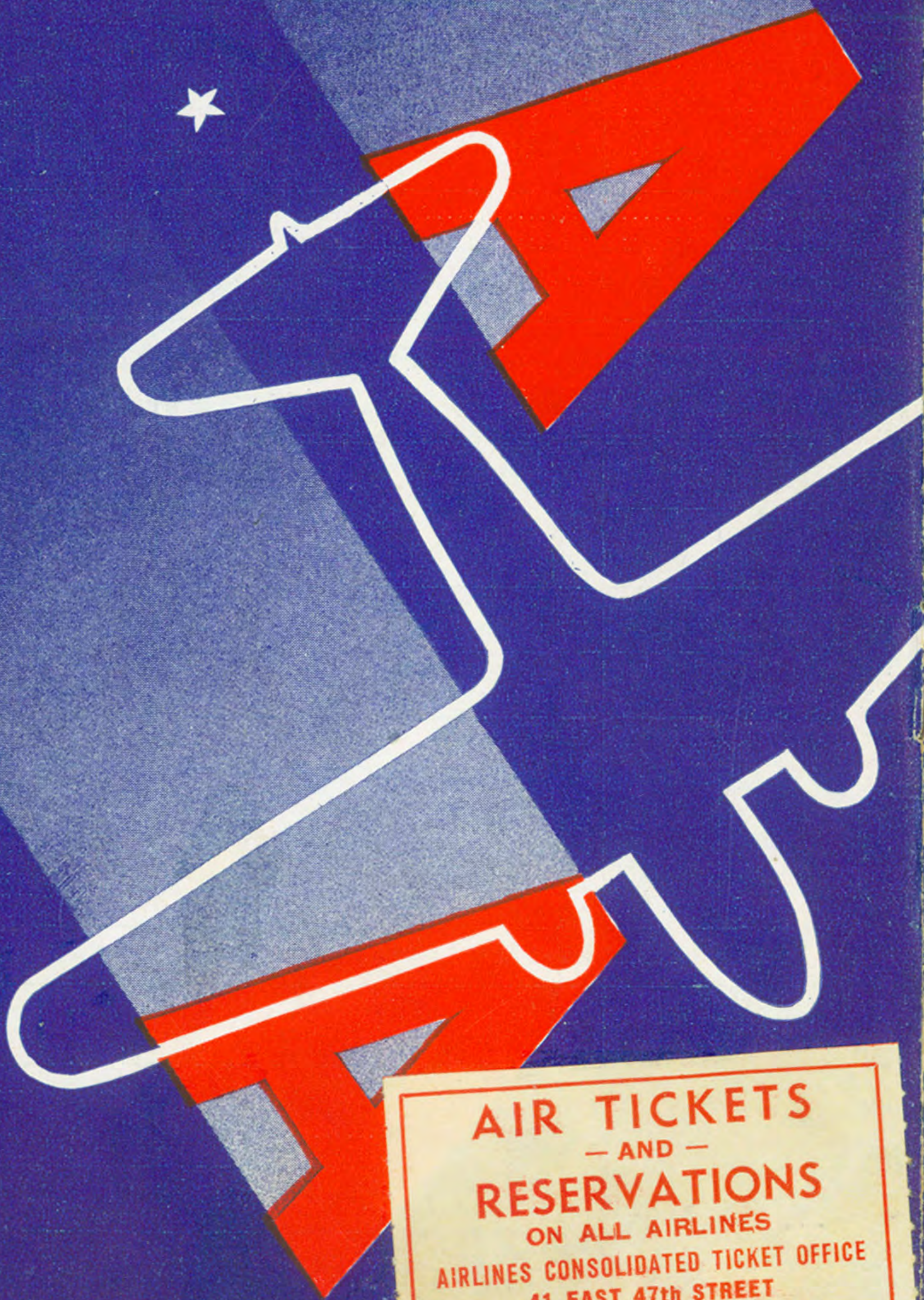


American Airlines

INC.



AIR TICKETS
— AND —
RESERVATIONS
ON ALL AIRLINES
AIRLINES CONSOLIDATED TICKET OFFICE
41 EAST 47th STREET
ELdorado 5-2301

American Airlines

INC.

American Airlines

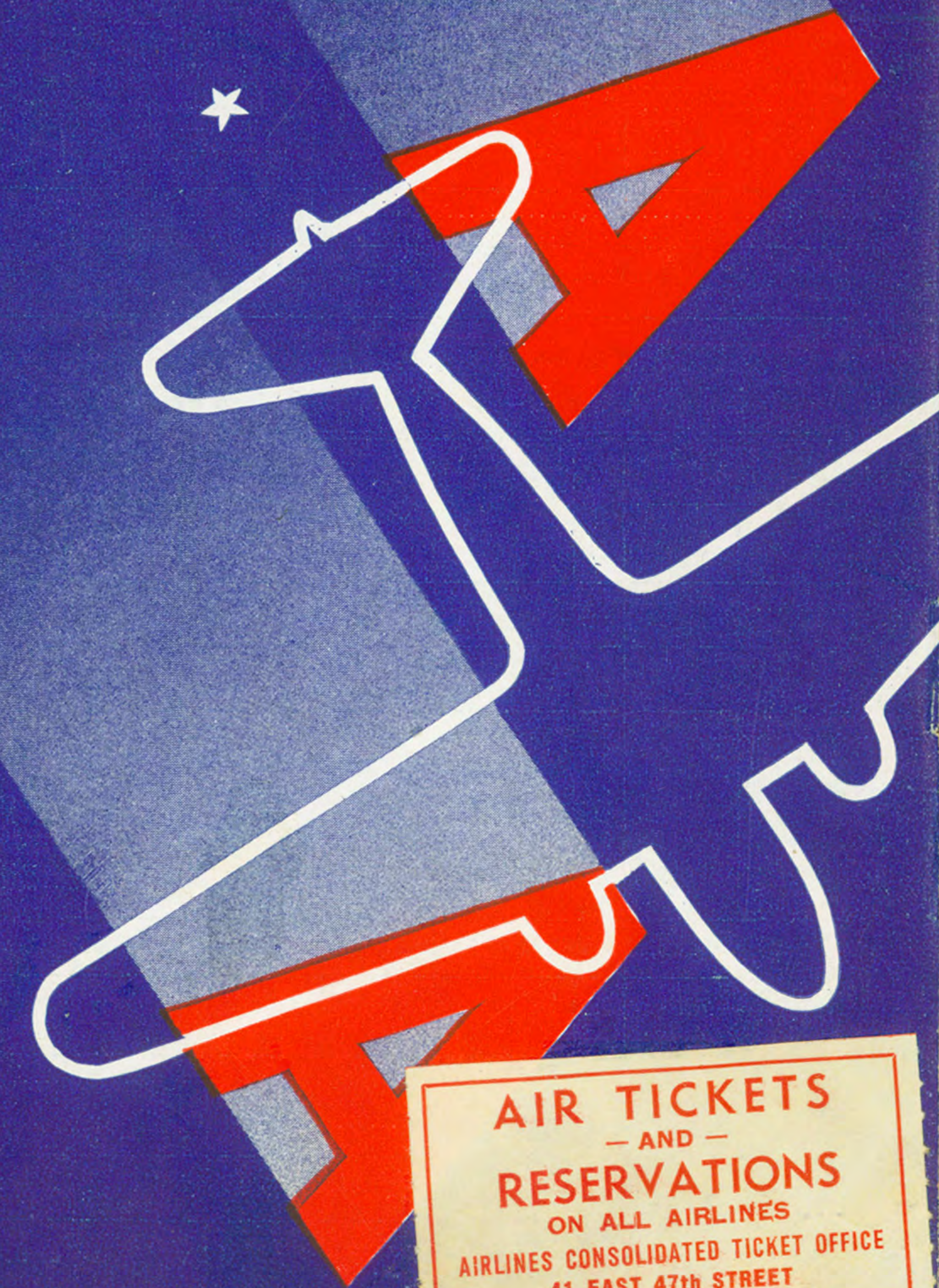
INC.

THIS MONTH

American Airlines announces

- ✓ Transcontinental time cut! . . . More convenient departures from New York, Los Angeles and Cleveland.
- ✓ Slight adjustments in other System schedules to conform with the Southern Transcontinental change.

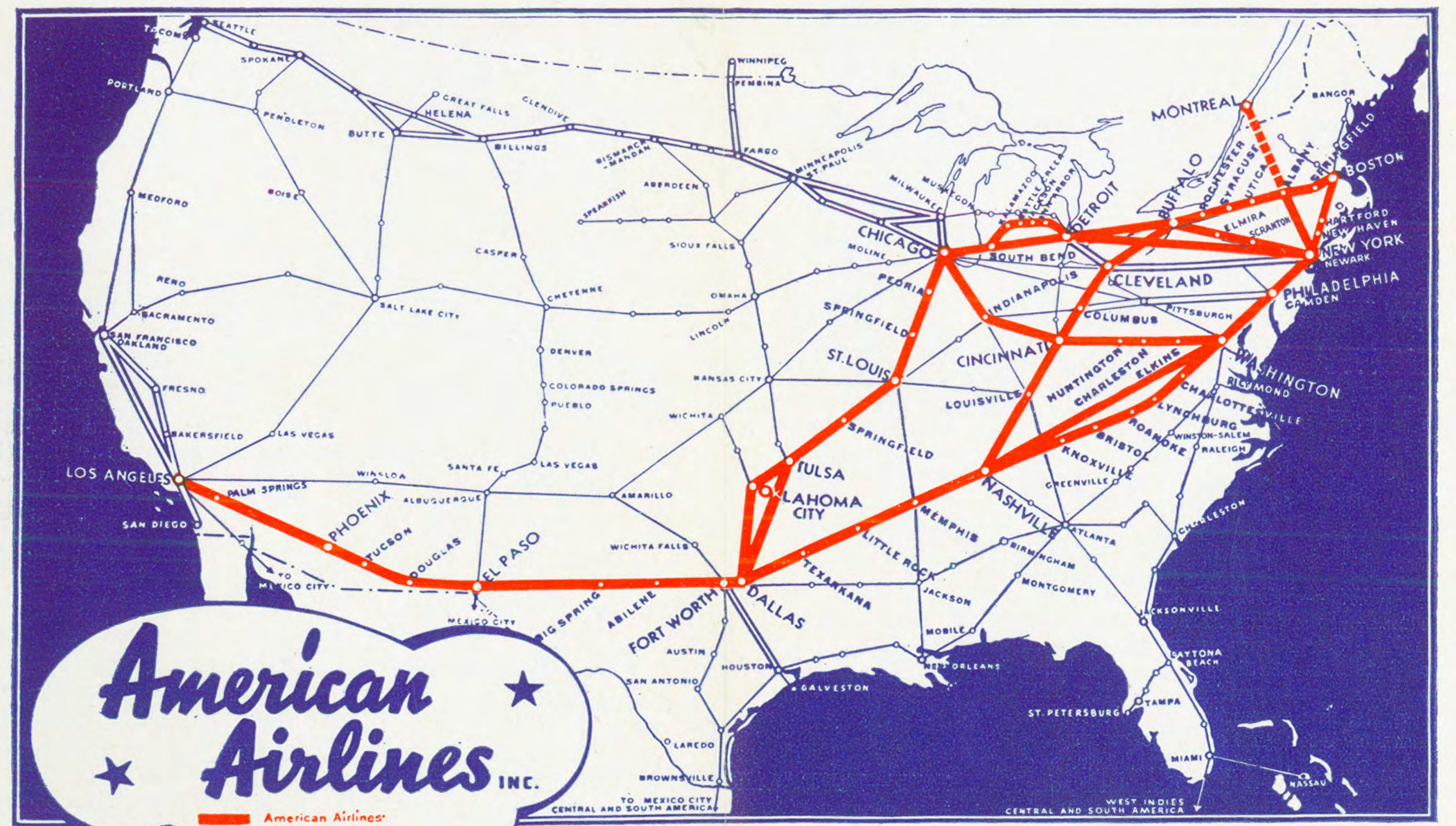
SEE SCHEDULES
PAGES 5-6-7



**AIR TICKETS
— AND —
RESERVATIONS**
ON ALL AIRLINES
AIRLINES CONSOLIDATED TICKET OFFICE
41 EAST 47th STREET
Eldorado 5-2301

AIRLINES CONSOLIDATED TICKET OFFICE, Inc.
ELD. 5-2301
41 EAST 47th ST., NEW YORK
SYSTEM TIME TABLE DECEMBER 1, 1935
PRINTED IN U. S. A. CALVERT-HATCH CO.

American Airlines INC.



EXAMPLES OF FARES

For Complete Fares Call Your Transportation Agent or Nearest American Airlines Office

CHICAGO to:		DALLAS and FT. WORTH to:		LOS ANGELES to:		NEW YORK to:		
O.W.	R.T.	O.W.	R.T.	O.W.	R.T.	O.W.	R.T.	
Boston	\$ 54.21	\$ 97.58	Chicago	\$ 51.95	\$ 93.51	Boston	\$ 13.90	\$ 25.02
Buffalo	26.00	46.80	Cleveland	70.45	126.81	Chicago	21.95	39.51
Cincinnati	16.00	28.80	New York	89.51	161.06	Cleveland	130.00	234.00
Detroit	13.25	23.85	St. Louis	38.00	68.40	Dallas	83.39	153.71
Phoenix	103.41	186.14	Tulsa	17.00	30.60	Detroit	128.25	230.85
St. Louis	13.95	25.11	Washington	77.31	139.16	Ft. Worth	83.49	150.29
San Diego	115.00	207.00				New York	160.00	288.00
San Francisco	115.00	207.00	DETROIT to:		Boston	40.96	73.73	
Syracuse	34.16	61.49	Chicago	13.25	23.85	Chicago	13.25	23.85
Tucson	99.96	179.93	New York	34.70	62.46	Philadelphia	160.00	288.00
Washington	37.95	68.31	St. Louis	27.20	48.96	Phoenix	23.17	41.71
						St. Louis	115.00	207.00
						Washington	152.00	273.60

GENERAL INFORMATION

ANIMALS—Live animals and reptiles will not be accepted for transportation over the lines of the Company under any condition.

BAGGAGE—Thirty-five (35) pounds of baggage will be carried free on any ticket. Excess baggage carried upon special arrangements and shall be at the rate per pound of one-half of one per cent. of the published air passenger fare, with a minimum charge of twenty-five cents, and the liability of the Carrier for loss of or damage to baggage and/or personal property is limited to the amount of One Hundred Dollars (\$100.00) unless a higher valuation be declared and an additional charge paid therefor. Excess valuation limited to \$1000.00 on each full fare ticket.

CHILDREN—Children under two years of age, when held in arms of parents or guardian, carried free. Children over two years of age will be charged full fare.

COMFORT FACILITIES—Comfort facilities are available on all American Airlines passenger planes and at all airports.

COMPLAINTS—Complaints, or suggestions for the betterment of the service, should be addressed to the General Sales Manager, American Airlines, Inc., 6240 So. Kedzie Ave., Chicago, Ill.

INSURANCE—Trip insurance is available at most airports.

PASSAGE, CANCELLATION BY COMPANY—The Company reserves the right to cancel bookings before passage or en route. Pilot may remove passengers from plane at any point on the route for safety or other cause. In all events the passenger's sole recourse shall be recovery of that portion of the fare equal to the distance untraveled.

PASSAGE, CANCELLATION BY PASSENGER—The Purchaser may receive a refund for passage if canceled two hours prior to flight.

PASSAGE, REFUSAL OF—The person in charge at any point of departure or the Pilot may refuse to carry any holder of a ticket, whenever he believes the proposed passenger is suffering from permanent or temporary disability, which wholly in the discretion of such Manager or Pilot, might jeopardize the safety of such passenger or the plane. In any such case the passenger shall be entitled to the return of the price of the ticket but no other damages.

REFUNDS—Requests for refunds on tickets should be addressed to the Auditor of Ticket Accounts, American Airlines, Inc., 4848 West Sixty-Third St., Chicago, Ill.

RESERVATIONS—All space is reserved though no definite seat assignments are made. Reservations will not be made except upon payment of fare.

ROUND TRIP FARES—10% reduction on all round-trip tickets if purchased before start of original trip. Return trip must be started within sixty days.

STOP-OVER—Ten (10) day stop-over will be allowed at any regular stop provided reservation is made accordingly.

TIME-TABLES—These time-tables show the times at which planes may be expected to depart from and arrive at the several stations shown, and to connect with trains or other planes, but their departure, arrival, or connection at the time stated is not guaranteed. American Airlines reserves the right to vary from the time shown in this folder without notice to the public.

WEARING APPAREL—Cabins of American Airlines planes are comfortably heated and ventilated. Wear regular apparel regardless of season.

LARGEST AIRLINE IN THE UNITED STATES

Y E A R E N D R E V I E W . . . A M E R I C A N A I R L I N E S ★ P R O G R E S S I N 1 9 3 5



Pointed Events in the year's life of a 10-years-young Airline . . . which finds that it is the largest in the United States . . . has carried more passengers than any other . . . and is growing faster than wildest predictions.



JANUARY—DOUGLAS TRANSCONTINENTAL—American Airlines inaugurates Douglas DC-2 14-passenger airliner transportation on its Southern Transcontinental between New York and Los Angeles. These fine new ships alternate schedule with the Condor sleeper planes which carry passengers during the night run. Air travelers applaud "a bed at night, a Douglas by day."



FEBRUARY — LOOKING AHEAD — Perspiring American officials argue and discuss greater improvements in air service during Spring and Summer. Many worthy ideas born . . .



MARCH—PASSENGERS APPLAUD NEW SERVICES — Two new-born ideas take effect. One is the new (and only) through service between Chicago and Washington . . . From now on **no changing planes** for American passengers between these cities. The other event is the initiation of non-stop service between Detroit and New York on the Chicago-Detroit-New York Service. Now Detroiters can fly to New York in two hours and forty minutes, without a pause.

★ SUBMITTED BY MR. FREDERICK S. RANDALL, OF ANN ARBOR, MICHIGAN . . . ONE OF 251,000 ENTRIES RECEIVED



APRIL—NO FOOLING—American Airlines officials scan figures and announce that they have the Largest System in the United States . . . 6850 route miles! A giant air network which serves 57 major American cities coast to coast, Canada to Mexico, including all cities with population of a million or over.



MAY—FRIED CHICKEN, SUH?—American chefs decide that if a dinner is worth serving, it is worth Serving Well. Delicious Southern Fried Chicken dinners suddenly appear on American Airliner menus. Passengers express delight . . . compliment company caterers.



JUNE—AERIAL VACATION—American Airlines offers budget-wise vacationers the first all-expense Air Tour. Vacationers are quick to realize that air travel means **more** vacation in **less** time. Hundreds respond.

★
THE WINNING SLOGAN!
*"Makes a Neighborhood
of the Nation"*



JULY—MOST FREQUENT DOUGLAS SERVICE—Anticipating tremendous increase in American passengers during the Summer, American Airlines ups Chicago-New York flights to 6 round trips daily . . . Provides most frequent All-Douglas Service between these two busiest cities . . . offers sightseers first aerial view of Niagara Falls on regular schedule.



AUGUST—TWO-THIRDS OF A MILLION! — Passenger Number 666,667 boards American Airlines' "The Southerner" at Philadelphia for Phoenix. She is Mrs. Allen B. Keefer, whose welcome act brings American Airlines' total to **Two-Thirds of a Million** passengers during its ten years of air transport experience . . . **more passengers than any other airline in the world has carried!** A fine testimonial to the excellent Service which American has provided for the flying public.



SEPTEMBER — FEEDER FLIGHTS — American Airlines, having pioneered "feeder" line service, announces the purchase of a new fleet of fast ships to enable air passengers of medium-sized cities to fly to large air centers and change to express air ships there . . . a move hailed with enthusiasm by friendly critics of air transportation the country over.



OCTOBER—ACCLAIM SLEEPER SERVICE—In May, 1934, American Airlines inaugurated the world's first and only Sleeper Plane Service on its Southern Transcontinental . . . enabling passengers to take off their clothes and sleep in a comfortable bed at night just as they might do on a fine train or ship.

October, 1935, American Airlines' forward step in aviation comfort has proved more than successful. Records show that 21,453 passengers have already chosen American Airlines Sleeper Service on Transcontinental flights. Plans are made for greater extension of Sleeper Service.



NOVEMBER — 80% INCREASE! — New Douglas 14-passenger schedule inaugurated between Chicago and Washington, improving the only through service between Chicago-Washington . . . a service which incidentally allows Twin City travelers to fly to Washington in 7 hours.

At the same time, Statisticians announce that American Airlines has shown the largest increase-in-passengers-carried of any airline in the United States during the year 1935. Final figures for the year, they say, will indicate a total increase of 80 per cent!

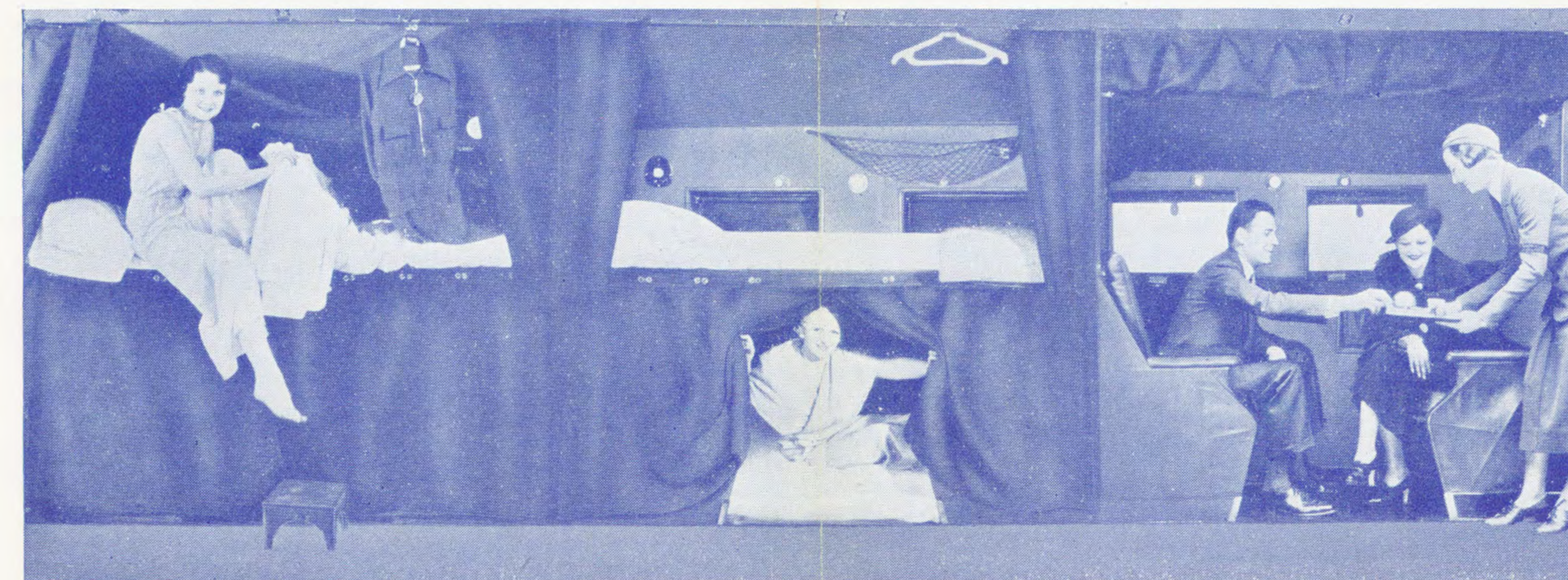


DECEMBER — NEW DST SLEEPER PLANES — Major Event of The Year! Douglas Plant in Santa Monica announces the completion of the first giant Douglas Sleeper Plane of American Airlines' new fleet of fifteen. To be put in service during the Spring of 1936 on the Southern Transcontinental and, with Parlor Plane arrangement, between Chicago and New York. Mammoth, perfect in appointment, these new planes will provide berths for 16 passengers at night, roomy seats for 24 passengers by day.

★ VERDICT: WATCH AMERICAN IN 1936! ★

Many passengers who have not flown in our Sleeper Planes (on the Southern Transcontinental between New York and Los Angeles) ask "How do you get 12 Comfortable berths in an airplane?" The answer is in the picture below.

Next time you contemplate a Transcontinental flight banish the thought of sitting up all night . . . think, instead, of these big, downy, sky-beds in our heated, ventilated cabins.



A M E R I C A N A I R L I N E S S L E E P E R P L A N E
FULL VIEW OF ONE SIDE SHOWING FOUR OF THE SIX BERTHS . . . ONE COMPARTMENT NOT YET MADE UP FOR NIGHT USE



BOSTON—NEW YORK—WASHINGTON

Table 3: Flight schedule for Boston-New York-Washington route. Includes columns for Southbound (Read Down) and Northbound (Read Up) flights with times and aircraft types.

Equipment—Boston-New York Condors; New York-Washington Douglas all flights except EAL 1 and 2 which are operated with Electras.

NEW YORK—BUFFALO—DETROIT—CHICAGO—ST. LOUIS

Table 4: Flight schedule for New York-Buffalo-Detroit-Chicago-St. Louis route. Includes columns for Westbound (Read Down) and Eastbound (Read Up) flights.

Equipment—Flights 1, 2, 3, 4, 7, 8, 9, 10, 12, 15, 16, and 17 Douglas; flights 23 and 24 U Stinsons; flights 5 and 6 tri-motor Stinson A. NOTE—Stewardess service on all Douglas trips.

NEW YORK—SCRANTON—ELMIRA—BUFFALO—MICHIGAN POINTS—CHICAGO

Table 5 and 5A: Flight schedule for New York-Scranton-Elmira-Buffalo-Michigan Points-Chicago route.

For explanation of reference marks see page 5.

NEW YORK—TWIN CITIES—SEATTLE

Table 6: Flight schedule for New York-Twin Cities-Seattle route.

CHICAGO—ST. LOUIS—OKLAHOMA—TEXAS—LOS ANGELES

Table 7: Flight schedule for Chicago-St. Louis-Oklahoma-Texas-Los Angeles route. Includes columns for South and West (Read Down) and East and North (Read Up) flights.

Equipment—Vultees trips 1-2-4-5-6-11; Condors trips 7-12; Condor Sleepers carry Stewardesses. Note—See table 4 for Detroit, Buffalo and New York connections.

BOSTON—BUFFALO—CLEVELAND NEW YORK—ALBANY—CLEVELAND

Table 8: Flight schedule for Boston-Buffalo-Cleveland and New York-Albany-Cleveland routes.

Connections at BUFFALO to and from DETROIT and CHICAGO

Table with columns for No. 1 Daily and No. 12 Daily flights connecting Buffalo to Detroit and Chicago.

Equipment—Boston-Cleveland and New York-Albany U Stinsons; Buffalo-Chicago Douglas.

CHICAGO—CINCINNATI—WASHINGTON—NEW YORK

Table 9: Flight schedule for Chicago-Cincinnati-Washington-New York route.

Equipment—Trips 1 and 2 Condors; trips 3 and 4 Vultees; trips 5 and 6 Douglas. Stewardesses on trips 5 and 6.

NEW YORK—ALBANY—MONTREAL

Table 10: Flight schedule for New York-Albany-Montreal route.

Equipment—New York-Albany U Stinsons; Albany-Montreal Vultees.