EFFECTIVE FEBRUARY 3, 1957

# AMERICAN AIRLINES

AMERICAN AIRLINES, Inc.
AMERICAN AIRLINES DE MEXICO, S. A.

## COMPLETE SYSTEM TIMETABLE

*QUICK REFERENCE INDEX ON PAGES 2 and 3*

NOW
**AMERICAN**
ANNOUNCES

# NEW MERCURY SERVICE

*America's most famous transcontinental service expanded to serve 9 additional cities*

*America's Leading Airline*

EFFECTIVE FEBRUARY 3, 1957

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PRINTED IN U. S. A. THE CALVERT-HATCH CO., CLEVELAND 15, OHIO

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

| 1957 FEBRUARY 1957 | | | | | | |
|---|---|---|---|---|---|---|
| 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 | | |

| 1957 MARCH 1957 | | | | | | |
|---|---|---|---|---|---|---|
| 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 31 | 25 | 26 | 27 | 28 | 29 | 30 |

| 1957 APRIL 1957 | | | | | | |
|---|---|---|---|---|---|---|
| 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 | | | | |

| 1957 MAY 1957 | | | | | | |
|---|---|---|---|---|---|---|
| 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 | |

**NOW...** *the Family Half-Fare Plan is effective on* **4 DAYS A WEEK**

The shaded areas on the calendar are fare-saving days under American's expanded Family Half-Fare Plan, now in effect on four days a week instead of three. From 12:01 Monday afternoon until 12:01 Thursday afternoon you can take your family with you at half the regular fare.

You buy a full-fare ticket at the regular Flagship one-way rate, and your spouse and/or all your children, from twelve through twenty-one, fly at half the Flagship one-way rate. Children under twelve travel half fare any day of the week, and a baby under two goes free when accompanied by a full fare paying passenger.

**For Reservations or Information see your Travel Agent or any American Airlines office. See Page 46 for American Airlines offices in your city.**

EFFECTIVE FEBRUARY 3, 1957

AMERICAN AIRLINES

AMERICAN AIRLINES, Inc.
AMERICAN AIRLINES DE MEXICO, S. A.

COMPLETE SYSTEM TIMETABLE

*QUICK REFERENCE INDEX ON PAGES 2 and 3*

NOW
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# NEW MERCURY SERVICE

*America's most famous transcontinental service expanded to serve 9 additional cities*

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# MERCURY LUXURY

## now available in 12 major cities

American Airline's famous Mercury service, formerly available only on New York-Los Angeles nonstop flights, is now extended to include all the cities listed above. Mercury luxury means red carpet service reserved seats, superb cuisine—all on the DC•7, world's fastest airliner—and all at no extra fare.

# AMERICAN AIRLINES

*America's Leading Airline*

AMERICAN AIRLINES

ROUTE OF THE FLAGSHIPS

# 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 | 8,9 | 8,9 | ..... | 9 | 9 | ..... | 9 | 9 | 9 | 9 | ..... | ..... | ..... | 9 | 8,9 | 8,9 | 9 | 9 | 9 | 9 | ..... |
| Albany, N. Y. | 8 | 8 | 8 | 8,9,25 | 8 | 8 | 8 | 8 | 7,8 | 7,8 | 8 | 8 | 8,28 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8,23 |
| 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 | 7,24 | 7,8 | 7,8 | 9 | 7 | 7,8 | 7 | 7 | 7 | 7 | 7 | 7 | 7,28 | 7 | 7,8 | 7,8 | 7 | 7 | 7 | 7 | 7 |
| Boston | ..... | 8 | 8 | 24,25 | 7A,24 | 8 | 7A,24 | 3 | 7,24 | 7,24 | 24 | 24 | 20 | 9A,24 | 8 | 8,24 | 7,8,24 | 3 | 9A,24 | 8,24 | 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 | 8,27 | 7,27 | 7,27 | 9A,27 | 8,27 | 23,27 |
| Buffalo | 8 | ..... | 18 | 8,9 | 8 | 18 | 8 | 8 | 8,9 | 8,9 | 8,17 | 17 | 17,28 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | ..... |
| Canton | 8,9 | 8,9 | ..... | 9 | 9 | ..... | 9 | 9 | 9 | 9 | ..... | ..... | ..... | 9 | 8,9 | 8,9 | 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 | 8 | 18 | ..... | 25 | 12 | 16 | 12 | 5 | ..... | 9,25 | 8,14 | 14 | 14,25,28 | 9A | 8 | 7C | 8 | 5 | 9A | 8 | 25 |
| Cincinnati | 24,25 | 8,9 | 25 | ..... | 9 | ..... | 9 | 9,25 | 9 | 9 | 23,25 | 25 | 25,28 | 9 | 8,9 | ..... | 9 | 9,25 | 9 | 9 | 25 |
| Cleveland | 8 | 8 | ..... | 9 | 9 | ..... | 9 | 9 | 9 | 9 | ..... | ..... | ..... | 9 | 8 | 8 | 9 | 9 | 9 | 9 | ..... |
| Columbus | 9,24 | 8,9 | ..... | 9 | 9 | ..... | 9 | 9 | 9 | 9 | 9 | 9 | ..... | 9 | 8,9 | ..... | 9 | 9 | 9 | 9 | ..... |
| Dallas | 7A,24 | 8 | 12 | 9 | ..... | 8 | 8 | 6 | 7 | 7 | 7A,8 | 7A | 7 | 7 | 8 | 8 | 7 | 6 | 7 | 8 | 7 |
| Dayton | 9,24 | 8,9 | ..... | 9 | 9 | ..... | 9 | 9 | 9 | 9 | 9,25 | 9,25 | ..... | 9 | 8,9 | ..... | 9 | 9 | 9 | 9 | 9,25 |
| Detroit | 8 | 18 | 16 | ..... | 8 | ..... | 8 | 7B | ..... | ..... | 8,15 | 15 | ..... | 9A | 8 | 7C,8 | 8 | 7B | 8 | 8 | ..... |
| Douglas | 7,24 | 7,8 | 7,8 | 9 | 7 | 7,8 | 7 | 7 | 7 | 7 | 7 | 7 | 7,28 | 7 | 7,8 | 7,8 | 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 | 7,8,24 | 8 | 8 | 9 | 7 | 8 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 8 | 8 | 8 | 7 | 8 | 8 | 7 |
| Ft. Worth | 7A,24 | 8 | 12 | 9 | 8 | 8 | ..... | 6 | 7 | 7 | 7A,8 | 7A | 7 | 7 | 8 | 8 | 7 | 6 | 7 | 8 | 7 |
| Hartford | 27 | 17,22 | 14,22 | 22,25 | 7A,22 | 15,22 | 7A,22 | 7,22 | 7,22 | 7,22 | 22 | 22 | 22,28 | 9A,22 | 8 | 8 | 7,22 | 4,22 | 9A,22 | 8,22 | 22 |
| Honolulu | 29 | 8,29 | 29 | 25,29 | 29 | 29 | 29 | 29 | 7,29 | 7,29 | 29 | 29 | 28,29 | 13,29 | 8,29 | 8,29 | 7,29 | 29 | 13,29 | 8,29 | 29 |
| Houston | 9,24 | 8,9 | ..... | 9 | ..... | ..... | ..... | 11 | ..... | 9 | 9 | 9 | ..... | 11 | 8,9 | ..... | 11 | 11 | 11 | ..... | 7,9 |
| Indianapolis | 24,25 | ..... | 25 | 25 | 9,25 | ..... | 9,25 | 25 | ..... | 9,25 | 25 | 25 | 25,28 | 9A,25 | ..... | ..... | 8,25 | 25 | 9A,25 | ..... | 25 |
| Joplin | 8 | 8 | 8 | ..... | 8 | 8 | 8 | 8 | ..... | ..... | 8 | 8 | ..... | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8,25 |
| Knoxville | 7,24 | ..... | ..... | ..... | 7 | ..... | 7 | 7 | 7 | 7 | 7 | 7 | 7,28 | 7 | ..... | ..... | 7 | 7 | 7 | 7 | 7 |
| Little Rock | 7,24 | 7,8,9 | ..... | 7,9 | 7 | 7,8,9 | 7 | 7 | 7 | 7 | 7 | 7 | 7,28 | 7 | 7,8,9 | ..... | 7 | 7 | 7 | ..... | 7 |
| Los Angeles | 3 | 8 | 5 | 9,25 | 6 | 7B | 6 | ..... | 7 | 7 | 1,8 | 1 | 1,7,28 | 13 | 8 | 8 | 7 | ..... | 13 | 8 | 2 |
| Louisville | 24,25 | 8,9 | 25 | 9 | 9 | ..... | 9 | 9 | 9 | 9 | 25 | 25 | 25,28 | 9 | 8,9 | ..... | 9 | 9,25 | 9 | 9 | 25 |
| Memphis | 7,24 | 8,9 | ..... | 9 | 7 | ..... | 7 | 7 | ..... | 7 | 7 | 7 | 7,28 | 7 | 8,9 | ..... | 7 | 7 | 7 | ..... | 7 |
| Mexico City | 24,26 | 26 | 26 | 26 | 26 | 26 | 26 | ..... | 26 | 26 | 26 | 26 | 26 | ..... | 8,26 | 26 | ..... | ..... | ..... | 26 | 26 |
| Miami | ..... | ..... | ..... | ..... | 10 | ..... | 10 | 10 | ..... | ..... | ..... | ..... | ..... | 10 | ..... | ..... | 10 | 10 | 10 | 8,10 | ..... |
| Midland | 8,24 | 8 | 8 | 9 | 7 | 8 | 7 | 7 | 7 | 7 | 7 | 7 | 7,28 | 7 | 8 | 8 | 7 | 7 | 7 | 8 | 7 |
| Milwaukee | 8 | 8,18 | 8 | 8,25 | 8 | 8,16 | 8 | 8 | ..... | 8,9,25 | 8,14 | 8,14 | 8,25,28 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8,25 |
| Monterrey | 24,26 | 26 | 26 | 26 | 26 | 26 | 26 | ..... | 26 | 26 | 26 | 26 | 26 | ..... | 8,26 | 26 | ..... | ..... | ..... | 26 | 26 |
| Nashville | 7,24 | 8,9 | 9,25 | 9 | 7 | ..... | 7 | 7 | 7 | ..... | 7 | 7 | 7,28 | 7 | 8,9 | ..... | 7 | 7 | 7 | 7 | 7 |
| Newark | 24 | 8,17 | 8,14 | 23,25 | 7A,8 | 8,15 | 7A,8 | 1,8 | 7 | 7 | ..... | ..... | 28 | 9A | 19 | 8 | 7 | 4,8 | 9A | 8 | 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 | 8,27 | 7,27 | 7,27 | 9A,27 | 8,27 | 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 | 8 | 7 | 4 | 9A | 8 | 23 |
| Oakland | 7,8,24 | 8 | 5,8 | 9,25 | 6 | 7B,8 | 6 | ..... | 7 | 7 | 7 | 7 | 7,28 | ..... | 8 | 8 | ..... | 7 | ..... | 8 | 7 |
| Odessa | 8,24 | 8 | 8 | 9 | 7 | 8 | 7 | 7 | 7 | 7 | 7 | 7 | 7,28 | 7 | 8 | 8 | 7 | 7 | 7 | 8 | 7 |
| Oklahoma City | 8,24 | 8 | 8 | 9 | 8 | 8 | 8 | ..... | 7 | 8 | 8 | 8 | 7,28 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 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 | 8 | 8 | 8 | ..... | 8 | 8 | 8 | 8 | ..... | ..... | 8 | 8 | ..... | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8,25 |
| 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 | 8 | 9A | 9 | 7 | 9A | 7 | 13 | 7 | 7 | 8,9A | 9A | 7,28 | ..... | 8 | 8 | 7 | 13 | 7 | 8 | 9A |
| Pittsburgh | 9,24 | ..... | ..... | 9 | 9 | ..... | 9 | 9 | 9 | 9 | 9 | 9 | ..... | 9 | ..... | ..... | 9 | 9 | 9 | 9 | ..... |
| Providence | 27 | 17,21 | 14,21 | 21,25 | 7A,21 | 15,21 | 7A,21 | 7,21 | 7,21 | 7,21 | 21 | 21 | 21,28 | 7,21 | 19,21 | 8,21 | 7,21 | 4,21 | 7,21 | 8,21 | 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. | 8 | 8 | 8 | 8,9 | 8 | 8 | 8 | 8,9 | 8,9 | 19 | 19 | 19 | 19,28 | 8 | ..... | 8 | 8 | 8 | 8 | 8 | ..... |
| St. Louis | 8,24 | 8 | 7C | ..... | 8 | 7C,8 | 8 | 8 | ..... | ..... | 8 | 8 | 7C,25,28 | 8 | 8 | ..... | 8 | 8 | 8 | 8 | 7C,25 |
| San Antonio | 24,26 | 26 | 26 | 26 | 26 | 26 | 26 | 11 | 26 | 26 | 26 | 26 | 26 | 11 | 8,26 | 26 | 11 | 11 | 11 | 26 | 26 |
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| Springfield, Ill. | 8 | 8 | 8 | ..... | 8 | 8 | 8 | 8 | ..... | ..... | 8 | 8 | ..... | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8,25 |
| Springfield, Mass. | 27 | 8 | 8 | 22,25 | 7A,22 | 15,22 | 7A,22 | 7,22 | 7,22 | 7,22 | 22 | 22 | 22,28 | 9A,22 | 8 | 8 | 7,22 | 4,22 | 9A,22 | 8,22 | 22 |
| Springfield, Mo. | 8 | 8 | 8 | ..... | 8 | 8 | 8 | 8 | ..... | ..... | 8 | 8 | ..... | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8,25 |



## Quick Reference Index *(continued)*

| 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| Tampa | ..... | ..... | ..... | ..... | 10 | ..... | 10 | 10 | ..... | ..... | ..... | ..... | ..... | 10 | ..... | ..... | 10 | 10 | 10 | 8,10 | ..... |
| Toronto | 8 | 9B | ..... | 8,9 | 8 | ..... | 8 | 8 | 8,9 | 8,9 | 8,9B | 9A | 9B,28 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | ..... |
| Tucson | 9A,24 | 8 | 9A | 9 | 7 | 9A | 7 | 13 | 7 | 7 | 8,9A | 9B | 7,28 | 7 | 8 | 8 | 7 | 13 | ..... | 8 | 9A |
| Tulsa | 8,24 | 8 | 8 | 9 | 8 | 8 | 8 | 8 | ..... | 9 | 8 | 8 | 7,28 | 8 | 8 | 8 | 8 | 8 | 8 | ..... | 7 |
| Washington, D. C. | 20 | ..... | 25 | 25 | 7 | ..... | 7 | 2 | 7 | 7 | 23 | 23 | 28 | 9A | ..... | 7C,25 | 7 | 4 | 9A | 7 | ..... |
| Wilkes-Barre | 8,24 | 8 | 8 | ..... | 8 | 8 | 8 | 8 | ..... | ..... | 8 | 8 | ..... | 8 | ..... | 8 | 8 | 8 | 8 | 8 | ..... |
| 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 Flagship 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**—Convair Flagships are operated on all flights not otherwise designated.

**MEAL SYMBOLS**—On Flagship flights meal symbols indicate the type of Deluxe Complimentary meals and the point, en-route, out of which the meals are served. On Blue Ribbon DC-6 Aircoach flights meal symbols indicate stations where Flite Buffet meals may be purchased at a nominal cost for In-Flight Dining. On The Royal Coachman, Deluxe DC-7 Aircoach, meal is served aloft at a nominal charge—purchase meal ticket before departure.

**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* 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 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

*(Figures shown refer to TABLE NUMBERS only)*


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AMERICAN AIRLINES

# COAST-TO-COAST FLAGSHIP and AIRCOACH Service — WESTBOUND

## From NEW YORK to LOS ANGELES

TABLE 1

| | | FLAGSHIP SERVICE | | | | DC-6 and DC-7 AIRCOACH SERVICE | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | The Nonstop Mercury DC-7 1 | The Nonstop Mercury DC-7 5 | The Mercury DC-7 9 | The Nonstop Mercury DC-7 3 | DC-6 607 | DC-6 611 | The Royal Coachman DC-7 671 | The Royal Coachman DC-7 675 | DC-6 609 | DC-6 655 | The Royal Coachman DC-7 673 |
| New York (LaGuardia) | EST Lv | ..... | ..... | ..... | ..... | am b7.55 | am b9.00 | ..... | ..... | am b11.00 | pm b8.10 | am ..... |
| New York (Int'l. Airport) | EST Lv | L 10.00 | L 12.00 | L 1.05 | D 4.00 | – | – | RL 9 30 | RL 10 30 | – | – | RB 12 30 |
| Los Angeles (Lockheed Term.) | PST Ar | – | – | – | – | Ex. Su. | 5.20 | – | Sat. Only | – | – | – |
| Los Angeles (Int'l. Airport) | PST Ar | 3.45 | 5.45 | D 8.20 | 9.45 | 5.05 | ..... | 3.15 | 4.15 | 8.50 | 6.10 | 6.15 |
| | | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | am |
| | | | | Via Dallas | | Two stop | Via Chicago | Non-Stop | Non-Stop | Three stop | Three stop | Non-Stop |
| For more detail Refer to Table Nos. → | | | | 7 | | | 8 | | | | 7 | |

## From WASHINGTON to LOS ANGELES

TABLE 2

| | | FLAGSHIP SERVICE | | | | | DC-6 and DC-7 AIRCOACH SERVICE | | |
|---|---|---|---|---|---|---|---|---|---|
| | | DC-7 69- The Mercury 47 | DC-6 243- DC-7 907 | The Nonstop Mercury DC-7 7 | The Mercury DC-7 45- 65 | The Nonstop Mercury DC-7 11 Ex. Sun. | The Royal Coachman DC-7 677 Ex. Tue. & Thur. | DC-6 637- 625 | DC-6 655 |
| Washington | EST Lv | am B7.45 | am L9.00 | Noon L 12.00 | pm D 1.45 | am B 12.55 | am RL 9 30 | am b10.30 | pm b10.35 |
| Los Angeles (Int'l. Airport) | PST Ar | L 2.00 | 4.05 | 5.15 | 9.15 | 6.10 | 2.45 | 6.30 | 6.10 |
| | | pm | pm | pm | pm | am | pm | pm | am |
| | | Chicago Connection | Dallas Connection | | Chicago Connection | | Non-Stop | Ft. Worth Connection | Via Dallas |
| For more detail Refer to Table Nos. → | | 25 | 7 | | 25 | | 7 | 7 | 7 |

## From BOSTON to LOS ANGELES/SAN FRANCISCO

TABLE 3

| | | FLAGSHIP SERVICE | | | | | DC-6 AIRCOACH SERVICE | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 705- The Nonstop Mercury DC-7 1 | The Mercury DC-7 43 | The Mercury DC-7 43- 49 | 397- The Nonstop Mercury DC-7 3 | 373- The Mercury DC-7 41 | 705- The Royal Coachman DC-7 671 | DC-6 601 | DC-6 655 | 373- The Royal Coachman DC-7 673 |
| Boston | EST Lv | am S7.20 | am L9.40 | am L9.40 | pm D 2.20 | pm B7.15 | am S7.20 | am b10.45 | pm b6.35 | pm B7.15 |
| Los Angeles (Int'l. Airport) | PST Ar | L 3.45 | 4.45 | – | 9.45 | – Ex. Sa. | RL 3.15 | 8 15 | 6.10 | 6.15 |
| San Francisco | PST Ar | ..... | ..... | 5.25 | ..... | 6.45 | ..... | ..... | ..... | ..... |
| | | pm | pm | pm | pm | am | pm | pm | am | am |
| Additional service available via connection at New York see Tables 7, 24. | | New York Connection | Via Chicago | Chicago Connection | New York Connection | New York Connection | New York Connection | Two stop | Four stop | New York Connection |
| For more detail Refer to Table Nos. → | | 7, 24 | 8 | 8 | 7, 24 | 7, 24 | 7, 24 | 8 | 7, 24 | 7, 24 |

## From NEW YORK, WASHINGTON to SAN FRANCISCO

TABLE 4

| | | FLAGSHIP SERVICE | | | | | | DC-6 AIRCOACH SERVICE |
|---|---|---|---|---|---|---|---|---|
| | | The Mercury DC-7 87 | DC-7 69- The Mercury 49 | The Mercury DC-7 31- 49 | The Mercury DC-7 37- 45 | The Mercury DC-7 45 | The Mercury DC-7 41 | DC-6 637 |
| New York (Int'l. Airport) | EST Lv | am L9.00 | am ..... | am S9.00 | pm L 1.00 | pm ..... | pm B 11.25 | am ..... |
| New York (LaGuardia) | " Lv | ↓ | ..... | – | – | ..... | – Ex. Sa. | 8.40 |
| Washington | EST Lv | | B7.45 | – | – | D 1.45 | – | b10.30 |
| Oakland | PST Ar | | – | – | – | – | – | ♀7.10 |
| San Francisco | PST Ar | D 5.05 | L 5.25 | L 5.25 | D 8.35 | 8.35 | 6.45 | ..... |
| | | pm | pm | pm | pm | pm | am | pm |
| | | Via Dallas | Chicago Connection | Chicago Connection | Chicago Connection | Via Chicago | Via Chicago | Via Ft. Worth |
| For more detail Refer to Table Nos. → | | 7 | 25 | 8 | 8 | 25 | 8 | 7 |

FLY The Royal Coachman

*The first—the fastest—the most luxurious DC-7 aircoach service coast-to-coast*

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

AMERICAN AIRLINES





AMERICAN AIRLINES

# COAST-TO-COAST FLAGSHIP and AIRCOACH Service — EASTBOUND

## From LOS ANGELES to NEW YORK

TABLE 1

| | | FLAGSHIP SERVICE | | | | DC-6 and DC-7 AIRCOACH SERVICE | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | The Nonstop Mercury DC-7 2 | The Mercury DC-7 10 | The Nonstop Mercury DC-7 4 | The Nonstop Mercury DC-7 14 | The Royal Coachman DC-7 670 | DC-6 614 | DC-6 654 | The Royal Coachman DC-7 676 | The Royal Coachman DC-7 672 | DC-6 612 |
| Los Angeles (Int'l. Airport) | PST Lv | am L 9.00 | am L 9.40 | pm B 9.00 | pm B 11.00 | am RL 8 30 | am b9.00 | am b11.30 | pm RL 12 30 | pm RB 8 30 | pm ..... |
| Los Angeles (Lockheed Term.) | PST Lv | – | – | – | – | – | – | – | Sun. Only | – | 10.20 |
| New York (Int'l. Airport) | EST Ar | 7.15 | D 9.50 | 7.15 | 9.15 | 6.45 | – | – | 10.45 | 6.45 | – |
| New York (LaGuardia) | EST Ar | ..... | ..... | ..... | ..... | ..... | 9.45 | 2.05 | ..... | ..... | 12.00 |
| | | pm | pm | am | am | pm | pm | am | pm | am | Noon |
| | | | Via Dallas | | | Non-Stop | Via Chicago | Three-Stop | Non-Stop | Non-Stop | Two stop |
| For more detail Refer to Table Nos. → | | | 7 | | | | 8 | 7 | | | 7 |

## From LOS ANGELES to WASHINGTON

TABLE 2

| | | FLAGSHIP SERVICE | | | DC-6 and DC-7 AIRCOACH SERVICE | | | |
|---|---|---|---|---|---|---|---|---|
| | | The Nonstop Mercury DC-7 12 | The Nonstop Mercury DC-7 Ex. Sat. 8 | The Mercury DC-7 56- 62 | DC-6 654 | The Royal Coachman DC-7 Ex. Mon. & Wed. 678 | DC-6 650 | DC-6 650- 638 |
| Los Angeles (Int'l. Airport) | PST Lv | am L 11.45 | pm B 9.45 | pm B 11.15 | am b11.30 | pm RB 8 45 | pm b11.55 | pm b11 55 |
| Washington | EST Ar | 9.45 | 7.45 | 11.20 | 11.50 | 6.45 | 1.40 | 12.15 |
| | | pm | am | am | pm | am | pm | pm |
| | | | | Chicago Connection | Via Ft. Worth | Non-Stop | Three Stop | Dallas Connection |
| For more detail Refer to Table Nos. → | | | | 8, 25 | 7 | | 7 | 7 |

## From SAN FRANCISCO/LOS ANGELES to BOSTON

TABLE 3

| | | FLAGSHIP SERVICE | | | | DC-6 AIRCOACH SERVICE | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | The Nonstop Mercury DC-7 2- 380 | The Mercury DC-7 44 | The Mercury DC-7 42- 44 | The Nonstop Mercury DC-7 4- 358 | The Royal Coachman DC-7 670- 380 | DC-6 614 | The Royal Coachman DC-7 672- 358 | DC-6 638- 340 | DC-6 602 |
| San Francisco | PST Lv | am ..... | am ..... | am L 9.00 | pm ..... | am ..... | am ..... | pm ..... | pm ..... | pm ..... |
| Oakland | " Lv | ..... | ..... | – | ..... | ..... | ..... | ..... | ♀b11.00 | ..... |
| Los Angeles (Int'l. Airport) | PST Lv | L 9.00 | L 9.45 | – | B 9.00 Ex. Sa. | RL 8 30 | b9.00 | RB 8 30 Ex. Sa. | – | b11.30 |
| Boston | EST Ar | 9.20 | D 9.25 | D 9.25 | S 9.05 | 9.20 | 11.15 | S 9.05 | 3.50 | 1.30 |
| | | pm | pm | pm | am | pm | pm | am | pm | pm |
| Additional service available via connection at New York see Tables 7, 24. | | New York Connection | Via Chicago | Chicago Connection | New York Connection | New York Connection | Two-stop | New York Connection | New York Connection | Two-stop |
| For more detail Refer to Table Nos. → | | 7, 24 | 8 | 8 | 7, 24 | 7, 24 | 8 | 7, 24 | 7, 24 | 8 |

## From SAN FRANCISCO to WASHINGTON, NEW YORK

TABLE 4

| | | FLAGSHIP SERVICE | | | | DC-6 AIRCOACH SERVICE |
|---|---|---|---|---|---|---|
| | | DC-6 918- The Mercury DC-7 10 | The Mercury DC-7 42 | The Mercury DC-7 38 | The Mercury DC-7 46- 34 | DC-6 638 |
| San Francisco | PST Lv | am 7.50 | am L 9.00 | am L 11.45 | pm S 10.45 | pm ..... |
| Oakland | PST Lv | L 8.30 | – | – | – | ♀b11.00 |
| Washington | EST Ar | – | D 8.20 | – | Ex. Sa. | 12.15 |
| New York (LaGuardia) | " Ar | – | v*9.45* | – | – | 1.55 |
| New York (Int'l. Airport) | EST Ar | D 9.50 | ..... | D 11.25 | B 10.25 | ..... |
| | | pm | pm | pm | am | pm |
| | | Dallas Connection | Via Chicago | Via Chicago | Chicago Connection | Via Dallas |
| For more detail Refer to Table Nos. → | | 7 | 25 | 8 | 8 | 7 |

FOR LUXURY—FLY THE

The Mercury AMERICAN AIRLINES

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FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 41

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# FASTEST AIRCOACH COAST-TO-COAST!

## NEW YORK-LOS ANGELES $99 *plus tax*
## WASHINGTON-LOS ANGELES $98 *plus tax*

THE FIRST NONSTOP TRANSCONTINENTAL DC-7 AIRCOACH, "The Royal Coachman" offers true luxury at aircoach fares. You reserve your seat when you buy your ticket . . . and, at the same time, purchase a delicious, economical meal if you wish to be served aboard. There's also the pleasant diversion of a rear lounge. The all-coach "Royal Coachman" offers three convenient flights daily—two between New York and Los Angeles offering the fastest daylight and overnight low-fare service—and one between Washington and Los Angeles, which is over 2 hours faster than any other aircoach.

**For the budget-minded, American also offers a 30-day round trip Excursion Fare (Mondays through Thursdays)**

**$80**

**each way via DC-6 aircoach**

all fares plus tax

**AMERICAN AIRLINES**

*America's Leading Airline*



FOR SERVICE CHANGES DURING LINCOLN AND WASHINGTON HOLIDAY PERIODS REFER TO PAGE 44.

# — DC-7 and DC-6 FLAGSHIP SERVICE
# — DC-6 BLUE RIBBON AIRCOACH SERVICE

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

TABLE 5

| | | | NONSTOP FLAGSHIP SERVICE | | | | | | | | NONSTOP DC-6 AIRCOACH SERVICE | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | DC-7 47 | DC-7 43 | DC-7 49 | DC-7 37 | DC-7 45 | DC-7 65 | DC-7 59 | DC-7 41 | DC-6 607 | DC-6 611 | DC-6 601 |
| | | | am | pm | pm | pm | pm | pm | am | am | am | am | pm |
| Chicago (Midway) | CST | Lv | L 9.45 | L 12.30 | L 12.35 | D 3.25 | D 3.45 | D 5.00 | B 1.50 | B 1.55 | b11.40 | b11.55 | b2.50 |
| Los Angeles (Lockheed Air Terminal) | PST | Ar | The Mercury | The Mercury | The Mercury | The Mercury | The Mercury | The Mercury | The Mercury | The Mercury | | 5.20 | |
| Los Angeles (International Airport) | " | Ar | 2.00 | 4.45 | | 8.55 | | 9.15 | 6.05 | | 5.05 | ..... | 8.15 |
| Oakland | " | Ar | ..... | ..... | | Via Phoenix | | ..... | ..... | | ..... | ..... | ..... |
| San Francisco | PST | Ar | ..... | ..... | 5.25 | ..... | 8.35 | ..... | ..... | 6.45 | ..... | ..... | ..... |
| | | | pm | pm | pm | pm | pm | pm | am | am | pm | pm | pm |

| | | | NONSTOP FLAGSHIP SERVICE | | | | | | | NONSTOP DC-6 AIRCOACH SERVICE | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | DC-7 40 | DC-7 42 | DC-7 44 | DC-7 38 | DC-7 48 | DC-7 46 | DC-7 56 | DC-6 614 | DC-6 612 | DC-6 602 |
| | | | am | am | am | am | pm | pm | pm | am | pm | pm |
| San Francisco | PST | Lv | ..... | L 9.00 | ..... | L 11.45 | ..... | S 10.45 | ..... | ..... | ..... | ..... |
| Oakland | " | Lv | ..... | | ..... | | ..... | | ..... | ..... | ..... | ..... |
| Los Angeles (International Airport) | " | Lv | L 8.15 | | L 9.45 | | D 1.50 | | 11.15 | b9.00 | ..... | 11.30 |
| Los Angeles (Lockheed Air Terminal) | PST | Lv | The Mercury | The Mercury | The Mercury | The Mercury | The Mercury | The Mercury | The Mercury | | 10.20 | |
| Chicago (Midway) | CST | Ar | 3.40 | 4.45 | 5.10 | 7.30 | 9.15 | 6.30 | 6.40 | 5.30 | 6.50 | 8.00 |
| | | | pm | pm | pm | pm | pm | am | am | pm | am | am |

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

TABLE 6

| | | | FLAGSHIP SERVICE | | | | | | | | | | DC-6 AIRCOACH SERVICE | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | DC-7 17 | DC-6 111 | DC-6 111-955 | DC-7 907 | DC-6 167 | DC-7 87 | DC-6 911 | DC-7 9 | DC-7 901 | DC-6 917 | DC-6 903 | DC-6 637 | DC-6 965 | DC-6 625 | DC-6 655 |
| | | | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am |
| Dallas | CST | Lv | 9.10 | L 9.35 | L 9.35 | 1.30 | D 1.40 | D 1.40 | D 1.45 | D 5.45 | ..... | ..... | 10.00 | ..... | ..... | ..... | b3.05 |
| Ft. Worth | CST | Lv | L 9.45 | | | | | | | | D 6.00 | D 6.00 | | b3.10 | b3.20 | b3.30 | |
| Los Angeles (International Airport) | PST | Ar | 12.15 | 2.35 | El Paso Connection | 4.05 | 6.45 | The Mercury | 8.05 | 8.20 | 8.30 | | 1.55 | | 7.05 | 6.30 | 6.10 |
| Oakland | " | Ar | The Mercury | ..... | | ..... | ..... | | | The Mercury | ..... | 10.40 | ..... | ?7.10 | ..... | ..... | ..... |
| San Francisco | PST | Ar | ..... | ..... | 3.35 | ..... | ..... | 5.05 | 8.05 | ..... | ..... | 11.15 | ..... | ..... | ..... | ..... | ..... |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | pm | pm | pm | am |
| INTERMEDIATE STOPS | | | | THREE | THREE | | THREE | | THREE | | | ONE | ONE | | ONE | | |
| For more detail refer to Table Nos. → | | | | 7 | 7 | | 9 | | 7 | | | 7 | 7 | | 7 | | |

| | | | FLAGSHIP SERVICE | | | | | | | | | DC-6 AIRCOACH SERVICE | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | DC-6 918 | DC-6 166 | DC-7 10 | DC-7 902 | DC-6 954-112 | DC-7 18 | DC-6 908 | DC-7 88 | DC-7 900 | DC-6 654 | DC-6 966 | DC-6 638 | DC-6 650 |
| | | | am | am | am | am | pm | pm | pm | pm | am | am | pm | pm | pm |
| San Francisco | PST | Lv | 7.50 | ..... | ..... | ..... | L 12.40 | ..... | ..... | 11.45 | ..... | ..... | ..... | ..... | ..... |
| Oakland | " | Lv | L 8.30 | | ..... | | | | | | ..... | ..... | ..... | ?11.00 | ..... |
| Los Angeles (International Airport) | " | Lv | | B 8.40 | L 9.40 | L 9.55 | El Paso Connection | D 4.10 | 11.05 | | 1.05 | b1130 | 10.45 | | 11.55 |
| Los Angeles (Lockheed Air Terminal) | PST | Lv | | | The Mercury | | | The Mercury | | The Mercury | | | | | |
| Ft. Worth | CST | Ar | | | | | D 10.10 | 10.10 | | | | 6.00 | | | |
| Dallas | CST | Ar | 3.50 | L 4.00 | 3.45 | 4.00 | ..... | 10.50 | 6.25 | 6.30 | 7.10 | ..... | 6.05 | 6.20 | 6.30 |
| | | | pm | pm | pm | pm | pm | pm | am | am | am | pm | am | am | am |
| INTERMEDIATE STOPS | | | | ONE | | | THREE | | ONE | | | | ONE | | |
| For more detail refer to Table Nos. → | | | | 9 | | | 7 | | 7 | | | | 7 | | |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 41

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AMERICAN AIRLINES

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# Service between NEW YORK, OKLAHOMA, TEXAS and CALIFORNIA

*For Boston, New York, Washington, D. C. and Virginia Schedules See Tables 20, 23, 24, 28*
*For Express Schedules between New York/Washington, D. C. and Los Angeles/San Francisco See Tables 1-4*
*For Complete Service New York-Oklahoma See Table 8*

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

TABLE 7

| | | | DC-7 17 | DC-6 111 | DC-6 955 | | DC-6 243 | | | | DC-6 141 | DC-6 Aircoach 607 | DC-6 Aircoach 677 | DC-6 Aircoach 637 | DC-6 115 | DC-7 87 | DC-7 907 | DC-6 Aircoach 663 | DC-6 167 | DC-6 911 | DC-7 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | pm | am | am | am | am | am | am | pm | pm | pm | pm | am |
| New York (LaGuardia Airport) | EST | Lv | ..... | ..... | ..... | ..... | 6.45 | B7.00 | B7.25 | ..... | B7.45 | b7.55 | ..... | 8.40 | L8.40 | ..... | ..... | ..... | ..... | ..... | ..... |
| New York (International Airport) | " | Lv | ..... | ..... | ..... | ..... | – | – | – | ..... | Via Pittsburgh | Via Detroit & Chicago | ..... | – | – | L▲900 | ..... | ..... | ..... | ..... | L▲900 |
| Philadelphia | " | Lv | For Complete Oklahoma Service See Table 8 | ..... | ..... | ..... | S7.50 | – | *s7.50* | ..... | See Table 9 | See Table 8 | *s7.50* | *s7.50* | – | ..... | ..... | ..... | ..... | ..... | ..... |
| Washington | " | Lv | ..... | ..... | ..... | ..... | L9.00 | 8.37 | 9.05 | ..... | ↓ | ↓ | RL▲930 | b1030 | – | ..... | ..... | ..... | ..... | ..... | ..... |
| Richmond | " | Lv | ..... | ..... | ..... | ..... | ↓ | – | 9.57 | ..... | ..... | ..... | ↓ | ↓ | – | ..... | ..... | ..... | ..... | ..... | ..... |
| Roanoke | " | Lv | ..... | ..... | ..... | ..... | ↓ | – | 11.00 | ..... | ..... | ..... | ↓ | ↓ | – | ..... | ..... | ..... | ..... | ..... | ..... |
| Knoxville | EST | Lv | ..... | ..... | ..... | ..... | ↓ | 11.05 | L1231 | ..... | ..... | ..... | ↓ | ↓ | – | ..... | ..... | ..... | ..... | ..... | ..... |
| Nashville | CST | Ar | ..... | ..... | ..... | ..... | ↓ | 11.01 | 12.27 | ..... | 11.00 | ..... | ↓ | ↓ | – | ..... | ..... | ..... | ..... | ..... | ..... |
| Nashville | " | Lv | ..... | ..... | ..... | B7.00 | ↓ | L1115 | Ⓛ1240 | 1.25 | ..... | ..... | The Royal Coachman | ↓ | – | The Mercury | ..... | ..... | ..... | ..... | The Mercury |
| Memphis | " | Ar | ..... | ..... | ..... | 8.09 | 12.24 | 1.49 | 2.34 | ..... | ..... | ..... | ↓ | ↓ | 11.55 | ↓ | ..... | ..... | ..... | ..... | ↓ |
| Memphis | " | Lv | ..... | ..... | ..... | Ⓡ8.20 | ..... | 2.00 | ..... | ..... | ..... | ..... | ↓ | ↓ | Ⓛ1220 | ↓ | ..... | ..... | ..... | ..... | ↓ |
| Little Rock | " | Lv | ..... | ..... | ..... | 9.20 | ..... | 3.00 | ..... | ..... | ..... | ..... | ↓ | ↓ | r1.10 | ↓ | ..... | ..... | ..... | ..... | ↓ |
| Tulsa | " | Ar | ..... | ..... | ..... | – | ..... | – | ..... | ..... | ..... | ..... | ↓ | ↓ | ..... | ↓ | ..... | ..... | ..... | ..... | ↓ |
| Tulsa | " | Lv | B7.00 | ..... | ..... | – | ..... | – | ..... | ..... | ..... | ..... | ↓ | ↓ | ..... | ↓ | ..... | ..... | ..... | ..... | ↓ |
| Oklahoma City | " | Ar | 7.40 | ..... | ..... | – | ..... | – | ..... | ..... | ..... | Ex.Su. | Ex.Tu. & Th. | ↓ | ..... | ↓ | ..... | ..... | ..... | ..... | Via Chicago |
| Oklahoma City | " | Lv | Ⓡ7.55 | ..... | ..... | – | ..... | – | ..... | ..... | ..... | ↓ | ↓ | ↓ | ..... | 1.05 | ..... | ..... | ..... | ..... | See Table 8 |
| Dallas | " | Ar | 8.45 | ↘ | ..... | 10.58 | 12.55 | ..... | 4.38 | ..... | ..... | ↓ | ↓ | 2.30 | ..... | D▲140 | 1.30 | ..... | 1.40 | 1.45 | ↓ |
| Dallas | " | Lv | 9.10 | 9.35 | ..... | 11.10 | ..... | ..... | 4.50 | ..... | ..... | ↓ | ↓ | b3.10 | ..... | ↓ | ↓ | ..... | – | ↓ | ↓ |
| Ft. Worth | " | Ar | 9.25 | – | ..... | 11.25 | ..... | ..... | 5.05 | ..... | ..... | ↓ | ↓ | ↓ | ..... | ↓ | ↓ | ..... | – | ↓ | ↓ |
| Ft. Worth | " | Lv | L9.45 | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ↓ | ↓ | ..... | ↓ | ↓ | ..... | – | ↓ | ↓ |
| Midland/Odessa | CST | Ar | – | 11.05 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ↓ | ↓ | ..... | ↓ | ↓ | ..... | – | ↓ | ↓ |
| El Paso | MST | Ar | – | 11.30 | ↷ | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ↓ | ↓ | ..... | ↓ | ↓ | ..... | 3.05 | 3.10 | ↓ |
| El Paso | " | Lv | The Mercury | L1200 | L1155 | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ↓ | ↓ | ..... | ↓ | ↓ | b3.25 | 3.25 | 3.40 | ↓ |
| Bisbee/Douglas | " | Ar | – | – | – | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ↓ | ↓ | ..... | ↓ | ↓ | – | – | – | ↓ |
| Tucson | " | Ar | – | 1.20 | – | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ↓ | ↓ | ..... | ↓ | ↓ | – | D4.45 | 5.00 | 3.45 |
| Phoenix | MST | Ar | – | – | 1.30 | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ↓ | ↓ | ..... | ↓ | ↓ | – | – | D6.00 | – |
| San Diego | PST | Ar | – | – | – | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ↓ | ↓ | ..... | ↓ | ↓ | 5.05 | 5.50 | – | 4.40 |
| Los Angeles (Lockheed Air Terminal) | " | Ar | – | – | – | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ↓ | ↓ | ..... | ↓ | ↓ | – | – | – | ..... |
| Los Angeles (International Airport) | " | Ar | 12.15 | 2.35 | – | ..... | ..... | ..... | ..... | ..... | ..... | 5.05 | 2.45 | ↓ | ..... | ↓ | 4.05 | 6.00 | 6.45 | – | ..... |
| Oakland | " | Ar | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ▽7.10 | ..... | ↓ | ..... | ..... | ..... | ..... | ..... |
| San Francisco | PST | Ar | ..... | ..... | 3.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5.05 | ..... | ..... | ..... | 8.05 | ..... |
| | | | pm | pm | pm | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |

CONTINUED ⟶

## From NEW YORK to DALLAS/FT. WORTH

TABLE 7A

| | | | FLAGSHIP SERVICE DC-6 243 | DC-7 87 | DC-7 9 | DC-7 27 | DC-6 173 | DC-7 23 | DC-6 119 | DC-6 211 | DC-6 AIRCOACH SERVICE 691 | 637 | 657 | 655 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | pm | pm | pm | pm | pm | pm | am | am | pm | pm |
| New York (LaGuardia Airport) | EST | Lv | S6.45 | ..... | ..... | ..... | D3.10 | ..... | D5.20 | 9.20 | b8.00 | b8.40 | 7.25 | 8.10 |
| New York (International Airport) | " | Lv | L9.00 | The Mercury | The Mercury | D3.00 | ↓ | D4.00 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ |
| New York (Newark Airport) | EST | Lv | ↓ | ↓ | ↓ | – | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ |
| Dallas | CST | Ar | L12.55 | 1.05 | 5.10 | 8.20 | 9.30 | 9.25 | 11.30 | ..... | 2.15 | 2.30 | 2.35 | 2.30 |
| Ft. Worth | CST | Ar | ..... | ..... | ..... | ..... | 10.00 | 10.15 | ..... | 4.20 | ..... | ..... | 3.10 | ..... |
| | | | pm | pm | pm | pm | pm | pm | pm | am | pm | pm | am | am |
| NONSTOP EXCEPT AS SHOWN | | | TWO-STOP | | | Via Chicago | TWO-STOP | Via Chicago | TWO-STOP | THREE-STOP | Via Chicago | ONE-STOP | THREE-STOP | TWO-STOP |
| For more detail refer to Table Nos. ⟶ | | | 7 | | | 8 | 9 | 8 | 7 | 7 | 8 | 7 | | 7 |

**The World-Wide Plan, GO NOW—PAY LATER**

NOW—GO ANYWHERE IN THE WORLD • JUST 10% DOWN—20 MONTHS TO PAY





AMERICAN AIRLINES

Service between NEW YORK, OKLAHOMA, TEXAS and CALIFORNIA

For Boston, New York, Washington, D. C. and Virginia Schedules See Tables 20, 23, 24, 28
For Express Schedules between New York/Washington, D. C. and Los Angeles/San Francisco See Tables 1-4
For Complete Service New York-Oklahoma See Table 8

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

TABLE 7

| | | | DC-6 Aircoach 611 | DC-7 Aircoach 671 | 715 | DC-6 Aircoach 965 | DC-6 Aircoach 625 | 85 | 1 | 7 | DC-7 Aircoach 675 | 953 | 207 | 917 | 901 | 201 | 759 | DC-6 Aircoach 609 | 5 | 419 | 37 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | pm | pm | pm | am | am | am | am | pm | am | pm | pm | am | pm | am | Noon | pm | pm |
| New York (LaGuardia Airport) | EST | Lv | b9.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.40 | ..... | b11.00 | ..... | L1230 | ..... |
| New York (International Airport) | " | Lv | ..... | RL▲930 | ..... | ..... | ..... | L9.30 | L▲1000 | ..... | RL▲1030 | ..... | 10.25 | ..... | ..... | – | ..... | ↓ | L▲1200 | – | LD▲100 |
| Philadelphia | " | Lv | ..... | ↓ | ..... | ..... | ..... | – | ↓ | s10.36 | ↓ | ..... | 11.25 | ..... | ..... | s10.36 | ..... | ↓ | ↓ | s1125 | ↓ |
| Washington | " | Lv | ..... | ↓ | ..... | ..... | ..... | – | ↓ | L▲1200 | ↓ | ..... | L1235 | ..... | ..... | L1225 | ..... | ↓ | ↓ | 2.07 | ↓ |
| Richmond | " | Lv | ..... | ↓ | ..... | ..... | ..... | – | ↓ | ↓ | ↓ | ..... | – | ..... | ..... | – | ..... | ↓ | ↓ | – | ↓ |
| Roanoke | " | Lv | ..... | ↓ | ..... | ..... | ..... | – | ↓ | ↓ | ↓ | ..... | – | ..... | ..... | – | ..... | ↓ | ↓ | – | ↓ |
| Knoxville | EST | Lv | ..... | ↓ | ..... | ..... | ..... | – | ↓ | ↓ | ↓ | ..... | – | ..... | ..... | – | ..... | ↓ | ↓ | 4.35 | ↓ |
| Nashville | CST | Ar | ..... | ↓ | ..... | ..... | ..... | – | ↓ | ↓ | ↓ | ..... | – | ..... | ..... | 1.55 | ..... | ↓ | ↓ | 4.31 | ↓ |
| Nashville | " | Lv | ..... | ↓ | ..... | ..... | ..... | – | ↓ | ↓ | ↓ | ..... | – | ..... | ..... | 2.20 | Originates Boston | ↓ | ↓ | ..... | ↓ |
| Memphis | " | Ar | ..... | ↓ | ..... | ..... | ..... | – | ↓ | ↓ | ↓ | ..... | 2.45 | ..... | ..... | – | See Table 8 | ↓ | ↓ | ..... | ↓ |
| Memphis | " | Lv | Via Chicago | ↓ | Originates Detroit | ..... | ..... | ..... | ↓ | ↓ | ↓ | ..... | 3.15 | ..... | ..... | – | ..... | Via Chicago | ↓ | ..... | ↓ |
| Little Rock | " | Lv | See Table 8 | ↓ | See Table 8 | ..... | ..... | – | ↓ | ↓ | ↓ | ..... | – | ..... | ..... | – | ..... | See Table 8 | ↓ | ..... | ↓ |
| Tulsa | " | Ar | ↓ | ↓ | ↓ | ..... | ..... | 1.10 | ↓ | ↓ | ↓ | ..... | – | ..... | ..... | 4.35 | ..... | ↓ | ↓ | ..... | ↓ |
| Tulsa | " | Lv | ↓ | ↓ | ↓ | ..... | ..... | 1.30 | ↓ | ↓ | ↓ | ..... | – | ..... | ..... | 5.00 | D5.10 | ↓ | ↓ | ..... | ↓ |
| Oklahoma City | " | Ar | ↓ | ↓ | ↓ | ..... | ..... | 2.10 | ↓ | ↓ | ↓ | ..... | – | ..... | ..... | 5.40 | – | ↓ | ↓ | ..... | ↓ |
| Oklahoma City | " | Lv | ↓ | ↓ | ..... | ..... | ..... | ..... | ↓ | ↓ | Sat. Only | ..... | – | ..... | ..... | D6.05 | – | ↓ | ↓ | ..... | ↓ |
| Dallas | " | Ar | ↓ | ↓ | 2.15 | ..... | ..... | ..... | ↓ | ↓ | ↓ | ..... | – | ..... | ..... | For Complete Oklahoma Service See Table 8 | 6.31 | ↓ | ↓ | ..... | ↓ |
| Dallas | " | Lv | ↓ | ↓ | 2.30 | ↷ | ↷ | ..... | ↓ | ↓ | ↓ | ..... | 5.15 | ↷ | ↷ | ↓ | 6.45 | ↓ | ↓ | ..... | ↓ |
| Ft. Worth | " | Ar | ↓ | ↓ | 2.45 | 3.20 | b3.30 | ..... | ↓ | ↓ | ↓ | ..... | D6.10 | D6.00 | D6.00 | ↓ | 7.00 | ↓ | ↓ | ..... | ↓ |
| Ft. Worth | " | Lv | ↓ | ↓ | 4.23 | – | ..... | ..... | ↓ | ↓ | ↓ | ..... | ..... | ..... | ..... | ↓ | Ⓡ7.15 | ↓ | ↓ | ..... | ↓ |
| Midland/Odessa | CST | Ar | ↓ | ↓ | ..... | ..... | ..... | ..... | ↓ | ↓ | ↓ | ..... | ..... | ..... | ..... | ↓ | 8.53 | ↓ | ↓ | ..... | ↓ |
| El Paso | MST | Ar | ↓ | ↓ | ..... | 4.40 | ..... | ..... | ↓ | ↓ | ↓ | ..... | 7.30 | 7.20 | ..... | ↓ | ..... | ↓ | ↓ | ..... | ↓ |
| El Paso | " | Lv | ↓ | ↓ | ..... | b5.10 | ..... | ..... | ↓ | ↓ | ↓ | 7.45 | 7.50 | 7.40 | ..... | ↓ | ..... | ↓ | ↓ | ..... | ↓ |
| Bisbee/Douglas | " | Ar | ↓ | ↓ | ..... | – | ..... | ..... | ↓ | ↓ | ↓ | – | – | ↓ | ..... | ↓ | For Complete Oklahoma Service See Table 8 | ↓ | ↓ | ..... | ↓ |
| Tucson | " | Ar | ↓ | ↓ | ..... | – | ..... | ..... | ↓ | ↓ | ↓ | – | 9.10 | ↓ | ..... | 8.25 | ↓ | ↓ | ↓ | ..... | ↓ |
| Phoenix | MST | Ar | ↓ | ↓ | ..... | – | ..... | ..... | ↓ | ↓ | ↓ | – | 10.05 | ↓ | ..... | 9.20 | ↓ | 6.55 | 7.50 | ..... | 7.55 |
| San Diego | PST | Ar | ↓ | ↓ | ..... | – | ..... | ..... | ↓ | ↓ | ↓ | – | 10.55 | ↓ | ..... | – | ↓ | ↓ | – | ..... | – |
| Los Angeles (Lockheed Air Terminal) | " | Ar | 5.20 | ↓ | ..... | – | ..... | ..... | ↓ | ↓ | ↓ | – | – | ↓ | ..... | – | ↓ | ↓ | – | ..... | – |
| Los Angeles (International Airport) | " | Ar | ..... | 3.15 | ..... | 7.05 | 6.30 | ..... | 3.45 | 5.15 | 4.15 | 9.40 | ..... | 10.40 | 8.30 | 10.20 | 8.50 | 5.45 | ..... | 8.55 | ..... |
| Oakland | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Francisco | PST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |

CONTINUED ⟶

## From FT. WORTH/DALLAS to NEW YORK

TABLE 7A

| | | | FLAGSHIP SERVICE DC-6 216 | DC-7 84 | DC-7 DC-6 26-248 | DC-6 100 | DC-7 22 | DC-6 154 | DC-7 10 | DC-6 112 | DC-6 AIRCOACH SERVICE 638 | 654 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | pm | pm | pm | pm | am | pm |
| Fort Worth | CST | Lv | B6.50 | ..... | ..... | 9.20 | 12.05 | D2.00 | ..... | S10.45 | ..... | b6.30 |
| Dallas | CST | Lv | L3.40 | L▲8.30 | L9.30 | L9.55 | L12.45 | ↓ | D▲4.30 | ↓ | b7.00 | ↓ |
| New York (Newark Airport) | EST | Ar | ↓ | The Mercury | 1.50 | ↓ | ↓ | ↓ | The Mercury | ↓ | ↓ | ↓ |
| New York (International Airport) | " | Ar | Via Chicago | ..... | ↓ | ↓ | D7.25 | ↓ | 9.50 | ↓ | 1.55 | 2.05 |
| New York (LaGuardia Airport) | EST | Ar | ..... | ..... | 4.45 | 4.40 | ..... | 10.05 | ..... | 6.20 | ..... | ..... |
| | | | pm | pm | pm | pm | pm | pm | pm | am | pm | am |
| NONSTOP EXCEPT AS SHOWN | | | THREE-STOP | | Chicago Connection | ONE-STOP | Via Chicago | THREE-STOP | | TWO-STOP | ONE-STOP | TWO-STOP |
| For more detail refer to Table Nos. ⟶ | | | 8 | | 8 | 7 | 7 | 8 | | 7 | 7 | 7 |

BETWEEN **Dallas** AND **New York** GO IN LUXURY ON THE *Mercury* BY AMERICAN
MOST FREQUENT NONSTOP SERVICE

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 41

FOR SERVICE CHANGES DURING LINCOLN AND WASHINGTON HOLIDAY PERIODS REFER TO PAGE 44.

AMERICAN AIRLINES

# Service between NEW YORK, OKLAHOMA, TEXAS and CALIFORNIA

*For Boston, New York, Washington, D. C. and Virginia Schedules See Tables 20, 23, 24, 28*
*For Express Schedules between New York/Washington, D. C. and Los Angeles/San Francisco See Tables 1-4*
*For Complete Service New York-Oklahoma See Table 8*

| TABLE 7 | | | DC-7 45 | DC-7 9 | DC-6 117 | DC-7 27 | DC-6 173 | DC-6 903 | DC-7 3 | DC-7 23 | DC-6 219 | DC-6 149 | DC-6 119 | DC-6 177 | 407 | DC-6 Air-coach 657 | DC-6 Air-coach 655 | DC-6 211 | DC-6 Air-coach 621 | DC-7 11 | DC-7 41 | DC-7 Air-coach 673 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am |
| New York (LaGuardia Airport) | EST | Lv | ...... | ...... | 1.35 | ...... | D3.10 | ...... | ...... | ...... | D5.00 | D5.55 | 5.20 | D5.40 | D555 | 7.25 | 8.10 | 9.20 | b9.30 | ...... | ...... | ...... |
| New York (International Airport) | " | Lv | ...... | L•105 | – | D3.00 | | ...... | D•400 | D4.00 | – | – | Ex. Sa. | Ex. Sa. | – | – | – | – | | ...... | B•1125 | RB•1230 |
| Philadelphia | " | Lv | s11.25 | | s1.38 | | | ...... | | | – | – | s3.26 | | – | s6.20 | 9.20 | 10.30 | | s10.30 | | |
| Washington | " | Lv | D•145 | | 3.20 | Via Chicago See Table 8 | Via Columbus and Louisville See Table 9 | ...... | | Via Chicago See Table 8 | Via Chicago and St. Louis See Table 8 | – | D7.00 | Via Louisville See Table 9 | 7.33 | 9.15 | 10.35 | 11.40 | Via Detroit and Chicago See Table 8 | B•1255 | Via Chicago See Table 8 | |
| Richmond | " | Lv | Via Chicago See Table 8 | | – | | | ...... | | | | – | – | | 8.25 | – | | – | | | | |
| Roanoke | " | Lv | | | – | | | ...... | | | | – | – | | – | – | | – | | | | |
| Knoxville | EST | Lv | | | – | | | ...... | | | | – | – | | 10.43 | – | | – | | | | |
| Nashville | CST | Ar | | | 4.50 | | | ...... | | | | 8.30 | 8.30 | | 10.39 | 10.45 | | – | | | | |
| Nashville | " | Lv | | | D5.15 | | | ...... | | | | 8.55 | 8.50 | | ...... | 11.15 | | – | | | | |
| Memphis | " | Ar | | | 6.15 | | | ...... | | | | – | – | 9.45 | ...... | 12.15 | | 1.50 | | Ex. Su. | Ex. Sa. | |
| Memphis | " | Lv | | | Ⓓ6.35 | | | ...... | | | – | – | – | ...... | ...... | 12.40 | | 2.20 | | | | |
| Little Rock | " | Lv | The Mercury | The Mercury | 7.40 | | | ...... | The Nonstop Mercury | | – | – | – | ...... | ...... | – | | – | | The Non-stop Mercury | The Mercury | The Royal Coachman |
| Tulsa | " | Ar | | | – | | | ...... | | | 11.15 | 11.10 | – | ...... | ...... | – | | – | | | | |
| Tulsa | " | Lv | | | – | | | ...... | | | 11.40 | ← | – | ...... | ...... | – | | – | | | | |
| Oklahoma City | " | Ar | | | – | | | ...... | | | 12.20 | ...... | – | ...... | ...... | – | | – | | | | |
| Oklahoma City | " | Lv | | | – | | | ...... | | | 12.40 | ...... | – | ...... | ...... | – | | – | | | | |
| Dallas | " | Ar | | 5.10 | 9.05 | 8.20 | 9.30 | ↷ | | 9.25 | 1.35 | ...... | 11.30 | ...... | ...... | 2.35 | *2.30 | – | | | | |
| Dallas | " | Lv | | D•545 | 9.20 | ...... | 9.45 | 10.00 | | 10.00 | ...... | ...... | ...... | ...... | ...... | 2.55 | b3.05 | – | | | | |
| Ft. Worth | " | Ar | | | 9.35 | ...... | 10.00 | – | | 10.15 | ...... | ...... | ...... | ...... | ...... | 3.10 | | 4.20 | | | | |
| Ft. Worth | " | Lv | | | ...... | ...... | ...... | – | | 10.35 | ...... | ...... | ...... | ...... | ...... | ...... | | B5.00 | | | | |
| Midland/Odessa | CST | Ar | | | ...... | ...... | ...... | – | | – | ...... | ...... | ...... | ...... | ...... | ...... | | – | | | | |
| El Paso | MST | Ar | | | ...... | ...... | ...... | – | | 11.45 | ...... | ...... | ...... | ...... | ...... | ...... | | 6.20 | | | | |
| El Paso | " | Lv | | | ...... | ...... | ...... | – | | ...... | ...... | ...... | ...... | ...... | ...... | ...... | | Ⓑ6.40 | | | | |
| Bisbee/Douglas | " | Ar | | | ...... | ...... | ...... | – | | ...... | ...... | ...... | ...... | ...... | ...... | ...... | | 7.40 | | | | |
| Tucson | " | Ar | | | ...... | ...... | ...... | – | | ...... | For Complete Oklahoma Service See Table 8 | ...... | ...... | ...... | ...... | ...... | | 8.25 | 5.55 | | | |
| Phoenix | MST | Ar | | | ...... | ...... | ...... | – | | ...... | | ...... | ...... | ...... | ...... | ...... | | 9.25 | 6.55 | | | |
| San Diego | PST | Ar | | | ...... | ...... | ...... | 12.55 | | ...... | | ...... | ...... | ...... | ...... | ...... | | 10.15 | 7.45 | | | |
| Los Angeles (Lockheed Air Terminal) | " | Ar | | | ...... | ...... | ...... | – | | ...... | | ...... | ...... | ...... | ...... | ...... | | – | – | | | |
| Los Angeles (International Airport) | " | Ar | | 8.20 | ...... | ...... | ...... | 1.55 | 9.45 | ...... | | ...... | ...... | ...... | ...... | ...... | 6.10 | 11.10 | 8.40 | 6.10 | | 6.15 |
| Oakland | " | Ar | | ...... | ...... | ...... | ...... | ...... | ...... | ...... | | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | | ...... |
| San Francisco | PST | Ar | 8.35 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 6.45 | ...... |
| | | | pm | pm | pm | pm | pm | am | pm | pm | am | pm | pm | pm | pm | am | am | am | am | am | am | am |

← CONTINUED FROM PRECEDING PAGES

## From DETROIT to LOS ANGELES/SAN FRANCISCO

| TABLE 7B | | | FLAGSHIP SERVICE: The Mercury DC-7 47 | DC-6 231- The Mercury DC-7 43 | DC-6 231- The Mercury DC-7 49 | 767- The Mercury DC-7 65 | DC-6 621- The Mercury DC-7 59 | DC-6 621- The Mercury DC-7 41 | DC-6 AIRCOACH SERVICE: DC-6 Aircoach 607 | DC-6 Aircoach 607-611 | DC-6 231- DC-6 Aircoach 601 | DC-6 Aircoach 621 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | pm | am | am | am | am | am | am |
| Detroit | EST | Lv | SL•910 | L1140 | L1140 | D4.00 | B1220 | B1220 | b1055 | b1055 | b1140 | b1220 |
| Los Angeles (Lockheed Air Term.) | PST | Ar | ↓ | – | – | – | – | – | ↓ | 5.20 | – | ↓ |
| Los Angeles (Int'l. Airport) | " | Ar | 2.00 | 4.45 | – | 9.15 | 6.05 | – | 5.05 | ...... | 8.15 | 8.40 |
| Oakland | " | Ar | ...... | ...... | – | ...... | ...... | – | ...... | ...... | ...... | ...... |
| San Francisco | PST | Ar | ...... | ...... | 5.25 | ...... | ...... | 6.45 | ...... | ...... | ...... | ...... |
| | | | pm | pm | pm | pm | am | am | pm | pm | pm | am |
| | | | Via Chicago | C | C | C | C | C | Via Chicago | C | C | Four-Stop |

*for your convenience 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.

AMERICAN AIRLINES



FOR SERVICE CHANGES DURING LINCOLN AND WASHINGTON HOLIDAY PERIODS REFER TO PAGE 44.

# Service between CALIFORNIA, TEXAS, OKLAHOMA and NEW YORK

*For Virginia, Washington, D. C., New York and Boston Schedules See Tables 20, 23, 24, 28*
*For Express Schedules between San Francisco/Los Angeles and Washington, D.C./New York See Tables 1-4*
*For Complete Service Oklahoma-New York See Table 8*

| TABLE 7 | | | DC-6 950 | DC-6 Air-coach 622 | DC-7 22 | 426 | DC-6 174 | DC-6 202 | DC-6 176 | DC-6 154 | 590 | DC-6 142 | DC-7 86 | DC-7 10 | DC-6 114 | DC-6 166 | DC-7 36 | DC-7 Air-coach 670 | DC-7 2 | DC-6 Air-coach 614 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | pm | pm | am | pm | pm | pm | pm | pm | am | am | am | am | am | am | am |
| San Francisco | PST | Lv | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| Oakland | " | Lv | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| San Diego | " | Lv | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 7.15 | ...... | ...... | ...... | ...... |
| Los Angeles (International Airport) | " | Lv | B7.15 | 7.40 | ...... | ...... | ...... | B7 20 | ...... | ...... | ...... | ...... | ...... | L•940 | 7.15 | B8.40 | B•800 | RL•830 | L•900 | b9.00 |
| Los Angeles (Lockheed Air Terminal) | " | Lv | – | – | ...... | ...... | ...... | – | ...... | ...... | ...... | ...... | ...... | | – | – | – | | | |
| San Diego | PST | Lv | – | 8.40 | ...... | ...... | ...... | – | ...... | ...... | ...... | ...... | ...... | | B8.15 | – | – | | | |
| Phoenix | MST | Lv | – | 11.30 | ...... | ...... | ...... | 10.10 | ...... | ...... | ...... | ...... | ...... | | – | L1140 | L•1050 | | | |
| Tucson | " | Lv | – | b12.35 | ...... | ...... | ...... | L1115 | ...... | ...... | ...... | ...... | ...... | | 11.10 | – | | | | |
| Bisbee/Douglas | " | Lv | – | | ...... | ...... | ...... | – | ...... | ...... | ...... | ...... | ...... | | – | – | | | | |
| El Paso | " | Ar | 10.55 | | ...... | ...... | ...... | – | ...... | ...... | ...... | ...... | ...... | The Mercury | 12.20 | – | The Mercury | The Royal Coachman | The Nonstop Mercury | |
| El Paso | MST | Lv | ...... | | 8.50 | ...... | ...... | – | ...... | ...... | ...... | ...... | ...... | | L1245 | – | | | | |
| Midland/Odessa | CST | Lv | ...... | | – | ...... | ...... | – | ...... | ...... | ...... | ...... | ...... | | – | – | | | | |
| Ft. Worth | " | Ar | ...... | | 11.45 | ...... | ...... | – | ...... | ...... | ...... | ...... | ...... | | – | – | | | | |
| Ft. Worth | " | Lv | ...... | | 12.05 | 12.25 | ...... | – | ...... | 2.00 | ...... | ...... | ...... | | – | – | | | | |
| Dallas | " | Ar | ...... | | 12.20 | 12.40 | ...... | – | ...... | – | ...... | ...... | ...... | 3.45 ← | → 3.55 | 4.00 | | | | |
| Dallas | " | Lv | ...... | | L1245 | L1252 | 2.30 | – | ...... | – | ...... | ...... | ...... | D•430 | 4.35 | ↙ | | | | |
| Ft. Worth | " | Ar | ...... | | | – | | – | ...... | – | ...... | ...... | ...... | | – | ...... | | | | |
| Oklahoma City | " | Ar | ...... | | | 1.54 | | 3.20 | ...... | – | ...... | ...... | ...... | | – | ...... | | | | |
| Oklahoma City | " | Lv | ...... | | | 2.04 | | 3.40 | ...... | – | ...... | ...... | 3.55 | | – | ...... | | | | |
| Tulsa | " | Ar | ...... | | | 2.47 | | 4.20 | ...... | – | ...... | ...... | 4.35 | | – | ...... | | | | |
| Tulsa | " | Lv | ...... | | | ...... | | D4.45 | ...... | – | ...... | ...... | D5.00 | | – | ...... | | | | |
| Little Rock | " | Lv | ...... | | | ...... | | – | 2.30 | 3.40 | ...... | ...... | | | – | ...... | | | | |
| Memphis | " | Ar | ...... | Via Chicago and Detroit See Table 8 | Via Chicago See Table 8 | Terminates Buffalo See Table 8 | Via Louisville See Table 9 | – | 3.10 | 4.20 | ↷ | ...... | | | 6.20 | Terminates Pittsburgh See Table 9 | Via Chicago See Table 8 | | | Via Chicago See Table 8 |
| Memphis | " | Lv | ...... | | | | | – | 3.35 | D4.45 | 5.00 | ...... | | | D6.45 | | | | | |
| Nashville | " | Ar | ...... | | | | | 6.45 | | – | 6.04 | ↷ | | | – | | | | | |
| Nashville | CST | Lv | ...... | | | | | Ⓓ7 05 | | – | ...... | D6.25 | | | – | | | | | |
| Knoxville | EST | Lv | ...... | | | | | – | | – | ...... | | | | – | | | | | |
| Roanoke | " | Ar | ...... | | | ...... | | – | Via Louisville and Columbus See Table 9 | – | ...... | Via Pittsburgh See Table 9 | | | – | ...... | | | | |
| Richmond | " | Ar | ...... | | | ...... | | – | | – | ...... | | | | – | ...... | | | | |
| Washington | " | Ar | ...... | | | ...... | | 10 15 | | 8.30 | ...... | | | | 10.30 | ...... | | | | |
| Washington | " | Lv | ...... | | | ...... | | 10 35 | | 8.55 | ...... | | | | 10.55 | ...... | | | | |
| Baltimore | " | Ar | ...... | Ex. Sa. | | For Complete Oklahoma Service See Table 8 | Ex. Sa. | – | | s10.17 | ...... | | | | – | ...... | | | | |
| Wilmington | " | Ar | ...... | | | | | – | | s10.59 | ...... | | | | – | ...... | | | | |
| Philadelphia | " | Ar | ...... | | | | | s11.40 | | s11.40 | ...... | | | | 11.40 | ...... | | | | |
| New York (Newark) | " | Ar | ...... | | | | | – | | – | ...... | | | | – | ...... | | | | |
| New York (International Airport) | " | Ar | ...... | | D7.25 | | | – | | – | ...... | | 9.50 | 9.50 | 12.35 | ...... | D8.25 | 6.45 | 7.15 | |
| New York (LaGuardia Airport) | EST | Ar | ...... | 11.55 | ...... | | 9.05 | 11.45 | 9.50 | 10.05 | ...... | 11.10 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 9.45 |
| | | | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | pm | pm | pm | pm | pm |

CONTINUED →

## From SAN FRANCISCO/LOS ANGELES to DETROIT

| TABLE 7B | | | FLAGSHIP SERVICE: The Mercury DC-7 40-764 | The Mercury DC-7 42-708 | The Mercury DC-7 44-706 | The Mercury DC-7 38- DC-6 226 | The Mercury DC-7 48 | The Mercury DC-7 56- DC-6 612 | The Mercury DC-7 46- DC-6 612 | DC-6 AIRCOACH SERVICE: DC-6 Aircoach 622 | DC-6 Aircoach 614-706 | DC-6 Aircoach 612 | DC-6 Aircoach 602-778 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | pm | pm | pm | am | am | pm | pm |
| San Francisco | PST | Lv | ...... | L•900 | ...... | L•1145 | ...... | ...... | S•1045 | ...... | ...... | ...... | ...... |
| Oakland | " | Lv | ...... | – | ...... | Ex. Sa. | ...... | ...... | Ex. Sa. | ...... | ...... | ...... | ...... |
| Los Angeles (Int'l. Airport) | " | Lv | L•815 | – | L•945 | – | D•150 | b•1115 | – | b7.40 | b9.00 | ...... | 11.30 |
| Los Angeles (Lockheed Air Term.) | PST | Lv | – | – | – | – | ↓ | – | – | ↓ | – | Ex. Sa. b1020 | – |
| Detroit | EST | Ar | 6.25 | D7.35 | D8.25 | 10.15 | 11.45 | 9.30 | b9.30 | 9.25 | D 8.25 | 9.30 | 11.15 |
| | | | pm | pm | pm | pm | pm | am | am | pm | pm | am | am |
| | | | C | C | C | C | Via Chicago | C | C | Four-Stop' | C | Via Chicago | C |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 41

AMERICAN AIRLINES

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

AMERICAN AIRLINES

# Service between CALIFORNIA, TEXAS, OKLAHOMA and NEW YORK

*For Virginia, Washington, D. C., New York and Boston Schedules See Tables 20, 23, 24, 28*
*For Express Schedules between San Francisco/Los Angeles and Washington, D. C./New York See Tables 1-4*
*For Complete Service Oklahoma-New York See Table 8*

TABLE 7

| | | | DC-6 918 | DC-7 10 | DC-7 902 | DC-7 42 | DC-6 Air-coach 654 | DC-7 12 | DC-7 Air-coach 676 | 400 | DC-6 954 | DC-6 112 | DC-7 18 | DC-6 212 | DC-7 Air-coach 672 | DC-7 Air-coach 678 | DC-7 4 | DC-7 8 | DC-7 34 | DC-6 Air-coach 612 | DC-6 Air-coach 606 | DC-7 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| San Francisco | PST | Lv | 7.50 | ..... | ..... | L4900 | ..... | ..... | ..... | ..... | L1240 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Oakland | " | Lv | L8.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Los Angeles (International Airport) | " | Lv | ↓ | L4940 | L9.55 | ↓ | b11 30 | L4 1145 | RL4 1230 | ..... | – | 1.40 | D4 10 | 4.25 | RB4 830 | RB4 845 | B4 900 | B4 945 | ..... | b10.20 | 10.20 | B4 1100 |
| Los Angeles (Lockheed Air Terminal) | " | Lv | | ↓ | ↓ | | ↓ | ↓ | ↓ | ..... | – | – | ↓ | – | ↓ | ↓ | ↓ | ↓ | ..... | ↓ | – | ↓ |
| San Diego | PST | Lv | | The Mer- | | The Mer- | | The Non- | The Royal Coach- | ..... | – | – | The Mer- | D5.25 | The Royal Coach- | The Royal Coach- | The Non- | The Non- | 4 10.15 | | 11.20 | |
| Phoenix | MST | Lv | | cury | | cury | | stop Mer- | man | ..... | 4.35 | – | cury | 8.10 | man | man | stop Mer- | stop Mer- | – | | 2.10 | |
| Tucson | " | Lv | | ↓ | | ↓ | | cury | | ..... | – | 4.55 | ↓ | 9.10 | ↓ | ↓ | cury | cury | B4 100 | | ↓ | |
| Bisbee/Douglas | " | Lv | | | | | | ↓ | | ..... | – | – | | 9.55 | | | ↓ | ↓ | ↓ | | | |
| El Paso | " | Ar | | | | | | | | ..... | 6.05 | 6.05 | | 10.50 | | | | | The | | | |
| El Paso | MST | Lv | | | | | | | | ..... | ↓ | D6.30 | | 11.10 | | | | | Mer- | | | |
| Midland/Odessa | CST | Lv | | | | | | | | D625 | ..... | 8.50 | | – | | | | | cury | | | |
| Ft. Worth | " | Ar | | | | | 6.00 | | | ..... | – | 10.10 | ←1010 | 2.15 | | | | | ↓ | | | |
| Ft. Worth | " | Lv | | | | | b6.30 | | | ..... | – | 10.45 | 10.35 | 2.50 | | | | | | | | |
| Dallas | " | Ar | 3.50 | 3.45 | 4.00 | | | | | ..... | 7.58 | – | 10.50 | – | | | | | | | | |
| Dallas | " | Lv | ↓ | D4430 | ← | | | | | ..... | 8.10 | – | 11.10 | – | | | | | | | | |
| Ft. Worth | " | Ar | | | | | | | | ..... | 8.25 | – | – | – | | | | | | | | |
| Oklahoma City | " | Ar | | | | | | | | ..... | ..... | – | 12.00 | – | | | | | | | | |
| Oklahoma City | " | Lv | | | | | | | | ..... | ..... | – | 12.15 | – | | | | | | | | |
| Tulsa | " | Ar | | | | | | | | ..... | ..... | – | 12.55 | – | | | | | | | | |
| Tulsa | " | Lv | | | | Via | | | Sun | ..... | ..... | – | For | – | | Ex Mo | | Ex. Sa. | Via | Via | Via | |
| Little Rock | " | Lv | | | | Chi- | | | Only | ..... | ..... | – | Com- | – | | & Wed | | | Chi- | Chi- | Chi- | |
| Memphis | " | Ar | | | | cago | | | | ..... | ..... | 12.35 | plete | 4.40 | | | | | cago | cago | cago | |
| Memphis | " | Lv | | | | See | | | | ..... | ..... | 1.00 | Okla- | 5.00 | | | | | See | & | See | |
| Nashville | " | Ar | | | | Table | | | | ..... | ..... | – | homa | 6.00 | | | | | Table | Detroit | Table | |
| Nashville | CST | Lv | | | | 25 | | | | ..... | ..... | – | Serv- | B6.35 | | | | | 8 | | 8 | |
| Knoxville | EST | Lv | | | | | | | | ..... | ..... | – | ice | 8.45 | | | | | | | | |
| Roanoke | " | Ar | | | | | | | | ..... | ..... | – | See | – | | | | | | | | |
| Richmond | " | Ar | | | | | | | | ..... | ..... | – | Table | – | | | | | | | | |
| Washington | " | Ar | | | | D8.20 | 11.50 | 9.45 | | ..... | ..... | 4.45 | 8 | 10.30 | | 6.45 | | 7.45 | | | | |
| Washington | " | Lv | | | | ..... | 12.20 | – | | ..... | ..... | S5.10 | ..... | 10.55 | | ..... | | – | | | | |
| Baltimore | " | Ar | | The | | *10.17* | – | – | | ..... | ..... | Ⓢ*s707* | ..... | Ⓢ*s237* | | ..... | | – | | | | |
| Wilmington | " | Ar | | Mer- | | *10.59* | – | – | | ..... | ..... | – | ..... | – | | ..... | | – | | | | |
| Philadelphia | " | Ar | | cury | | *s11.40* | 1.05 | *s11.40* | | ..... | ..... | Ⓢ*s768* | ..... | 11.40 | | Ⓢ*s834* | | *s11.64* | | | | |
| New York (Newark) | " | Ar | | ↓ | | | – | ↓ | | ..... | ..... | – | ..... | – | | ..... | | – | | | | |
| New York (International Airport) | " | Ar | | 9.50 | | | – | | 10.45 | ..... | ..... | ..... | ..... | – | 6.45 | ..... | 7.15 | ..... | 10.25 | 12.00 | 12.45 | 9.15 |
| New York (LaGuardia Airport) | EST | Ar | | | | | 2.05 | | | ..... | ..... | 6.20 | ..... | 12.35 | | | | | | | | |
| | | | pm | pm | pm | pm | am | pm | pm | | | am | am | pm | am | am | am | am | am | Noon | pm | am |

← CONTINUED FROM PRECEDING PAGES

CONTINUED →

## From DETROIT and CHICAGO to ST. LOUIS

TABLE 7C

| | | | 479 | 715 | 715 | 431 | 483 | DC-7 47-435 | 707-489 | 759 | DC-6 231-759 | 785-245 | 785-487 | 481 | 729-485 | 327 | 781 | 471 | DC-6 219 | 717 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| Detroit/Windsor (Willow Run) | EST | Lv | ..... | B705 | ..... | ..... | ..... | S910 | Ⓥ1005 | L1135 | 11.40 | L1205 | L1205 | ..... | 4.00 | D 5.30 | D 6.30 | ..... | ..... | ..... |
| Chicago (Midway) | CST | Lv | B730 | Via Spring-field | Via Spring-field | B805 | 9.15 | 1015 | 11.00 | – | – | L1.30 | 2.05 | 3.50 | 4.45 | Ⓓ6.10 | Ⓓ7.05 | 7.50 | 7.55 | 8.00 |
| Chicago (O'Hare Field) | " | Lv | – | Ⓑ735 Ex. Su. | B735 Su. On. | – | – | – | – | Ex. Su. Ⓓ 1230 Daily | Ⓓ 1230 | Sun. Only | – | – | ← | – | – | – | – | – |
| St. Louis | CST | Ar | 8.57 | 9.28 | 9.28 | 9.32 | 1042 | 1142 | 12.27 | 2.02 | 2.02 | 2.50 | 3.32 | 5.17 | 6.12 | 7.37 | 8.32 | 1008 | 9.15 | 9.27 |
| | | | am | am | am | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| EXPRESS VIA CHICAGO EXCEPT AS SHOWN | | | | | | | | C | C | | C | *Eff. 2/10* C | C | | C | | | TWO-STOP | | |

**The World-Wide Plan, GO NOW—PAY LATER**

**NOW—GO ANYWHERE IN THE WORLD • JUST 10% DOWN—20 MONTHS TO PAY**

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

AMERICAN AIRLINES





AMERICAN AIRLINES

Service between CALIFORNIA, TEXAS, OKLAHOMA and NEW YORK

*For Virginia, Washington, D. C., New York and Boston Schedules See Tables 20, 23, 24, 28*
*For Express Schedules between San Francisco/Los Angeles and Washington, D. C./New York See Tables 1-4*
*For Complete Service Oklahoma-New York See Table 8*

TABLE 7

| | | | DC-6 910 | DC-6 Air-coach 966 | DC-6 Air-coach 638 | DC-6 908 | DC-6 Air-coach 660 | DC-6 Air-coach 650 | DC-7 88 | DC-6 208 | 482 | 148 | DC-6 216 | DC-7 900 | DC-7 84 | DC-6 118 | 484 | DC-6 100 | 402 | 572-406 | 420 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | am | am | am | am | am | am | am | am | am | pm | pm | |
| San Francisco | PST | Lv | 8.50 | ..... | ..... | ..... | ..... | ..... | 411.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | |
| Oakland | " | Lv | – | ..... | 911.00 | ..... | ..... | ..... | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | |
| Los Angeles (International Airport) | " | Lv | – | 10.45 | ↓ | 11.05 | 11.30 | 11.55 | | ..... | ..... | ..... | ..... | 1.05 | ..... | ..... | ..... | ..... | ..... | ..... | |
| Los Angeles (Lockheed Air Terminal) | " | Lv | – | – | ↓ | – | – | – | | ..... | ..... | ..... | ..... | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | |
| San Diego | PST | Lv | – | – | ↓ | 12.05 | 12.30 | – | The | ..... | ..... | ..... | ..... | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | |
| Phoenix | MST | Lv | 12.45 | – | ↓ | – | – | – | Mer- | ..... | ..... | ..... | ..... | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | |
| Tucson | " | Lv | 1.45 | – | ↓ | – | – | – | cury | ..... | ..... | ..... | ..... | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | |
| Bisbee/Douglas | " | Lv | – | – | ↓ | – | – | – | ↓ | ..... | ..... | ..... | ..... | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | |
| El Paso | " | Ar | 2.55 | 2.25 | ↓ | – | 3.55 | – | | ..... | ..... | ..... | ..... | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | |
| El Paso | MST | Lv | 3.15 | 2.55 | ↓ | – | ..... | – | | ..... | ..... | ..... | ..... | ↓ | ..... | ..... | B7.10 | ..... | ..... | ..... | |
| Midland/Odessa | CST | Lv | – | – | ↓ | – | ..... | – | | ..... | ..... | ..... | ..... | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | |
| Ft. Worth | " | Ar | – | – | ↓ | – | ..... | – | | ..... | ..... | ..... | ..... | ↓ | ..... | ..... | 8.38 | ..... | ..... | ..... | |
| Ft. Worth | " | Lv | – | – | ↓ | – | ..... | – | | ..... | 6.40 | ..... | B6.50 | ↓ | ..... | ..... | 8.50 | 9.20 | 9.35 | ..... | |
| Dallas | " | Ar | 6.25 | 6.05 | *6.20 | 6.25 | ..... | *6.30 | 6.30 | ↘ | 6.55 | ..... | – | 7.10 | ..... | ..... | 9.05 | 9.35 | 9.50 | ..... | |
| Dallas | " | Lv | ↓ | ↓ | b7.00 | ↓ | ..... | b7.00 | ↓ | B7.10 | B7.10 | ..... | – | ↓ | ..... | L4830 | 9.30 | L9.55 | 10.05 | ..... | |
| Ft. Worth | " | Ar | ..... | ..... | ↓ | ..... | ..... | – | | – | – | ..... | – | ↓ | ..... | ..... | – | – | – | ..... | |
| Oklahoma City | " | Ar | ..... | ..... | ↓ | ..... | ..... | – | | – | – | ..... | 7.45 | ↓ | ..... | ..... | 10.32 | – | – | ..... | |
| Oklahoma City | " | Lv | ..... | ..... | ↓ | ..... | ..... | – | | – | – | ..... | S8.05 | ↓ | ..... | ..... | 10.42 | – | – | ..... | |
| Tulsa | " | Ar | ..... | ..... | ↓ | ..... | ..... | – | | – | 8.30 | ↘ | 8.45 | ↓ | ..... | The | 11.25 | – | – | ..... | |
| Tulsa | " | Lv | ..... | ..... | ↓ | ..... | ..... | – | | – | ↘ | 9.25 | – | ↓ | ..... | Mer- | ..... | ..... | – | ..... | |
| Little Rock | " | Lv | ..... | ..... | ↓ | ..... | ..... | – | | 8.50 | Termi- | – | Termi- | ↓ | ..... | cury | ..... | Termi- | – | 11.44 | |
| Memphis | " | Ar | ..... | ..... | ↓ | ..... | ..... | 8.45 | | 9.30 | nates | – | nates | ↓ | ..... | ↓ | ..... | nates | – | 12.31 | |
| Memphis | " | Lv | ..... | ..... | ↓ | ..... | ..... | 9.05 | | 9.50 | New | – | New- | ↓ | ..... | ..... | L1025 | New- | – | L1241 | 1 50 |
| Nashville | " | Ar | ..... | ..... | ↓ | ..... | ..... | 10.05 | | 10.50 | York | 11.25 | ark | ↓ | ..... | ..... | ..... | ark | – | 1.45 | 2.54 |
| Nashville | CST | Lv | ..... | ..... | ↓ | ..... | ..... | b1030 | | 11.15 | See | L1145 | See | ↓ | ..... | ..... | ..... | See | – | 1.57 | 3 35 |
| Knoxville | EST | Lv | ..... | ..... | ↓ | ..... | ..... | – | | L1.25 | Table | – | Table | ↓ | ..... | ..... | ..... | Table | – | 4.02 | D5 40 |
| Roanoke | " | Ar | ..... | ..... | ↓ | ..... | ..... | – | | – | 8 | – | 8 | ↓ | ..... | ..... | ..... | 8 | – | 5.17 | – |
| Richmond | " | Ar | ..... | ..... | ↓ | ..... | ..... | – | | – | | – | | ↓ | ..... | ..... | ..... | | – | D6.17 | – |
| Washington | " | Ar | ..... | ..... | 12.15 | ..... | ..... | 1.40 | | 3.10 | | – | | ↓ | ..... | ..... | | 3.10 | | 7.06 | 7.43 |
| Washington | " | Lv | ..... | ..... | 12.45 | ..... | ..... | 2.10 | | 3.35 | | – | For | ↓ | ..... | ..... | | 3.30 | | 7.20 | 7.55 |
| Baltimore | " | Ar | ..... | ..... | Ⓢ*s237* | ..... | ..... | Ⓨ*s412* | | Ⓨ*s412* | | – | Com- | ↓ | ..... | ..... | | – | | *10.17* | *10.17* |
| Wilmington | " | Ar | ..... | ..... | – | ..... | ..... | – | | – | | – | plete | ↓ | ..... | ..... | | – | | *10.59* | *10.59* |
| Philadelphia | " | Ar | ..... | ..... | – | ..... | ..... | *s4.44* | | *s4.44* | | – | Okla- | ↓ | ..... | ..... | | *s4.44* | | 8.09 | *s11.40* |
| New York (Newark) | " | Ar | ..... | ..... | – | ..... | ..... | – | | – | | – | homa | ↓ | ..... | ..... | | – | | – | – |
| New York (International Airport) | " | Ar | ..... | ..... | – | ..... | ..... | – | | – | | – | Serv- | ↓ | ..... | ..... | | – | | – | – |
| New York (LaGuardia Airport) | EST | Ar | ..... | ..... | 1.55 | ..... | ..... | 3.20 | | 4.45 | | 3.35 | ice | ↓ | ..... | ..... | | 4.40 | | 9.05 | 9.10 |
| | | | | | | | | | | | | | See | | | | | | | | |
| | | | am | am | pm | am | am | pm | am | pm | am | pm | Table | am | am | pm | | am | pm | pm | pm |
| | | | | | | | | | | | | | 8 | | | | | | | | |

← CONTINUED FROM PRECEDING PAGES

## From ST. LOUIS to CHICAGO and DETROIT

TABLE 7C

| | | | 702 | 480 | 704 | 432-744 | 724 | 470 | 710 | DC-6 246 | 484 | 426-DC-6 622 | 706 | 472-286 | 486 | 478 | 474 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| St. Louis | CST | Lv | B7.35 | B8.00 | B8.25 | 10.10 | L1110 | L1215 | L1230 | L1.15 | 1.43 | D5.00 | 4.30 | D7.00 | 7.55 | 9.12 | 10.05 |
| Chicago (O'Hare Field) | " | Ar | Ex. Su. | – | 9.55 | Via Spring-field | Ⓓ 1240 Ex. Su. | – | Ex. Sa. | Sat. Only | – | – | Ex. Sa. | Ex. Sa. | 9.25 | – | – |
| Chicago (Midway) | CST | Ar | 9.00 | 9.25 | – | 11.57 | – | 1.40 | 1.55 | 2.30 | 3.55 | b6.25 | 5.55 | 8.25 | – | 10.37 | 11.30 |
| Detroit/Windsor (Willow Run) | EST | Ar | 11.30 | ..... | 12.25 | L3.15 | 3.05 | ..... | 4.30 | *Eff. Feb. 16* | Ⓥ6.25 | 9.25 | D 8.25 | 10.55 | 11.50 | ..... | ..... |
| | | | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| EXPRESS VIA CHICAGO EXCEPT AS SHOWN | | | | | | C | | | | | THREE STOP | C | | C | | | |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 41

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

AMERICAN AIRLINES

AMERICAN AIRLINES

# Service between BOSTON, NEW YORK and CHICAGO to the SOUTHWEST and WEST COAST

(SEE NOTE ON BOTTOM OF PAGE)

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

AMERICAN AIRLINES

| TABLE 8 | | | | | | 715 | | | DC-7 47 | DC-6 Ex Su 159 | | | | | Ex Sa & Su 707 | Sat. Only 707 | DC-6 Ex Su 283 | Ex Su 750 | Ex Sa & Su 703 | DC-6 281 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | am | am | am | am | am | am | am | am | am | pm | pm | pm | pm | am | am | am | am | am | am |
| Boston | EST Lv | | | | | | | | | | | | | | | | | | | B7.45 |
| Hartford/Springfield | " Lv | | | | | | | | | | | | | | | | | | | |
| New York (LaGuardia) | " Lv | | | | | | | | | | | | | | | | | B6.50 | | |
| New York (International) | " Lv | | | | | | | | | | | | | | | | | – | | |
| New York (Newark) | " Lv | | | | | | | | | | | | | | | | | – | | |
| Albany/Schenectady | " Ar | | | | | | | | | | | | | | | | | 7.45 | | Eff. Feb. 10 |
| Albany/Schenectady | " Lv | | | | | | | | | | | | | | | | | | | |
| Wilkes-Barre/Scranton | Lv | | | | | | | | | | | | | | | | | | | |
| Syracuse | " Lv | | | | | | | | | | | | | | 7.00 | 7.00 | | | | |
| Rochester | " Lv | | | | | | | | | | | | | | S7.45 | S7.45 | | | | |
| Toronto | " Lv | | | | | | | | | | | | | | – | – | | | | |
| Buffalo | " Ar | | | | | | | | | | | | | | 8.14 | 8.14 ↷ | | | | |
| Niagara Falls | " Lv | | | | | | | | 8.00 | | | | | | Ⓢ8.25 | | 10.30 | | 8.45 | |
| Toronto | " Ar | | | | | | | | | | | | | | – | | 11.00 | | – | |
| Cleveland | " Ar | | | | | | | | | | | | | | – | | | | 9.55 | 10.20 |
| Cleveland | " Lv | | | | | | | | | | | | | | – | | | | → | L1045 |
| Detroit/Windsor (Willow Run) | " Ar | | | | | | | | | | | | | | 9.53 | | | | | |
| Detroit/Windsor (Willow Run) | EST Lv | | | | | B7.05 Ex.Su. | | | S•9.10 | | | | | | 10.05 | | | | | |
| Chicago (O'Hare Field) | CST Ar | | | | | 7.25 | | | – | ↓ | | | | | – | | | | | |
| Chicago (Midway Airport) | CST Ar | | | | | | | ↙ | 9.20 | ◄9.10 | | | | | 10.25 | | | | | |
| | | DC-7 17 | DC-6 111 | DC-6 955 | 479 | Daily | 483 | Ex Sa 435 | ↓ | ↓ | DC-7 907 | DC-6 167 | DC-7 87 | DC-6 911 | | | | | | |
| Milwaukee | CST Lv | | | | | | | | | | | | | | | | | | | |
| Chicago (Midway Airport) | " Lv | | | | B7.30 | | 9.15 | 10.15 | L•945 | L9.45 | | | | | | | | | | |
| Chicago (O'Hare Field) | " Lv | | | | – | Ⓑ7.35 | – | – | | | | | | | | | | | | |
| Peoria | " Ar | | | | – | – | – | – | | | | | | | | | | | | |
| Springfield, Ill. | " Ar | | | | – | 8.42 | – | – | | | | | | | | | | | | |
| St. Louis | " Ar | | | | 8.57 | 9.28 | 10.42 | 11.42 | | Daily | | | Originates New York See Table 7 | | | | | | | 12.00 |
| St. Louis | " Lv | | | | 9.10 | 9.40 | 10.55 | | | | | | | | | | | | | |
| Springfield, Mo. | " Ar | | | | – | – | L1205 | | | | | | | | | | | | | |
| Joplin | " Ar | | | | – | 11.05 | – | | | | | | | | | | | | | |
| Tulsa | " Ar | | | | 11.02 | 11.56 | 1.11 | | | | | | | | | | | | | |
| Tulsa | " Lv | B7.00 | | | L1114 | 12.06 | 1.26 | | | | | | | | | | | | | |
| Oklahoma City | " Lv | Ⓑ7.55 | | | – | L1.00 | 2.20 | | | | | | | | | | | | | |
| Dallas | " Ar | 8.45 ↷ | | | 12.35 | 2.02 | 3.22 | | | 1.05 ↷ | | | | | | | | | | |
| Dallas | " Lv | 9.10 | 9.35 | | 12.47 | 2.15 | 3.35 | | | | 1.30 | 1.40 | D•140 | 1.45 | | | | | | |
| Ft. Worth | " Ar | 9.25 | – | | 1.02 | 2.30 | 3.50 | | | | | | | | | | | | | |
| Ft. Worth | " Lv | L9.45 | – | | | 2.45 | | | | | | | | | | | | | | |
| Midland/Odessa | CST Ar | | 11.05 | | | 4.23 | | | | | | | | | | | | | | |
| El Paso | MST Ar | | 11.30 ↷ | | | | | | | | | 3.05 | | 3.10 | | | | | | |
| El Paso | " Lv | | L1200 | L1155 | | | | | | | | 3.25 | | 3.40 | | | | | | |
| Bisbee/Douglas | " Ar | The Mercury | – | – | | | | | The Mercury | | | – | The Mercury | – | | | | | | |
| Tucson | " Ar | | 1.20 | – | | | | | | | | D4.45 | | 5.00 | | | | | | |
| Phoenix | MST Ar | | | 1.30 | | | | | | | | – | | D6.00 | | | | | | |
| San Diego | PST Ar | | | | | | | | | | | 5.50 | | | | | | | | |
| Los Angeles (Lockheed Term.) | " Ar | | | | | | | | | | | – | | | | | | | | |
| Los Angeles (International) | " Ar | 12.15 | 2.35 | | | | | | 2.00 | | 4.05 | 6.45 | | | | | | | | |
| Oakland | " Ar | | | | | | | | | | | | | | | | | | | |
| San Francisco | PST Ar | | | 3.35 | | | | | | | | | 5.05 | 8.05 | | | | | | |
| | | pm | pm | pm | pm | pm | pm | am | pm | pm | pm | pm | pm | pm | am | am | am | am | am | Noon |

For Your Convenience There's a Handy QUICK REFERENCE INDEX On Pages 2 and 3

*For commuter services New York to Syracuse and Rochester — Buffalo to Detroit and Chicago - See Tables 14-19*
*Detroit and Chicago to St. Louis - See Table 7C*
*between Chicago and Dallas Ft. Worth - See Table 12*





# Service between BOSTON, NEW YORK and CHICAGO to the SOUTHWEST and WEST COAST

(SEE NOTE ON BOTTOM OF PAGE 14)

AMERICAN AIRLINES

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

AMERICAN AIRLINES

| TABLE 8 | | Ex Su 731 | Ex Su 758 | Ex Sa & Su 783 | Sun. Only 783 | Ex Su 759 | 785 | DC-6 Ex Su 283 | DC-6 Air-coach 691 | | | | | DC-6 Ex Su 273 | DC-6 Air-coach 607 | DC-6 Air-coach 611 | 723 | Ex Su 705 | DC-7 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | am | am | am | am | am | am | am | am | pm | pm | am | pm | am | am | am | am | am | am |
| Boston | EST Lv | | | | | B7.00 | | | | | | | | | | | S7.15 | | |
| Hartford/Springfield | " Lv | | | | | | | | | | | | | | | | S8.08 | | |
| New York (LaGuardia) | " Lv | | | B7.25 | | | | | b8.00 | | | | | | 7.55 | 9.00 | | | |
| New York (International) | " Lv | | | – | | | | | | | | | | | | | | 8.50 | S•9.00 |
| New York (Newark) | " Lv | B7.05 | | – | | | B7.55 | | | | | | | B8.00 | | | | – | |
| Albany/Schenectady | " Ar | – | | – | | 8.00 | – | | | | | | | | Operates Ex.Su. between New York and Detroit | | 8.46 | – | |
| Albany/Schenectady | " Lv | – | | – | | 8.10 | – | | | | | | | | | | 8.56 | – | |
| Wilkes-Barre/Scranton | Lv | – | | – | | | 8.54 | | | | | | | | | | – | – | |
| Syracuse | " Lv | 8.37 | | 9.02 | 9.02 | | – | | | | | | | | | | 9.55 | 10.27 | |
| Rochester | " Lv | 9.21 | | 9.46 | 9.46 | | – | | | | | | | | | | 10.39 | 11.06 | |
| Toronto | " Lv | – | S8.30 | – | – | | – | | | | | | | | | | – | – | |
| Buffalo | " Ar | 9.50 | 9.04 | ➤1015 | 10.15 | 9.43 | 10.04 ↷ | | | | | | | | | | 11.08 | 11.35 | The Mercury |
| Niagara Falls | " Lv | 10.05 | | 10.25 | 10.25 | 9.55 | 10.25 | 10.30 | | | | | | | | | L1125 | | |
| Toronto | " Ar | | | – | – | – | | 11.00 | | | | | | | | | | | |
| Cleveland | " Ar | Operates Daily Buffalo-Chicago | | 11.35 | 11.35 | – | | | | | | | | | | | | | |
| Cleveland | " Lv | | | | | – | | | | | | | | | | | | | |
| Detroit/Windsor (Willow Run) | " Ar | | | | | 11.23 | 11.53 | | | | | | | 10.30 | 10.25 | | 12.53 | | |
| Detroit/Windsor (Willow Run) | EST Lv | | | | | L1135 | L1205 | | | | | | | 10.50 | 10.55 | | Ⓛ1.05 | | |
| Chicago (O'Hare Field) | CST Ar | | | | | 11.55 | – | | | | | | | – | Daily | | 1.25 | | |
| Chicago (Midway Airport) | CST Ar | 11.35 | | | | | 12.25 | | 10.25 | | | | | 11.05 | 11.10 | 11.25 | | | 11.00 |
| | | | | | | Daily | | | DC-6 Air-coach 691 | DC-6 Air-coach 637 | DC-6 Air-coach 965 | 489 | DC-7 9 | | Daily | | | | |
| Milwaukee | CST Lv | | | | | | | | | | | | | | | | | | |
| Chicago (Midway Airport) | " Lv | | | | | | | | b10.55 | | | 11.00 | | | b11.40 | b11.55 | | | L•1125 |
| Chicago (O'Hare Field) | " Lv | | | | | Ⓛ1230 | | | | | | – | | | | | | | |
| Peoria | " Ar | | | | | – | | | | | | – | | | | | | | |
| Springfield, Ill. | " Ar | | | | | – | | | | Originates New York See Table 7 | | – | | | | | | | |
| St. Louis | " Ar | | | | | 2.02 | | | | | | 12.27 | | | | | | | |
| St. Louis | " Lv | | | | | 2.15 | | | | | | L1240 | | | | | | | |
| Springfield, Mo. | " Ar | | | | | 3.25 | | | | | | – | | | | | | | |
| Joplin | " Ar | | | | | 4.03 | | | | | | – | | | | | | | |
| Tulsa | " Ar | | | | | 4.56 | | | | | | 2.32 | | | | | | | |
| Tulsa | " Lv | | | | | D5.10 | | | | | | 2.42 | | | | | | | |
| Oklahoma City | " Lv | | | | | – | | | | | | 3.36 | | | | | | | |
| Dallas | " Ar | | | | | 6.31 | | | | | | 4.38 ↷ | | | | | | | |
| Dallas | " Lv | | | | | 6.45 | | | | | | | D•545 | | | | | | |
| Ft. Worth | " Ar | | | | | 7.00 | | | 2.15 | | | | | | | | | | |
| Ft. Worth | " Lv | | | | | Ⓓ7.15 | | | → | b3.10 | 3.20 | | The Mercury | | | | | | The Mercury |
| Midland/Odessa | CST Ar | | | | | 8.53 | | | | | – | | | | | | | | |
| El Paso | MST Ar | | | | | | | | | | 4.40 | | | | | | | | |
| El Paso | " Lv | | | | | | | | | | b5.10 | | | | | | | | |
| Bisbee/Douglas | " Ar | | | | | | | | | | – | | | | | | | | |
| Tucson | " Ar | | | | | | | | | | – | | | | | | | | 3.45 |
| Phoenix | MST Ar | | | | | | | | | | – | | | | | | | | – |
| San Diego | PST Ar | | | | | | | | | | – | | | | | | | | 4.40 |
| Los Angeles (Lockheed Term.) | " Ar | | | | | | | | | | – | | | | | 5.20 | | | |
| Los Angeles (International) | " Ar | | | | | | | | | | 7.05 | | 8.20 | | 5.05 | | | | |
| Oakland | " Ar | | | | | | | | | ♀7.10 | | | | | | | | | |
| San Francisco | PST Ar | | | | | | | | | | | | | | | | | | |
| | | am | am | am | am | pm | pm | am | pm | pm | pm | pm | pm | am | pm | pm | pm | am | pm |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 41

AMERICAN AIRLINES

# Service between BOSTON, NEW YORK and CHICAGO to the SOUTHWEST and WEST COAST

(SEE NOTE ON BOTTOM OF PAGE)

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

TABLE 8

| | | | DC-6 | DC-7 | | DC-7 | DC-6 | DC-6 | | | | | DC-6 | DC-6 Air-coach | | DC-6 Air-coach | DC-6 | | | DC-7 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 231 | 43 | | 85 | 284 | 153 | | | | 785 | 201 | 609 | | 601 | 217 | 771 | 799 | 37 | |
| | | | am | am | pm | am | am | am | pm | pm | pm | pm | am | am | pm | am | Noon | am | am | pm | pm |
| **Boston** | EST | Lv | B8.30 | d9.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.45 | ..... | ..... | ..... | ..... | ..... |
| Hartford/Springfield | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **New York** (LaGuardia) | " | Lv | ..... | ..... | ..... | ..... | ..... | 10.00 | ..... | ..... | ..... | ..... | L1040 | b11.00 | ..... | ..... | L1200 | 10.50 | ..... | ..... | ..... |
| **New York** (International) | " | Lv | ..... | ..... | ..... | L9.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | L4100 | ..... |
| **New York** (Newark) | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | L1130 | ..... | ..... |
| Albany/Schenectady | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | – | ..... | ..... |
| Albany/Schenectady | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | – | ..... | ..... |
| Wilkes-Barre/Scranton | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | – | ..... | ..... |
| Syracuse | " | Lv | ..... | The Mercury | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12.22 | 1.05 | The Mercury | ..... |
| Rochester | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L1.06 | 1.50 | ..... | ..... |
| Toronto | " | Lv | ..... | ..... | ..... | ..... | 10.35 | ..... | ..... | ..... | ..... | ..... | Via Washington and Nashville | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... |
| **Buffalo** | " | Ar | ..... | ..... | ..... | ..... | 11.05 | 11.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12.40 | ..... | ..... | 2.19 | ..... | ..... |
| **Niagara Falls** | " | Lv | ..... | ..... | ..... | ..... | ..... | L1200 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | b1.10 | ..... | ..... | 2.40 | ..... | ..... |
| Toronto | " | Ar | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | See Table 7 | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... |
| **Cleveland** | " | Ar | ..... | ..... | ..... | ..... | ..... | 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3.50 | ..... | ..... |
| **Cleveland** | " | Lv | ..... | ..... | ..... | ..... | ..... | 1.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Detroit/Windsor** (Willow Run) | " | Ar | 11.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Detroit/Windsor** (Willow Run) | EST | Lv | 11.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L1205 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Chicago** (O'Hare Field) | CST | Ar | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Chicago** (Midway Airport) | CST | Ar | 11.55 | 12.05 | DC-7 | ..... | ..... | ..... | ..... | ..... | ..... | 12.25 | ..... | 1.25 | Ex Sa | 2.20 | 2.25 | 2.53 | ..... | 3.00 | ..... |
| | | | | | 49 | | | | DC-7 | DC-6 | DC-6 | | | | 487 | | | 481 | | | DC-7 45 |
| **Milwaukee** | CST | Lv | ..... | L1230 | L1235 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | b1.55 | 2.05 | b2.50 | ..... | 3.50 | ..... | D4325 | D4345 |
| **Chicago** (Midway Airport) | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... |
| **Chicago** (O'Hare Field) | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Peoria | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... |
| Springfield, Ill. | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... |
| **St. Louis** | " | Ar | ..... | ..... | ..... | ..... | ..... | 2.40 | ..... | ..... | ..... | ..... | Originates New York See Table 7 | ..... | 3.32 | ..... | ..... | 5.17 | ..... | ..... | ..... |
| **St. Louis** | " | Lv | ..... | ..... | ..... | ..... | ..... | 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | D5.30 | ..... | ..... | ..... |
| Springfield, Mo. | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... |
| Joplin | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... |
| **Tulsa** | " | Ar | ..... | ..... | ..... | 1.10 | ..... | ..... | ..... | ..... | ..... | ..... | 4.35 | ..... | ..... | ..... | ..... | 7.22 | ..... | ..... | ..... |
| **Tulsa** | " | Lv | ..... | ..... | ..... | 1.30 | ..... | ..... | ..... | ..... | ..... | ..... | 5.00 | ..... | ..... | ..... | ..... | 7.34 | ..... | ..... | ..... |
| **Oklahoma City** | " | Lv | ..... | ..... | ..... | 2.10 | ..... | ..... | ..... | ..... | ..... | ..... | D6.05 | ..... | ..... | ..... | ..... | 8.28 | ..... | ..... | ..... |
| **Dallas** | " | Ar | ..... | The Mercury | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.30 | ..... | The Mercury | The Mercury |
| **Dallas** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.42 | ..... | ..... | ..... |
| **Ft. Worth** | " | Ar | ..... | ..... | ..... | ..... | ..... | 5.20 | D6.00 | D6.00 | D6.10 | D6.10 | ..... | ..... | ..... | ..... | ..... | 9.57 | ..... | ..... | ..... |
| **Ft. Worth** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | – | – | – | 7.48 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Midland/Odessa | CST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7.20 | 7.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **El Paso** | MST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7.40 | 7.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **El Paso** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Bisbee/Douglas | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tucson | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.10 | ..... | 8.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Phoenix | MST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.05 | ..... | 9.20 | 6.55 | ..... | ..... | ..... | ..... | ..... | 7.55 | ..... |
| San Diego | PST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.55 | ..... | – | 7.50 | ..... | ..... | ..... | ..... | ..... | – | ..... |
| **Los Angeles** (Lockheed Term.) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | – | ..... |
| **Los Angeles** (International) | " | Ar | ..... | 4.45 | ..... | ..... | ..... | ..... | 8.30 | ..... | ..... | ..... | 10.20 | 8.50 | ..... | 3.15 | ..... | ..... | ..... | 8.55 | ..... |
| **Oakland** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **San Francisco** | PST | Ar | ..... | 5.25 | ..... | ..... | ..... | ..... | ..... | 11.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.35 | ..... |
| | | | am | pm | pm | pm | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |

*For commuter services New York to Syracuse and Rochester — Buffalo to Detroit and Chicago - See Tables 14-19*
*Detroit and Chicago to St. Louis - See Table 7C*
*between Chicago and Dallas/Ft. Worth - See Table 12*





AMERICAN AIRLINES

# Service between BOSTON, NEW YORK and CHICAGO to the SOUTHWEST and WEST COAST

(SEE NOTE ON BOTTOM OF PAGE 16)

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

TABLE 8

| | | | Ex Sa | | | | Ex Sa | DC-7 | DC-6 Air-coach | | Ex Sa | Sat. Only | | DC-6 Sat. Only | | Ex Sa | Ex Sa | DC-7 | Sat. Only | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 729 | | | 767 | 789 | 743 | 27 | 615 | 327 | 773 | 787 | 781 | 109 | 792 | 717 | 721 | 23 | 793 | 761 | 769 |
| | | | pm | pm | | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| **Boston** | EST | Lv | ..... | ..... | | 10.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.45 | ..... | ..... | ..... | ..... | 3.15 |
| Hartford/Springfield | " | Lv | ..... | ..... | | 11.48 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4.08 |
| **New York** (LaGuardia) | " | Lv | ..... | ..... | | ..... | ..... | L1220 | ..... | b3.00 | 1.20 | 1.55 | 1.55 | 2.55 | ..... | ..... | ..... | 3.45 | ..... | ..... | 4.30 | ..... |
| **New York** (International) | " | Lv | ..... | ..... | | ..... | ..... | – | 3.00 | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | D4.00 | ..... | ..... | ..... |
| **New York** (Newark) | " | Lv | ..... | ..... | | ..... | L1240 | – | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | 3.40 | ..... | ..... |
| Albany/Schenectady | " | Ar | ..... | ..... | | 12.26 | ..... | 1.15 | ..... | ..... | ..... | 2.50 | 2.50 | ..... | ..... | ..... | 3.45 | ..... | ..... | ..... | ..... | 4.46 |
| Albany/Schenectady | " | Lv | ..... | ..... | | L1236 | ..... | 1.25 | ..... | ..... | ..... | 3.00 | 3.00 | ..... | ..... | ..... | 3.55 | ..... | ..... | ..... | ..... | 4.56 |
| Wilkes-Barre/Scranton | " | Lv | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – |
| Syracuse | " | Lv | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | 2.52 | 4.00 | 4.00 | ..... | ..... | ..... | ..... | ..... | ..... | 5.12 | ..... | 5.55 |
| Rochester | " | Lv | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | 3.36 | 4.45 | 4.45 | ..... | ..... | 4.15 | ..... | ..... | ..... | 5.56 | 6.15 | 6.39 |
| Toronto | " | Lv | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | 4.49 | ..... | ..... | ..... | – | – | – |
| **Buffalo** | " | Ar | ..... | ..... | | 2.09 | 2.23 | 2.58 | ..... | ..... | ..... | – | 5.14 | 4.38 | ..... | 4.49 | 5.28 | 5.28 | ..... | 6.25 | 6.44 | 7.08 |
| **Niagara Falls** | " | Lv | ..... | ..... | | 2.20 | 2.45 | 3.10 | ..... | ..... | ..... | – | D5.25 | 4.50 | 5.40 | ..... | D5.40 | D5.55 | ..... | ..... | D6.55 | D7.20 |
| Toronto | " | Ar | ..... | ..... | | ..... | 3.19 | ..... | ..... | ..... | ..... | – | – | ..... | 6.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Cleveland** | " | Ar | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | 6.09 | 6.35 | ..... | ..... | ..... | ..... | 7.05 | ..... | ..... | ..... | ..... |
| **Cleveland** | " | Lv | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Detroit/Windsor** (Willow Run) | " | Ar | ..... | ..... | | 3.48 | ..... | 4.38 | ..... | ..... | 5.19 | ..... | ..... | 6.18 | ..... | ..... | 7.08 | ..... | ..... | ..... | 8.23 | ..... |
| **Detroit/Windsor** (Willow Run) | EST | Lv | 4.00 | ..... | | 4.00 | ..... | 4.55 | ..... | ..... | D5.30 | ..... | ..... | D6.30 | ..... | ..... | ⓓ7.20 | ..... | ..... | ..... | 8.35 | ..... |
| **Chicago** (O'Hare Field) | CST | Ar | – | ..... | | – | ..... | – | ..... | ..... | – | ..... | ..... | – | ..... | ..... | – | ..... | ..... | ..... | – | ..... |
| **Chicago** (Midway Airport) | GST | Ar | 4.20 | ..... | | 4.20 | ..... | 5.15 | 5.00 | 5.25 | 5.50 | ..... | ..... | 6.50 | ..... | ..... | 7.40 | ..... | 6.00 | ..... | 8.55 | 8.50 |
| | | | | | DC-7 | | | | | | | | Ex Sa | | | | | | DC-6 | | | |
| | | | | | 485 | 65 | | | | | | | | | | | | | 903 | | | |
| **Milwaukee** | CST | Lv | ..... | ..... | 3.45 | ..... | ..... | ..... | D5.25 | ⓓ6.10 | ..... | ..... | ..... | ⓓ7.05 | ..... | ..... | 8.00 | ..... | ⓓ6.30 | ..... | ..... | ..... |
| **Chicago** (Midway Airport) | " | Lv | ..... | ..... | 4.45 | D4500 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Chicago** (O'Hare Field) | " | Lv | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Peoria | " | Ar | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Springfield, Ill. | " | Ar | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **St. Louis** | " | Ar | ..... | ..... | 6.12 | ..... | ..... | ..... | ..... | ..... | 7.37 | ..... | ..... | 8.32 | ..... | ..... | 9.27 | ..... | ..... | ..... | ..... | ..... |
| **St. Louis** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Springfield, Mo. | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Joplin | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Tulsa** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Tulsa** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Oklahoma City** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Dallas** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | 8.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.25 | 10.00 | ..... | ..... |
| **Dallas** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.00 | ..... | ..... | ..... |
| **Ft. Worth** | " | Ar | ..... | ..... | ..... | The Mercury | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.15 | ..... | ..... | ..... |
| **Ft. Worth** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.35 | ..... | ..... | ..... |
| Midland/Odessa | CST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... |
| **El Paso** | MST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.45 | ..... | ..... | ..... |
| **El Paso** | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Bisbee/Douglas | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tucson | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Phoenix | MST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12.55 | ..... | ..... |
| San Diego | PST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... |
| **Los Angeles** (Lockheed Term.) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **Los Angeles** (International) | " | Ar | ..... | ..... | ..... | 9.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1.55 | ..... | ..... |
| **Oakland** | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **San Francisco** | PST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | pm | pm | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | pm | pm |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 41

AMERICAN AIRLINES

# Service between BOSTON, NEW YORK and CHICAGO to the SOUTHWEST and WEST COAST

(SEE NOTE ON BOTTOM OF PAGE)

TABLE 8

| | | | DC-6 Ex Sa | DC-6 | | | | Ex Sa | DC-7 | Ex Sa | DC-6 | | | | Ex Sa | | Ex Sa | | DC-7 Ex Sa | | DC-6 Air-coach | DC-7 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 235 | 219 | | | 735 | 797 | 33 | 739 | 149 | 752 | 709 | 311 | 389 | 753 | 373 | 21 | 775 | 621 | 41 | |
| | | | pm | pm | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am |
| Boston | EST | Lv | ..... | ..... | ..... | ..... | D5.15 | ..... | D5.45 | ..... | ..... | ..... | ..... | ..... | ..... | D6.45 | 7.15 | ..... | ..... | ..... | ..... | ..... |
| Hartford/Springfield | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New York (LaGuardia) | " | Lv | ..... | D5.00 | ..... | ..... | ..... | D5.30 | ..... | ..... | D5.55 | D6.15 | ..... | ..... | 7.30 | ..... | ..... | ..... | ..... | 9.30 | ..... | ..... |
| New York (International) | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | 8.40 | 9.00 | ..... | ..... | ♦11.25 | ..... |
| New York (Newark) | " | Lv | D5.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | D7.00 | 7.35 | ..... | ..... | ..... | ..... | 9.40 | ..... | ..... | ..... |
| Albany/Schenectady | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7.10 | – | – | ..... | 7.45 | 9.35 | ..... | – | ..... | ..... | ..... |
| Albany/Schenectady | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | – | ..... | 8.00 | 9.45 | ..... | – | ..... | ..... | ..... |
| Wilkes-Barre/Scranton | | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | – | ..... | – | – | ..... | – | ..... | ..... | ..... |
| Syracuse | " | Lv | ..... | ..... | ..... | ..... | ..... | 7.02 | ..... | ..... | ..... | ..... | – | – | 9.15 | 9.04 | 10.44 | ..... | 11.12 | ..... | ..... | ..... |
| Rochester | " | Lv | ..... | ..... | ..... | ..... | ..... | 7.46 | ..... | ..... | ..... | ..... | – | – | ..... | – | 11.28 | ..... | 11.56 | ..... | ..... | ..... |
| Toronto | " | Lv | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | – | – | ..... | – | – | ..... | – | ..... | ..... | ..... |
| Buffalo | " | Ar | ..... | ..... | ..... | ..... | 7.30 | 8.15 | ..... | ..... | ..... | ..... | 8.43 | 9.18 | 9.44 | 9.56 | 11.57 | ..... | 12.25 | ..... | The Mer- | ..... |
| Niagara Falls | " | Lv | ..... | ..... | ..... | ..... | 7.45 | 8.25 | ..... | 8.25 | ..... | ..... | Ⓨ8.55 | 9.30 | ..... | 10.10 | ..... | ..... | ..... | ..... | cury | ..... |
| Toronto | " | Ar | ..... | ..... | ..... | ..... | ..... | – | ..... | 8.59 | ..... | ..... | ..... | 10.04 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cleveland | " | Ar | ..... | ..... | ..... | ..... | ..... | 9.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cleveland | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Detroit/Windsor (Willow Run) | " | Ar | ..... | ..... | ..... | ..... | 9.13 | ..... | ..... | ..... | ..... | ..... | Ⓨ1023 | ..... | ..... | 11.38 | ..... | ..... | ..... | 12.00 | ..... | ..... |
| Detroit/Windsor (Willow Run) | EST | Lv | ..... | ..... | ..... | ..... | 9.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.53 | ..... | ..... | ..... | 12.20 | ..... | ..... |
| Chicago (O'Hare Field) | CST | Ar | ..... | ..... | ..... | ..... | 9.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | – | ..... | ..... |
| Chicago (Midway Airport) | CST | Ar | 7.20 | 7.25 | ..... | ..... | ..... | ..... | 8.10 | ..... | ..... | ..... | ..... | ..... | ..... | 12.13 | ..... | 11.00 | ..... | 12.35 | 1.25 | ↘ |
| | | | | | DC-6 Air-coach | | | | | | | | | | | | | DC-6 Ex. Su. & Thu. | | | Ex. Su. | DC-7 |
| | | | | | 655 | 471 | | | | | | | | | | | | 151 | | | | 59 |
| Milwaukee | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago (Midway Airport) | " | Lv | ..... | 7.55 | ..... | 7.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.55 | ..... | b1.05 | B♦1.55 | B♦1.50 |
| Chicago (O'Hare Field) | " | Lv | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Peoria | " | Ar | ..... | ..... | Origi- | 8.44 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Termi- | ..... | ..... | ..... | ..... |
| Springfield, Ill. | " | Ar | ..... | ..... | nates | 9.22 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | nates | ..... | ..... | ..... | ..... |
| St. Louis | " | Ar | ..... | 9.15 | Boston | 10.08 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Mex- | ..... | ..... | ..... | ..... |
| St. Louis | " | Lv | ..... | 9.35 | See | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ico | ..... | ..... | ..... | ..... |
| Springfield, Mo. | " | Ar | ..... | – | Table | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | See | ..... | ..... | ..... | ..... |
| Joplin | " | Ar | ..... | – | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Table | ..... | ..... | ..... | ..... |
| Tulsa | " | Ar | ..... | 11.15 | ..... | ..... | ..... | ..... | ..... | ..... | Via | ..... | ..... | ..... | ..... | ..... | ..... | 26 | ..... | ..... | ..... | ..... |
| Tulsa | " | Lv | ..... | 11.40 | ..... | ..... | ..... | ..... | ..... | ..... | Nash- | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Oklahoma City | " | Lv | ..... | 12.40 | ..... | ..... | ..... | ..... | ..... | ..... | ville | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Dallas | " | Ar | ..... | 1.35 | ↘ | ..... | ..... | ..... | ..... | ..... | See | ..... | ..... | ..... | ..... | ..... | ..... | 3.15 | ..... | ..... | The Mer- | The Mer- |
| Dallas | " | Lv | ..... | ..... | b3.05 | ..... | ..... | ..... | ..... | ..... | Table | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | cury | cury |
| Ft. Worth | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Ft. Worth | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Midland/Odessa | CST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| El Paso | MST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| El Paso | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Bisbee/Douglas | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5.55 | ..... | ..... |
| Tucson | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6.55 | ..... | ..... |
| Phoenix | MST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7.45 | ..... | ..... |
| San Diego | PST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... |
| Los Angeles (Lockheed Term.) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.40 | ..... | 6.05 |
| Los Angeles (International) | " | Ar | ..... | ..... | 6.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6.45 | ..... |
| Oakland | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Francisco | PST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | pm | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | pm | am | am | am | pm | am |

*For commuter services New York to Syracuse and Rochester — Buffalo to Detroit and Chicago - See Tables 14-19*
*Detroit and Chicago to St. Louis - See Table 7C*
*between Chicago and Dallas Ft. Worth - See Table 12*

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

AMERICAN AIRLINES





AMERICAN AIRLINES

# Service between the WEST COAST and SOUTHWEST to CHICAGO, NEW YORK and BOSTON

(SEE NOTE ON BOTTOM OF PAGE 20)

TABLE 8

| | | | | | | | | | | | | | | DC-7 | DC-6 Air-coach | DC-7 | | DC-6 Air-coach | DC-7 Ex Sa |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | 34 | 612 | 56 | | 602 | 46 |
| | | | | | | | | | | | | | | pm | pm | pm | am | pm | pm |
| San Francisco | PST | Lv | am | am | am | am | am | am | am | am | am | am | am | ..... | ..... | ..... | ..... | ..... | S♦1045 |
| Oakland | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Los Angeles | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ♦11.15 | ..... | 11.30 | ..... |
| Los Angeles (International) | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.20 | ..... | ..... | ..... | ..... |
| Los Angeles (Lockheed Term.) | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.15 | – | ..... | ..... | ..... | ..... |
| San Diego | PST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ♦1.00 | ..... | ..... | ..... | ..... |
| Phoenix | MST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tucson | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Bisbee/Douglas | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| El Paso | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | The | ..... | The | ..... | ..... | The |
| El Paso | MST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Mer- | ..... | Mer- | ..... | ..... | Mer- |
| Midland/Odessa | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | cury | ..... | cury | ..... | ..... | cury |
| Ft. Worth | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Ft. Worth | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Dallas | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Dallas | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Oklahoma City | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tulsa | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tulsa | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Joplin | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Springfield, Mo. | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Springfield, Ill. | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Peoria | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago (O'Hare Field) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6.35 | 6.50 | 6.40 | ..... | 8.00 | 6.30 |
| Chicago (Midway Airport) | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Milwaukee | CST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | Ex Su | Ex Su | Ex Su | Ex Su | | Sat. & Sun. Only | Ex Sa & Su | Ex Su | Sun. Only | Ex Su | DC-6 Ex Su | Ex Su | | Ex Sa & Su | DC-6 | | DC-7 |
| | | | 770 | 766 | 734 | 749 | 768 | 712 | 762 | 758 | 728 | 746 | 283 | 756 | | 732 | 284 | | 20 |
| Chicago (Midway Airport) | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | B7.00 | B7.35 | ..... | b8.30 | B8.30 |
| Chicago (O'Hare Field) | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | B7.00 | – | – | ..... | ..... | ..... |
| Detroit/Windsor (Willow Run) | EST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.15 | 9.30 | 9.50 | ..... | ..... | ..... |
| Detroit/Windsor (Willow Run) | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | B8.05 | ..... | 9.25 | 9.55 | 10.05 | ..... | ..... | ..... |
| Cleveland | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cleveland | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | B8.05 | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Toronto | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ↘ | S8.30 | ..... | – | ..... | ..... | ..... | ..... | 10.35 | ..... | ..... |
| Buffalo | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | 9.10 | 9.04 | ..... | 9.25 | ..... | 10.45 | ..... | ..... | 11.05 | 11.25 | ..... |
| Niagara Falls | " | Lv | B6.20 | 6.58 | ..... | ..... | 7.21 | 8.00 | 9.25 | ↔ | 9.25 | 9.38 | 10.40 | 11.00 | ..... | ..... | ↘ | b11.55 | ..... |
| Toronto | " | Ar | – | – | ..... | ..... | – | – | – | ..... | – | – | 11.10 | ..... | ..... | ..... | ..... | ..... | ..... |
| Rochester | " | Ar | – | B7.25 | ..... | ..... | S7.48 | S8.27 | – | ..... | – | 10.05 | ..... | ..... | ..... | 11.37 | ..... | ..... | ..... |
| Syracuse | " | Ar | Ⓑ7.07 | ..... | q B735 | ..... | 8.30 | 9.09 | 10.12 | ..... | 10.12 | ..... | ..... | ..... | ..... | L1219 | ..... | ..... | ..... |
| Wilkes-Barre/Scranton | " | Ar | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... |
| Albany/Schenectady | " | Ar | ..... | ..... | ..... | ..... | 9.25 | ..... | ..... | ..... | ..... | ..... | ..... | 12.18 | ..... | – | ..... | ..... | ..... |
| Albany/Schenectady | " | Lv | ..... | ..... | ..... | 8.25 | 9.35 | ..... | ..... | ..... | ..... | ..... | ..... | L1228 | ..... | – | ..... | ..... | ..... |
| New York (Newark) | " | Ar | ..... | ..... | ..... | – | ..... | 10.34 | 11.37 | ..... | ..... | ..... | ..... | – | ..... | – | ..... | ..... | ..... |
| New York (International) | " | Ar | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | 10.25 | – | ..... | ..... | 11.55 |
| New York (LaGuardia) | " | Ar | 8.35 | 9.00 | ..... | 9.18 | 10.10 | ..... | ..... | ..... | 11.37 | 11.40 | ..... | 1.21 | ..... | 1.45 | ..... | ..... | ..... |
| Hartford/Springfield | " | Ar | ..... | ..... | 8.57 | ..... | 10.58 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12.00 | ..... | ..... | 1.30 | ..... |
| Boston | EST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | am | am | am | am | am | am | am | am | am | am | am | pm | am | pm | am | pm | am |


*for Luxury Service between...*

**CHICAGO—SAN FRANCISCO**

*3 nonstop round trip flights daily*

**CHICAGO—LOS ANGELES**

*4 nonstop round trip flights daily*

FLY THE *Mercury*


ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 41

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

AMERICAN AIRLINES

AMERICAN AIRLINES

# Service between the WEST COAST and SOUTHWEST to CHICAGO, NEW YORK and BOSTON

(SEE NOTE ON BOTTOM OF PAGE)

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

TABLE 8

| | | | DC-6 Air-coach 606 | 480 | 702 | | 704 | DC-6 Air-coach 966 | DC-6 Air-coach 638 | DC-6 908 | DC-6 910 | DC-6 Air-coach 650 | DC-6 Air-coach 690 | 482 | DC-7 88 | DC-6 216 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | pm | am | am | pm | pm | pm | pm | pm | am | am | pm | am | pm |
| San Francisco | PST | Lv | ..... | ..... | 10.20 | ..... | ..... | 10.45 | ?11.00 | 11.05 | 8.50 | 11.55 | ..... | ..... | ♦11.45 | ..... | ..... |
| Oakland | " | Lv | ..... | ..... | | ..... | ..... | | | | | | ..... | ..... | | ..... | ..... |
| Los Angeles (International) | " | Lv | ..... | ..... | | ..... | ..... | | | | | | ..... | ..... | | ..... | ..... |
| Los Angeles (Lockheed Term.) | " | Lv | ..... | ..... | – | ..... | ..... | | | – | | | ..... | ..... | | ..... | ..... |
| San Diego | PST | Lv | ..... | ..... | 11.20 | ..... | ..... | | | 12.05 | | | ..... | ..... | | ..... | ..... |
| Phoenix | MST | Lv | ..... | ..... | 2.10 | ..... | ..... | | | | 12.45 | | ..... | ..... | The Mercury | ..... | ..... |
| Tucson | " | Lv | ..... | ..... | | ..... | ..... | | | | 1.45 | | ..... | ..... | | ..... | ..... |
| Bisbee/Douglas | " | Lv | ..... | ..... | | ..... | ..... | | | | – | | ..... | ..... | | ..... | ..... |
| El Paso | " | Ar | ..... | ..... | | ..... | ..... | 2.25 | | | 2.55 | | ..... | ..... | | ..... | ..... |
| El Paso | MST | Lv | ..... | ..... | | ..... | ..... | 2.55 | | | 3.15 | | ..... | ..... | | ..... | ..... |
| Midland/Odessa | CST | Lv | ..... | ..... | | ..... | ..... | | | | | | ..... | ..... | | ..... | ..... |
| Ft. Worth | " | Ar | ..... | ..... | | ..... | ..... | | | | | | ..... | ..... | | ..... | ..... |
| Ft. Worth | " | Lv | ..... | ..... | | ..... | ..... | | | | | | ..... | 6.40 | | B6.50 | ..... |
| Dallas | " | Ar | ..... | ..... | | ..... | ..... | 6.05 | 6.20 | 6.25 | 6.25 | 6.30 | ..... | 6.55 | 6.30 | – | ..... |
| Dallas | " | Lv | ..... | ..... | | ..... | ..... | | | | | | b7.05 | B7.10 | | – | ..... |
| Oklahoma City | " | Ar | ..... | ..... | | ..... | ..... | | | | | | | – | | ⑧7.45 | ..... |
| Tulsa | " | Ar | ..... | ..... | | ..... | ..... | | | | | | | 8.30 | | 8.45 | ..... |
| Tulsa | " | Lv | ..... | ..... | | ..... | ..... | | Terminates New York See Table 7 | | | | | 8.43 | | 9.05 | ..... |
| Joplin | " | Lv | ..... | ..... | | ..... | ..... | | | | | | | – | | | ..... |
| Springfield, Mo. | " | Lv | ..... | ..... | | ..... | ..... | | | | | | | – | | | ..... |
| St. Louis | " | Ar | ..... | ..... | | ..... | ..... | | | | | | | 10.29 | | | ..... |
| St. Louis | " | Lv | ..... | B8.00 | B7.35 | ..... | B8.25 | | | | | | | L1040 | | | ..... |
| Springfield, Ill. | " | Lv | ..... | – | | ..... | – | | | | | | | | | | ..... |
| Peoria | " | Lv | ..... | – | Ex.Su. | ..... | – | | | | | | | | | | ..... |
| Chicago (O'Hare Field) | " | Ar | ..... | – | | ..... | 9.55 | | | | | | | | | | ..... |
| Chicago (Midway Airport) | " | Ar | ..... | 9.25 | 9.00 | ..... | | | | | | | 10.20 | | | 11.35 | ..... |
| Milwaukee | CST | Ar | ..... | ..... | Daily | DC-6 | | | | | | | ..... | | DC-6 Air-coach 618 | ..... | ..... |
| | | | | 580 | 778 | | 220 | | 582 | 789 | | | 760 | | 11.55 | L1200 | DC-6 Ex Sa 124 |
| Chicago (Midway Airport) | CST | Lv | ..... | 9.00 | b9.00 | ..... | 9.15 | L1000 | | | | | L1110 | | | | L1205 |
| Chicago (O'Hare Field) | CST | Lv | ..... | – | | ..... | – | | 10.10 | | | | | | | | – |
| Detroit/Windsor (Willow Run) | EST | Ar | ..... | 11.15 | | ..... | 11.30 | Ex.Su. | 12.25 | | | | 1.25 | | | | 2.15 |
| Detroit/Windsor (Willow Run) | " | Lv | ..... | L1125 | | ..... | L1140 | | L1240 | | | | 1.40 | | | | |
| Cleveland | " | Ar | ..... | | | ..... | | | | | | | | 1.57 | | | |
| Cleveland | " | Lv | 10.45 | | | ..... | | | L1240 | | | | | 2.10 | | | |
| Toronto | " | Lv | Ex. Sa. | | | ..... | | | – | | | | | – | | | |
| Buffalo | " | Ar | 11.50 | 12.45 | | ..... | | | 2.00 | 1.45 | 3.00 | | | 3.15 | | | |
| Niagara Falls | " | Lv | 12.05 | 1.00 | | ..... | | | 2.12 | 1.56 | 3.34 | | | 3.25 | | | |
| Toronto | " | Ar | Daily | – | | ..... | | | | – | | | | | | | |
| Rochester | " | Ar | 12.32 | 1.27 | | ..... | 1.12 | | | 2.23 | | | | | | | |
| Syracuse | " | Ar | t1.14 | 2.09 | | ..... | 1.54 | | | 3.05 | | | | | | | |
| Wilkes-Barre/Scranton | " | Ar | | – | | ..... | | | 3.17 | | | | | | | | |
| Albany/Schenectady | " | Ar | | 3.04 | | ..... | | | – | | | | | | | | |
| Albany/Schenectady | " | Lv | | 3.14 | | ..... | | | – | | | | | | | | |
| New York (Newark) | " | Ar | 2.40 | | | ..... | | | 4.07 | 4.30 | | | | | | 3.40 | |
| New York (International) | " | Ar | ..... | | | ..... | | | | | | | | | | | |
| New York (LaGuardia) | " | Ar | ..... | | 12.45 | ..... | 3.20 | 1.45 | | | | | | 4.55 | 3.40 | | |
| Hartford/Springfield | " | Ar | ..... | | | ..... | | | | | | | 5.13 | | | | |
| Boston | EST | Ar | ..... | 4.07 | | ..... | | | | | | | 6.01 | | 5.15 | | |
| | | | pm | pm | pm | am | pm | pm | pm | pm | pm | am | pm | pm | pm | pm | pm |

*For commuter services Chicago and Detroit to Buffalo—Rochester and Syracuse to New York - See Tables 14-19*
*St. Louis to Chicago and Detroit - See Table 7C*
*between Ft. Worth/Dallas and Chicago - See Table 12*





AMERICAN AIRLINES

Service between the WEST COAST and SOUTHWEST to CHICAGO, NEW YORK and BOSTON

(SEE NOTE ON BOTTOM OF PAGE 20)

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

TABLE 8

| | | | 432 | DC-7 26 | Ex Su 724 | | DC-6 148 | 470 | | | Ex Sa 710 | | | | | | | DC-6 Sat. Only 246 | DC-6 Sun. Only 240 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | pm | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| San Francisco | PST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Oakland | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Los Angeles (International) | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Los Angeles (Lockheed Term.) | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Diego | PST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Phoenix | MST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tucson | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Bisbee/Douglas | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| El Paso | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| El Paso | MST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Midland/Odessa | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Ft. Worth | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Ft. Worth | " | Lv | ..... | ..... | ..... | ..... | ..... | 6.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Dallas | " | Ar | ..... | ..... | ..... | ..... | ..... | 7.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Dallas | " | Lv | ..... | 9.30 | ..... | ..... | ..... | B7.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L1215 | ..... |
| Oklahoma City | " | Ar | ..... | | ..... | ..... | ..... | 8.27 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | ..... |
| Tulsa | " | Ar | ..... | | ..... | ..... | ..... | 9.22 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tulsa | " | Lv | ..... | | ..... | ..... | L9.25 | 9.32 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Joplin | " | Lv | ..... | | ..... | ..... | | 10.21 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Springfield, Mo. | " | Lv | ..... | | ..... | ..... | | 10.58 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Eff. Feb.16 | ..... | ..... |
| St. Louis | " | Ar | ..... | | ..... | ..... | | 12.01 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L1.15 | ..... | ..... |
| St. Louis | " | Lv | 10.10 | | L1110 | ..... | | L1215 | ..... | ..... | L1230 | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... |
| Springfield, Ill. | " | Lv | 10.58 | | – | ..... | | | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... |
| Peoria | " | Lv | – | | – | ..... | | | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... |
| Chicago (O'Hare Field) | " | Ar | – | | 12.40 | ..... | | | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | | ..... | ..... |
| Chicago (Midway Airport) | " | Ar | 11.57 | 12.15 | | ..... | | 1.40 | ..... | ..... | 1.55 | ..... | ..... | ..... | ..... | ..... | ..... | 2.30 | 3.30 | ..... |
| Milwaukee | CST | Ar | ..... | | Ex Sa & Su | ..... | Via Nashville See Table 7 | 2.37 | ..... | ..... | Daily | Ex Sa | ..... | ..... | ..... | ..... | ..... | DC-6 | DC-6 Air-coach 604 | ..... |
| | | | | | | 744 | | | DC-6 Ex Sa 222 | 792 | | 586 | 730 | 755 | 588 | 786 | 296 | 604 | 764 | 742 |
| Chicago (Midway Airport) | CST | Lv | L1215 | L1240 | ⑪1250 | L1.00 | | | 2.00 | | 2.15 | | | | | | | 3.00 | 3.30 | 4.10 | |
| Chicago (O'Hare Field) | CST | Lv | | | | – | | | | | – | | 2.30 | | | | | | | – | |
| Detroit/Windsor (Willow Run) | EST | Ar | | | 3.05 | 3.15 | | | | | 4.30 | | 4.45 | | | | | | | 6.25 | |
| Detroit/Windsor (Willow Run) | " | Lv | | | | 3.25 | | | | | 4.40 | | 4.55 | | | | | | | D6.35 | |
| Cleveland | " | Ar | | | | | | | | | | 4.35 | | | | Ⓨ5.25 | D6.15 | | | | |
| Cleveland | " | Lv | | | | | | | | | | – | | | | | – | | | | |
| Toronto | " | Lv | | | | | | | | 4.00 | | | | | | | | | | | |
| Buffalo | " | Ar | 3.29 | | | 4.45 | | | | 4.34 | 6.00 | 5.40 | 6.15 | | Ⓨ6.30 | 7.20 | | | 7.55 | | |
| Niagara Falls | " | Lv | 3.40 | | | 4.55 | | | | D6.10 | 5.50 | D6.25 | | | 6.40 | 7.30 | | | 8.10 | 8.00 | |
| Toronto | " | Ar | – | | | – | | | | | – | | | | | – | | | | – | |
| Rochester | " | Ar | 4.07 | | | | | | | | 6.17 | | | | D7.07 | 7.57 | | | 8.37 | | |
| Syracuse | " | Ar | 4.49 | | | D5.22 | | | | | D6.59 | | | | – | 8.39 | | | 9.19 | | |
| Wilkes-Barre/Scranton | " | Ar | – | | | | | | | | | | | | – | – | | | | | |
| Albany/Schenectady | " | Ar | – | | | | | | | | | | | | – | 9.36 | | | | | |
| Albany/Schenectady | " | Lv | – | | | | | | | | | | | 8.05 | – | 9.52 | | | | | |
| New York (Newark) | " | Ar | – | | | | | | | | 7.40 | | | – | 8.42 | | | | | | |
| New York (International) | " | Ar | – | | | | | | | | – | 8.30 | | – | | | | | | | |
| New York (LaGuardia) | " | Ar | 6.15 | | | 7.00 | 3.35 | | 5.45 | | Ex. Sa. – | | 7.55 | 8.58 | | | | 6.45 | 7.15 | 10.45 | 9.30 |
| Hartford/Springfield | " | Ar | | | | | | | | | – | | | | | 10.27 | | | | | |
| Boston | EST | Ar | | 4.30 | | | | | | | 9.05 | | | | | 11.15 | | | | | |
| | | | 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 41



AMERICAN AIRLINES

AMERICAN AIRLINES

# Service between the WEST COAST and SOUTHWEST to CHICAGO, NEW YORK and BOSTON

(SEE NOTE ON BOTTOM OF PAGE)

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

TABLE 8

| | | | DC-7 | | DC-7 | DC-7 | DC-7 | | | DC-6 Ex Sa | Ex Sa | | | | DC-6 | DC-7 | DC-6 Air-coach | | DC-7 | DC-7 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 900 | 484 | 40 | 22 | 36 | | | 280 | 706 | | 426 | | 202 | 86 | 622 | | 42 | 44 |
| | | | pm | am | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | am |
| San Francisco | PST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L4900 | ..... |
| Oakland | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Diego | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Los Angeles | " | Lv | ..... | 1.05 | ..... | L4815 | ..... | B4800 | ..... | ..... | ..... | ..... | ..... | ..... | B7.20 | ..... | 7.40 | ..... | ..... | L4945 |
| (International) | | | | | | | | | | | | | | | | | | | | |
| Los Angeles | " | Lv | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | – | ..... | ..... | ..... |
| (Lockheed Term.) | | | | | | | | | | | | | | | | | | | | |
| San Diego | PST | Lv | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | 8.40 | ..... | ..... | ..... |
| Phoenix | MST | Lv | ..... | ..... | ..... | ..... | L4 1050 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.10 | ..... | 11.30 | ..... | ..... | ..... |
| Tucson | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L1115 | ..... | b12.35 | ..... | ..... | ..... |
| Bisbee/Douglas | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| El Paso | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| El Paso | MST | Lv | ..... | ..... | ..... | 8.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Midland/Odessa | CST | Lv | ..... | B7.10 | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Ft. Worth | " | Ar | ..... | 8.38 | ..... | 11.45 | ..... | ..... | ..... | ..... | ..... | ..... | 12.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Ft. Worth | " | Lv | ..... | 8.50 | The | 12.05 | The | ..... | ..... | ..... | ..... | ..... | 12.40 | ..... | ..... | ..... | ..... | ..... | The | The |
| Dallas | " | Ar | ..... | 9.05 | Mer- | 12.20 | Mer- | ..... | ..... | ..... | ..... | ..... | L1252 | ..... | ..... | ..... | ..... | ..... | Mer- | Mer- |
| Dallas | " | Lv | ..... | 9.30 | cury | L1245 | cury | ..... | ..... | ..... | ..... | ..... | 1.54 | ..... | 3.20 | 3.55 | ..... | ..... | cury | cury |
| Oklahoma City | " | Ar | ..... | 10.32 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.47 | ..... | 4.20 | 4.35 | ..... | ..... | ..... | ..... |
| Tulsa | " | Ar | ..... | 11.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3.00 | ..... | D4.45 | D5.00 | ..... | ..... | ..... | ..... |
| Tulsa | " | Lv | ..... | L1140 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Joplin | " | Lv | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Springfield, Mo. | " | Lv | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4.46 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| St. Louis | " | Ar | ..... | 1.26 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | D5.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| St. Louis | " | Lv | ..... | 1.43 | ..... | ..... | ..... | ..... | ..... | 4.00 | 4.30 | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Springfield, Ill. | " | Lv | ..... | 2.31 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Peoria | " | Lv | ..... | 3.07 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago | " | Ar | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (O'Hare Field) | | | | | | | | | | | | | | | | | | | | |
| Chicago | " | Ar | ..... | 3.55 | 3.40 | 3.30 | 4.35 | ..... | ..... | ..... | 5.55 | ..... | 6.25 | ..... | ..... | ..... | 6.45 | ..... | 4.45 | 5.10 |
| (Midway Airport) | | | | | | | | | | | | | | | | | | | | |
| Milwaukee | CST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | Ex Sa | | | | | | | | Eff. | | | | | DC-6 Air-coach | | DC-6 Ex Sa | |
| | | | | 739 | | | | 716 | 708 | | Daily | Feb. 10 | DC-6 Air-coach 608 | Ex. Sa. | DC-6 Ex Sa 206 | | 628 | | 230 | |
| Chicago | CST | Lv | ..... | 4.10 | | 4.00 | D5.00 | D5.05 | D5.20 | | D6.10 | | 6.30 | ⑥6.45 | D7.00 | | b7.15 | 7.15 | | D5.35 |
| (Midway Airport) | | | | | | | | | | | | | | | | | | | | |
| Chicago | CST | Lv | ..... | – | ..... | ..... | ..... | – | – | ..... | ..... | 7.05 | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... |
| (O'Hare Field) | | | | | | | | | | | | | | | | | | | | |
| Detroit/Windsor | EST | Ar | ..... | 6.25 | ..... | ..... | ..... | 7.20 | 7.35 | ..... | 8.25 | D7.30 | ..... | ..... | ..... | ..... | 9.25 | ..... | 8.50 | ..... |
| (Willow Run) | | | | | | | | | | | | | | | | | | | | |
| Detroit/Windsor | " | Lv | ..... | D6.35 | ..... | ..... | ..... | 7.35 | 7.50 | ..... | 8.40 | ..... | ..... | ..... | ..... | ..... | 9.50 | ..... | ..... | ..... |
| (Willow Run) | | | | | | | | | | | | | | | | | | | | |
| Cleveland | " | Ar | ..... | ..... | ..... | ..... | ..... | – | – | 7.05 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cleveland | " | Lv | ..... | ..... | ..... | ..... | ..... | – | – | D7.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Toronto | " | Lv | ..... | ..... | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | Ex. Sa. | ..... | ..... | ..... | ..... | ..... | ..... |
| Buffalo | " | Ar | ..... | ..... | ..... | ..... | ..... | 8.55 | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Operates | Sat. | ..... | ..... |
| Niagara Falls | " | Lv | 8.25 | ..... | ..... | ..... | ..... | 9.05 | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Ex. Sa. | Only | ..... | ..... |
| Toronto | " | Ar | 8.59 | ..... | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Between | ..... | ..... | ..... |
| Rochester | " | Ar | ..... | ..... | ..... | ..... | ..... | – | 9.22 | ..... | 10.12 | ..... | ..... | ..... | ..... | ..... | Detroit | ..... | ..... | ..... |
| Syracuse | " | Ar | ..... | ..... | ..... | ..... | ..... | 9.52 | 10.04 | ..... | 10.49 | ..... | ..... | ..... | ..... | ..... | and | ..... | ..... | ..... |
| Wilkes-Barre/Scranton | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | New | ..... | ..... | ..... |
| Albany/Schenectady | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | 11.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | York | ..... | ..... | ..... |
| Albany/Schenectady | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | 11.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New York | " | Ar | ..... | 8.59 | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | 10.40 | ..... | ..... | ..... | ..... | ..... |
| (Newark) | | | | | | | | | | | | | | | | | | | | |
| New York | " | Ar | ..... | ..... | ..... | 7.25 | 8.25 | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | 9.50 | ..... | ..... | ..... | ..... |
| (International) | | | | | | | | | | | | | | | | | | | | |
| New York | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | 12.03 | ..... | ..... | ..... | 10.15 | ..... | 11.45 | ..... | 11.55 | 11.00 | ..... | ..... |
| (LaGuardia) | | | | | | | | | | | | | | | | | | | | |
| Hartford/Springfield | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.15 | 9.25 |
| Boston | EST | Ar | ..... | ..... | ..... | ..... | ..... | 11.24 | ..... | 9.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | pm | am | pm | pm | pm | pm | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |

Via Nashville and Washington See Table 7

*For commuter services Chicago and Detroit to Buffalo—Rochester and Syracuse to New York - See Tables 14-19*
*St. Louis to Chicago and Detroit - See Table 7C*
*between Ft. Worth/Dallas and Chicago - See Table 12*





AMERICAN AIRLINES

# Service between the WEST COAST and SOUTHWEST to CHICAGO, NEW YORK and BOSTON

(SEE NOTE ON BOTTOM OF PAGE 22)

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

TABLE 8

| | | | DC-6 Air-coach | DC-6 | DC-6 | DC-6 | DC-7 | DC-6 | DC-7 | | | | | | DC-6 Air-coach | DC-7 | DC-6 | DC-6 | DC-7 | DC-6 | DC-6 Ex Mo & Fr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 614 | 918 | 114 | 166 | 902 | 158 | 38 | 472 | | 486 | 474 | 478 | 654 | 48 | 954 | 112 | 18 | 212 | 150 |
| | | | am | am | am | am | am | pm | am | pm | pm | pm | pm | pm | am | pm | pm | pm | pm | pm | am |
| San Francisco | PST | Lv | ..... | 7.50 | ..... | ..... | ..... | ..... | L1145 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L1240 | ..... | ..... | ..... | ..... |
| Oakland | " | Lv | ..... | L8.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Diego | " | Lv | ..... | ..... | ..... | 7.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Los Angeles | " | Lv | b9.00 | ..... | 7.15 | B8.40 | L9.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | b11.30 | D4150 | ..... | 1.40 | D4410 | 4.25 | ..... |
| (International) | | | | | | | | | | | | | | | | | | | | | |
| Los Angeles | " | Lv | ..... | ..... | - | - | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | - | ..... |
| (Lockheed Term.) | | | | | | | | | | | | | | | | | | | | | |
| San Diego | PST | Lv | ..... | ..... | B8.15 | - | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | D5.25 | ..... |
| Phoenix | MST | Lv | ..... | ..... | - | L1140 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4.35 | 4.55 | The | 8.10 | ..... |
| Tucson | " | Lv | ..... | ..... | 11.10 | ..... | ..... | ..... | The | ..... | ..... | ..... | ..... | ..... | ..... | The | - | - | Mer- | 9.10 | Originates |
| Bisbee/Douglas | " | Lv | ..... | ..... | - | ..... | ..... | ..... | Mer- | ..... | ..... | ..... | ..... | ..... | ..... | Mer- | ..... | ..... | cury | 9.55 | Mexico |
| El Paso | " | Ar | ..... | ..... | 12.20 | ..... | ..... | ..... | cury | ..... | ..... | ..... | ..... | ..... | ..... | cury | 6.05 | 6.05 | ..... | 10.50 | See |
| El Paso | MST | Lv | ..... | ..... | L1245 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | - | D6.30 | ..... | 11.10 | Table |
| Midland/Odessa | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.50 | ..... | - | 26 |
| Ft. Worth | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.10 | 10.10 | 2.15 | B2.50 |
| Ft. Worth | " | Lv | ..... | 3.50 | 3.55 | 4.00 | 4.00 | ..... | ..... | ..... | ..... | 4.30 | 4.48 | ..... | 6.00 | ..... | ..... | ..... | 10.35 | ..... | |
| Dallas | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4.45 | 5.03 | ..... | ..... | ..... | ..... | ..... | 10.50 | ..... | |
| Dallas | " | Lv | ..... | ..... | ..... | ..... | ..... | D4.30 | ..... | ..... | ..... | D5.00 | 5.15 | D5.40 | ..... | ..... | ..... | ..... | 11.10 | ..... | |
| Oklahoma City | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | D6.17 | – | ..... | ..... | ..... | ..... | 12.00 | ..... | |
| Tulsa | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | 7.10 | 7.00 | ..... | ..... | ..... | ..... | 12.55 | ..... | |
| Tulsa | " | Lv | ..... | ..... | Termi- | ..... | ..... | ..... | ..... | ..... | ..... | – | 7.20 | 7.12 | Termi- | ..... | ..... | Termi- | ..... | ..... | |
| Joplin | " | Lv | ..... | ..... | nates | ..... | ..... | ..... | ..... | ..... | ..... | – | 8.09 | – | nates | ..... | ..... | nates | ..... | ..... | |
| Springfield, Mo. | " | Lv | ..... | ..... | New | ..... | ..... | ..... | ..... | ..... | ..... | – | 8.46 | – | New | ..... | ..... | New | ..... | ..... | |
| St. Louis | " | Ar | ..... | ..... | York | ..... | ..... | ..... | ..... | ..... | ..... | 7.45 | 9.49 | 8.58 | York | ..... | ..... | York | ..... | ..... | |
| St. Louis | " | Lv | ..... | ..... | See | ..... | ..... | ..... | ..... | D7.00 | ..... | 7.55 | 10.05 | 9.12 | See | ..... | ..... | See | ..... | ..... | |
| Springfield, Ill. | " | Lv | ..... | ..... | Table | ..... | ..... | ..... | ..... | - | ..... | - | ..... | - | Table | ..... | ..... | Table | ..... | ..... | |
| Peoria | " | Lv | ..... | ..... | 7 | ..... | ..... | ..... | ..... | Ex. Sa. | ..... | - | ..... | - | 7 | ..... | ..... | 7 | ..... | ..... | |
| Chicago | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | - | ..... | 9.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | |
| (O'Hare Field) | | | | | | | | | | | | | | | | | | | | | |
| Chicago | " | Ar | 5.30 | ..... | ..... | ..... | ..... | 7.45 | 7.30 | 8.25 | ..... | ..... | 11.30 | 10.37 | ..... | 9.15 | ..... | ..... | ..... | ..... | 6.05 |
| (Midway Airport) | | | | | | | | | | | | | | | | | | | | | |
| Milwaukee | CST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | DC-6 Ex Sa | | Ex Sa | | | | | | | DC-6 Ex Sa & Su | | | | |
| | | | | | | | | 226 | | 286 | 776 | | | | | | 242 | | | | |
| Chicago | CST | Lv | b6.00 | ..... | ..... | ..... | ..... | 8.05 | | t8.00 | ▶8.45 | ..... | ..... | ..... | ..... | 9.40 | 10.00 | ..... | ..... | ..... | ..... |
| (Midway Airport) | | | | | | | | | | | | | | | | | | | | | |
| Chicago | CST | Lv | ..... | ..... | ..... | ..... | ..... | - | ..... | ..... | 9.15 | 9.35 | ..... | ..... | ..... | - | ..... | ..... | ..... | ..... | ..... |
| (O'Hare Field) | | | | | | | | | | | | | | | | | | | | | |
| Detroit/Windsor | EST | Ar | ..... | ..... | ..... | ..... | ..... | 10.15 | ..... | 10.55 | 11.30 | 11.50 | ..... | ..... | ..... | 11.45 | ..... | ..... | ..... | ..... | ..... |
| (Willow Run) | | | | | | | | | | | | | | | | | | | | | |
| Detroit/Windsor | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.15 | 11.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (Willow Run) | | | | | | | | | | | | | | | | | | | | | |
| Cleveland | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cleveland | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Toronto | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Buffalo | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12.30 | 1.05 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Niagara Falls | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Toronto | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Rochester | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Syracuse | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wilkes-Barre/Scranton | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Albany/Schenectady | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Albany/Schenectady | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New York | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (Newark) | | | | | | | | | | | | | | | | | | | | | |
| New York | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | 11.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| (International) | | | | | | | | | | | | | | | | | | | | | |
| New York | " | Ar | 9.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1.45 | ..... | ..... | ..... | ..... |
| (LaGuardia) | | | | | | | | | | | | | | | | | | | | | |
| Hartford/Springfield | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Boston | EST | Ar | 11.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | pm | pm | pm | pm | pm | pm | am | pm | am | am | pm | pm | pm | pm | am | pm | am | am | am |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 41

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 & Su 593 | 583 | DC-6 141 | | Ex Su 585 | 589 | DC-6 167 | DC-7 Ex Su 49 | DC-6 Ex Su 161 | DC-6 Su On 161 | | | | | | 703 | | Ex Sa 783 | Ex Sa 587 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | pm | am | am | am | am | am | am | pm | pm | pm | pm | pm | am | pm | am | pm |
| New York (LaGuardia) | EST | Lv | ..... | ..... | B7.45 | ..... | ..... | ..... | ..... | ..... | B8.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cleveland | " | Lv | ..... | 7.05 | – | ..... | 8.50 | S8.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.05 | ..... | L1145 | S12.05 |
| Akron/Canton | " | Ar | ..... | 7.28 | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Akron/Canton | " | Lv | ..... | S7.38 | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Pittsburgh | " | Ar | ..... | – | 9.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Pittsburgh | " | Lv | ..... | – | 9.45 | ..... | ..... | ..... | 8.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Columbus, O. | " | Ar | ..... | 8.19 | ↓ | ..... | ..... | 9.11 | ↓ | ..... | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | 10.51 | ..... | ↓ | 12.51 |
| Columbus, O. | " | Lv | ..... | 8.29 | ↓ | ..... | ..... | 9.21 | ↓ | ..... | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | 11.01 | ..... | ↓ | S1.01 |
| Dayton | " | Ar | ..... | 9.02 | ↓ | ..... | ..... | 9.54 | ↓ | ..... | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | 11.34 | ..... | 12.48 | – |
| Dayton | " | Lv | ..... | 9.12 | ↓ | ..... | ..... | 10.05 | ↓ | ..... | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | 11.44 | ..... | 12.58 | – |
| Cincinnati | " | Ar | ..... | 9.42 | ↓ | ..... | 10.08 | 10.35 | 10.05 | ..... | 11.10 | ..... | ..... | ..... | ..... | ..... | ..... | 12.14 | ..... | 1.28 | 1.47 |
| Cincinnati | EST | Lv | S8.05 | 9.55 | ↓ | ..... | ↓ | 10.45 | L1030 | L1155 | 11.30 | 11.30 | ..... | ..... | ..... | ..... | ..... | S12.30 | ..... | ..... | 1.57 |
| Louisville | CST | Ar | 7.42 | 9.32 | ↓ | ..... | ..... | 10.22 | ↓ | ..... | 11.05 | 11.05 | ..... | ..... | ..... | ..... | ..... | 12.07 | ..... | ..... | 1.34 |
| Louisville | " | Lv | ..... | 9.42 | ↓ | ..... | ..... | ..... | ↓ | ..... | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | L1217 | ..... | ..... | 1.44 |
| Nashville | CST | Ar | ..... | 10.38 | 11.00 | ..... | ..... | ..... | ↓ | ..... | ↓ | ..... | ..... | ..... | ..... | ↷ | 1.13 | ..... | ..... | ..... | 2.40 |
| | | | | | | | | | | The Mercury | DC-7 | | DC-6 | DC-7 | DC-6 Aircoach | DC-6 | | | DC-6 | | DC-6 |
| | | | | 401 | | 405 | | | | | 907 | | 911 | 87 | 715 | 637 | 201 | | 207 | | 117 |
| Nashville | CST | Lv | ..... | L1115 | L1125 | L1240 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.20 | 1.25 | ↷ | ..... | D5.15 |
| Memphis | " | Ar | ..... | 12.24 | ↓ | 1.49 | ..... | ..... | ..... | Via Chicago See Table 25 | ..... | ..... | ..... | ..... | Originates Detroit See Table 8 | ..... | ↓ | 2.34 | 3.15 | ..... | 6.15 |
| Memphis | " | Lv | ..... | ..... | ↓ | 2.00 | ..... | ..... | ..... | ↓ | ..... | ..... | ..... | ..... | ↓ | ..... | 4.35 | ..... | – | ..... | ⑥6.35 |
| Little Rock | " | Ar | ..... | ..... | ↓ | 2.50 | ..... | ..... | ..... | ↓ | ..... | ..... | ..... | ..... | ↓ | ..... | D5.40 | ..... | – | ..... | 7.25 |
| Tulsa | " | Ar | ..... | ..... | ↓ | ↓ | ..... | ..... | ..... | ↓ | ..... | ..... | ..... | ..... | ↓ | ..... | ↓ | ..... | – | ..... | – |
| Oklahoma City | " | Ar | ..... | ..... | ↓ | ↓ | ..... | ..... | ..... | ↓ | ..... | ..... | ..... | ..... | ↓ | ..... | ↓ | ..... | – | ..... | – |
| Houston | " | Ar | ..... | ..... | 2.20 | ↓ | ..... | ..... | ..... | ↓ | ..... | ..... | ..... | ..... | ↓ | ..... | ↓ | ..... | – | ..... | – |
| Dallas | " | Ar | ..... | ..... | ↓ | 4.38 | ..... | ..... | 12.55 | ↓ | 1.30 | ..... | 1.45 | D1.40 | ↓ | ..... | ↓ | ..... | – | ..... | 9.05 |
| Dallas | " | Lv | ..... | ..... | For Complete New York-Nashville Service See Table 7 | 4.50 | ..... | ..... | 1.40 | ↓ | ↓ | ..... | ↓ | ↓ | 2.15 | ..... | ↓ | ..... | – | ..... | 9.20 |
| Ft. Worth | " | Ar | ..... | ..... | ↓ | 5.05 | ..... | ..... | – | ↓ | ↓ | ..... | ↓ | ↓ | 2.30 | ↷ | 3.10 | ..... | 5.15 | ..... | 9.35 |
| Ft. Worth | " | Lv | ..... | ..... | ↓ | ↓ | ..... | ..... | – | ↓ | ↓ | ..... | ↓ | ↓ | 2.45 | ..... | ↓ | ..... | D6.10 | ..... | ..... |
| Midland/Odessa | CST | Ar | ..... | ..... | ↓ | ↓ | ..... | ..... | – | ↓ | ↓ | ..... | ↓ | ↓ | 4.23 | ..... | ↓ | ..... | – | ..... | ..... |
| El Paso | MST | Ar | ..... | ..... | ↓ | ↓ | ..... | ..... | 3.05 | ↓ | ↓ | ..... | 3.10 | ↓ | ..... | ..... | ↓ | ..... | 7.30 | ..... | ..... |
| Bisbee/Douglas | " | Ar | ..... | ..... | ↓ | ↓ | ..... | ..... | – | ↓ | ↓ | ..... | – | ↓ | ..... | ..... | ↓ | ..... | – | ..... | ..... |
| Tucson | " | Ar | ..... | ..... | ↓ | ↓ | ..... | ..... | D4.45 | ↓ | ↓ | ..... | 5.00 | ↓ | ..... | ..... | ↓ | ..... | 9.10 | ..... | ..... |
| Phoenix | MST | Ar | ..... | ..... | ↓ | ↓ | ..... | ..... | – | ↓ | ↓ | ..... | D6.00 | ↓ | ..... | ..... | ↓ | ..... | 10.05 | ..... | ..... |
| San Diego | PST | Ar | ..... | ..... | ↓ | ↓ | ..... | ..... | 5.50 | ↓ | ↓ | ..... | ↓ | ↓ | ..... | ..... | ↓ | ..... | 10.55 | ..... | ..... |
| Los Angeles (Lockheed Term.) | " | Ar | ..... | ..... | ↓ | ↓ | ..... | ..... | – | ↓ | ↓ | ..... | ↓ | ↓ | ..... | ..... | ↓ | ..... | ..... | ..... | ..... |
| Los Angeles (International) | " | Ar | ..... | ..... | ↓ | ↓ | ..... | ..... | 6.45 | ↓ | 4.05 | ..... | ↓ | ↓ | ..... | ..... | 10.20 | ..... | ..... | ..... | ..... |
| Oakland | " | Ar | ..... | ..... | ↓ | ↓ | ..... | ..... | ..... | ↓ | ↓ | ..... | ↓ | ↓ | ..... | 97.10 | ↓ | ..... | ..... | ..... | ..... |
| San Francisco | PST | Ar | ..... | ..... | ↓ | ↓ | ..... | ..... | ..... | 5.25 | ↓ | ..... | 8.05 | 5.05 | ..... | ↓ | ↓ | ..... | ..... | ..... | ..... |
| | | | am | pm | pm | pm | am | am | pm | pm | pm | am | pm | pm | pm | pm | pm | pm | pm | am | pm |

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

## TABLE 9A

| | | | DC-6 243-911 | 707 | DC-7 31 | DC-7 47 | DC-6 159-911 | DC-7 87-911 | DC-6 201 | 785 | DC-6 Aircoach 609 | DC-6 207 | DC-7 37 | DC-6 211 | DC-6 Aircoach 621 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | pm | am | am | pm | pm | pm |
| New York (LaGuardia Airport) | EST | Lv | S6.45 | ..... | ..... | ..... | ..... | ..... | 10.40 | ..... | b11.00 | ..... | ..... | 9.20 | 9.30 |
| New York (N. Y. International Airport) | " | Lv | Via Phil. | Ex. Sa. & Su. | S9.00 | ..... | ..... | L4900 | – | ..... | – | 10.25 | L4100 | Via Phila. | – |
| Washington | " | Lv | L9.00 | ..... | The Mercury | ..... | Dallas Connection | – | L D1225 | ..... | – | L D1235 | The Mercury | B1140 | – |
| Detroit | EST | Lv | Dallas | 10.05 | ↓ | S9.10 | ..... | Dallas | Via | L1205 | – | Via | 3.00 | – | 12.20 |
| Chicago (Midway) | CST | Ar | Connection | 10.25 | 11.00 | 9.20 | ..... | Connection | Oklahoma | 12.25 | 1.25 | Phila. | D4325 | – | 12.35 |
| Chicago (Midway) | CST | Lv | ↘ | ↘ | L4l125 | ↔ | L9.45 | ↓ | ↓ | ↘ | b1.55 | – | – | – | b1.05 |
| Douglas/Bisbee | MST | Ar | – | ..... | – | ..... | – | – | – | ..... | – | 7.40 | – | – | – |
| Tucson | " | Ar | 5.00 | ..... | 3.45 | ..... | 5.00 | 5.00 | 8.25 | ..... | – | 9.10 | – | 8.25 | 5.55 |
| Phoenix | MST | Ar | 6.00 | ..... | ..... | ..... | 6.00 | 6.00 | 9.20 | ..... | 6.55 | 10.05 | 7.55 | 9.25 | 6.55 |
| | | | pm | am | pm | am | pm | pm | ↓ | pm | pm | pm | pm | am | am |
| INTERMEDIATE STOPS | | | Three | | | | Two | Two | Three | | | Four | | Four | |
| For more detail refer to Table Nos. | | | 7 | | | | 8 | 7 | 7 | | 8 | 7 | 8 | 7 | 8 |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 41



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

AMERICAN AIRLINES

FOR SERVICE CHANGES DURING LINCOLN AND WASHINGTON HOLIDAY PERIODS REFER TO PAGE 44.

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

| | | | | DC-6 153 | | | Ex Sa 799 | DC-6 173 | | | 599 | | DC-6 177 | Ex Sa 773 | 721 | Ex Sa 591 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| New York (LaGuardia) | EST | Lv | ..... | ..... | ..... | ..... | ..... | 3.10 | ..... | ..... | ..... | ..... | D5.40 | ..... | ..... | ..... |
| Cleveland | " | Lv | ..... | 1.25 | ..... | ..... | 4.05 | ↓ | ..... | ..... | 4.20 | ..... | ↓ | D6.20 | 7.25 | 8.50 |
| Akron/Canton | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4.43 | ..... | ..... | ..... | ..... | ..... |
| Akron/Canton | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4.53 | ..... | ..... | ..... | ..... | ..... |
| Pittsburgh | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... |
| Pittsburgh | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... |
| Columbus, O. | " | Ar | ..... | ..... | ..... | ..... | ..... | 5.35 | ..... | ..... | 5.34 | ..... | ..... | ↓ | 8.11 | 9.36 |
| Columbus, O. | " | Lv | ..... | ..... | ..... | ..... | ..... | 5.55 | ..... | ..... | 5.44 | ..... | ..... | ↓ | 8.21 | 9.46 |
| Dayton | " | Ar | ..... | ..... | ..... | ..... | ..... | ↓ | ..... | ..... | 6.17 | ..... | ..... | ↓ | 8.54 | 10.19 |
| Dayton | " | Lv | ..... | ..... | ..... | ..... | ..... | ↓ | ..... | ..... | 6.27 | ..... | ..... | ↓ | 9.05 | 10.30 |
| Cincinnati | " | Ar | ..... | ..... | ..... | ..... | 5.23 | ↓ | ..... | ..... | 6.57 | ..... | ..... | 7.38 | 9.35 | 11.00 |
| Cincinnati | EST | Lv | ..... | ..... | ..... | ..... | 5.33 | ↓ | ..... | ..... | S7.10 | ..... | ..... | 7.48 | 9.50 | ..... |
| Louisville | CST | Ar | ..... | ..... | ..... | ..... | 5.10 | 5.55 | ..... | ..... | 6.47 | ..... | 7.45 | 7.25 | 9.27 | ..... |
| Louisville | " | Lv | ..... | ..... | ..... | ..... | ↘ | D6.20 | ..... | ..... | D6.57 | ↷ | 8.10 | ↙ | 9.37 | ..... |
| Nashville | CST | Ar | ..... | ..... | ..... | ..... | ..... | ↓ | ..... | ..... | 7.53 | ↷ | ..... | ..... | 10.33 | ..... |
| | | | | DC-6 | Via St. Louis | DC-7 | DC-6 | For Complete New York-Dallas Service See Table 7 | DC-7 | DC-6 | | DC-6 | | DC-6 | DC-6 Aircoach | DC-6 Aircoach |
| | | | | 917 | See Table 26 | 901 | 207 | | 23 | 903 | | 149 | | 211 | 657 | 655 |
| Nashville | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.55 | ..... | ..... | 11.15 | ..... |
| Memphis | " | Ar | ..... | ..... | ..... | ..... | Originates New York See Table 7 | ..... | ..... | ..... | ..... | ↓ | 9.45 | ↙ | 12.15 | ..... |
| Memphis | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ..... | 2.20 | 12.40 | ..... |
| Little Rock | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.10 | ..... | ..... | ..... | ..... |
| Tulsa | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Oklahoma City | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Houston | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Dallas | " | Ar | ..... | ..... | ..... | ..... | ..... | 9.30 | ↷ | ↷ | ..... | ..... | ..... | ↓ | 2.35 | ↷ |
| Dallas | " | Lv | ..... | ..... | ..... | ..... | ..... | 9.45 | 10.00 | 10.00 | ..... | ..... | ..... | 4.20 | 2.55 | b3.05 |
| Ft. Worth | " | Ar | ↶ | 5.20 | ↷ | ↷ | ..... | 10.00 | 10.15 | – | ..... | ..... | ..... | 4.20 | 3.10 | ..... |
| Ft. Worth | " | Lv | D6.00 | ..... | D6.00 | D6.10 | ..... | ..... | 10.35 | – | ..... | ..... | ..... | B5.00 | ..... | ..... |
| Midland/Odessa | CST | Ar | – | ..... | ..... | – | ..... | ..... | – | – | ..... | ..... | ..... | – | ..... | ..... |
| El Paso | MST | Ar | 7.20 | ..... | ..... | 7.30 | ..... | ..... | 11.45 | – | ..... | ..... | ..... | ⑧6.20 | ..... | ..... |
| Bisbee/Douglas | " | Ar | ↓ | ..... | ..... | – | ..... | ..... | ..... | – | ..... | ..... | ..... | 7.40 | ..... | ..... |
| Tucson | " | Ar | ↓ | ..... | ..... | 9.10 | ..... | ..... | ..... | – | ..... | ..... | ..... | 8.25 | ..... | ..... |
| Phoenix | MST | Ar | ↓ | ..... | ..... | 10.05 | ..... | ..... | ..... | – | ..... | ..... | ..... | 9.25 | ..... | ..... |
| San Diego | PST | Ar | ↓ | ..... | ..... | 10.55 | ..... | ..... | ..... | 12.55 | ..... | ..... | ..... | 10.15 | ..... | ..... |
| Los Angeles (Lockheed Term.) | " | Ar | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | – | ..... | ..... |
| Los Angeles (Int'l.) | " | Ar | ↓ | ..... | 8.30 | ..... | ..... | ..... | ..... | 1.55 | ..... | ..... | ..... | 11.10 | 6.10 | ..... |
| Oakland | " | Ar | 10.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Francisco | PST | Ar | 11.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | am | pm | pm | am | am | am |

For Your Convenience There's a handy **QUICK REFERENCE INDEX** On Pages 2 and 3

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

## TABLE 9A

| | | | DC-6 202 | 716 | DC-7 36 | DC-7 42 | DC-6 114-DC-7 10 | DC-6 Aircoach 622-DC-7 38 | DC-6 166-DC-7 10 | DC-6 954-112 | DC-6 212 | 612 | DC-7 34 | DC-7 62 | DC-6 910-DC-7 84 | DC-6 910-DC-6 Aircoach 638 | 702 | DC-6 Aircoach 606 | DC-6 264 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | pm | am | pm | am | am | am | pm | pm | am | am | am | am | am | am | am | am |
| Phoenix | MST | Lv | 10.10 | ..... | L4l050 | ..... | ..... | 11.30 | L D1140 | D4.35 | ..... | ..... | ..... | ..... | 12.45 | 12.45 | ..... | 2.10 | ..... |
| Tucson | " | Lv | L D1115 | ..... | – | ..... | L D1110 | b12.35 | – | D4.55 | ..... | ..... | ..... | ..... | L1.45 | b1.45 | ..... | – | ..... |
| Douglas/Bisbee | MST | Lv | – | ..... | – | ..... | – | – | – | ..... | B9.55 | ..... | ..... | ..... | – | – | ..... | – | ..... |
| Chicago (Midway) | CST | Ar | Via Oklahoma | ↶ | 4.35 | ↷ | Dallas Connection | 6.45 | Dallas Connection | El Paso Connection from Phoenix only | – | ↶ | 6.35 | ↷ | Dallas Connection | Dallas Connection | ↶ | 8.30 | ↷ |
| Chicago (Midway) | CST | Lv | 7.20 | D5.05 | D5.00 | D5.15 | – | b7.15 | – | S4.45 | ↷ | b7.20 | B7.00 | B8.15 | – | – | 9.15 | 11.30 | b9.00 |
| Detroit | EST | Ar | ..... | 7.20 | ..... | – | ..... | 9.25 | ..... | ..... | ..... | 9.30 | ..... | – | ..... | ..... | ..... | ..... | – |
| Washington | " | Ar | 10.15 | ..... | The Mercury | 8.20 | – | – | – | 10.30 | ..... | ..... | The Mercury | 11.20 | – | 12.15 | ..... | – | 2.05 |
| New York (Newark Airport) | " | Ar | – | ..... | ..... | The Mercury | – | Chicago Connection for N. Y. | – | – | ..... | ..... | ..... | ..... | – | – | ..... | – | ..... |
| New York (N. Y. International Airport) | " | Ar | – | ..... | 8.25 | ..... | 9.50 | 11.25 | 9.50 | ..... | ..... | ..... | 10.25 | ..... | 1.50 | – | ..... | – | ..... |
| New York (LaGuardia Airport) | EST | Ar | 11.45 | ..... | ..... | ..... | ..... | ..... | ..... | 6.20 | 12.35 | ..... | ..... | ..... | ..... | 1.55 | ..... | 12.45 | ..... |
| | | | pm | pm | pm | pm | pm | pm | pm | am | pm | am | am | am | pm | pm | am | pm | pm |
| INTERMEDIATE STOPS | | | Three | | | | | | Two | Four | Five | | | | Two | Two | | | |
| For more detail refer to Table Nos. | | | 8 | | | | 7 | | 7, 9 | 7 | 7 | | | | 7 | 7 | | | |



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

AMERICAN AIRLINES

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 Ex Sa 56 | DC-6 Air-coach 966 | DC-6 910 | DC-6 Air-coach 638 | DC-6 908 | DC-7 88 | 482 | | | DC-6 Air-coach 650 | DC-6 208 | DC-6 216 | DC-6 148 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | pm | pm | pm | pm | pm | pm | pm | am | pm | pm | am | am | am | pm | pm |
| San Francisco | PST | Lv | ..... | ..... | ..... | 8.50 | ..... | ..... | ♦11.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Oakland | " | Lv | ..... | ..... | ..... | ..... | ♀11.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Los Angeles (International) | " | Lv | ..... | 4.25 | B♦1115 | 10.45 | ..... | 11.05 | ..... | ..... | ..... | ..... | 11.55 | ..... | ..... | ..... | ..... | ..... |
| Los Angeles (Lockheed Term.) | " | Lv | ..... | ↓ | | | | - | | ..... | ..... | ..... | ↓ | ..... | ..... | ..... | ..... | ..... |
| San Diego | PST | Lv | ..... | D5.25 | | | | 12.05 | | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| Phoenix | MST | Lv | ..... | 8.10 | The Mercury | 12.45 | | - | The Mercury | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| Tucson | " | Lv | ..... | 9.10 | | 1.45 | | - | | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| Bisbee/Douglas | " | Lv | ..... | 9.55 | | - | | - | | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| El Paso | MST | Lv | ..... | 11.10 | | 2.55 | | - | | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| Midland/Odessa | CST | Lv | ..... | - | | 3.15 | | - | | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| Ft. Worth | " | Ar | ..... | 2.15 | | | | - | | ..... | ..... | ..... | | ..... | ..... | ..... | ..... | ..... |
| Ft. Worth | " | Lv | ..... | 2.50 | | | | - | | 6.40 | ..... | ..... | | ..... | B6.50 | ..... | ..... | ..... |
| Dallas | " | Ar | ..... | ↓ | | 6.05 | 6.25 | 6.20 | 6.25 | 6.30 | 6.55 | ..... | ..... | * 6.30 | ..... | - | ..... | ..... |
| Dallas | " | Lv | ..... | | | | | | | | B7.10 | ..... | ..... | b7.00 | B7.10 | - | ..... | ..... |
| Houston | " | Lv | ..... | | | | | | | | - | ..... | ..... | | | - | ..... | ..... |
| Oklahoma City | " | Lv | ..... | | | | | | | | - | ..... | ..... | | | Ⓢ8.05 | ..... | ..... |
| Tulsa | " | Lv | ..... | | | | | | | | L8.43 | ..... | ..... | | | r8.45 | 9.25 | ..... |
| Little Rock | " | Lv | ..... | | | | | | | | | ..... | ..... | | 8.50 | ..... | ..... | ..... |
| Memphis | " | Ar | ..... | 4.40 | | | | | | | | ..... | ..... | 8.45 | 9.30 | ..... | ..... | ..... |
| Memphis | " | Lv | ..... | 5.00 | | | | | | | | ..... | ..... | 9.05 | 9.50 | ..... | ..... | ..... |
| Nashville | CST | Ar | ..... | 6.00 | | | | | | | | ..... | ..... | 10.05 | 10.50 | ..... | 11.25 | ..... |
| | | | Ex Sa 580 | 582 | Ex Sa & Su 594 | | | | | Via St. Louis See Table 8 | 598 | DC-6 168 | | | | | 586 | 786 | Ex Sa 588 |
| Nashville | CST | Lv | ..... | B7.05 | Via Chicago See Table 25 | | | | | | | | | | | | L1220 | ..... | L1.10 |
| Louisville | " | Ar | ..... | 8.00 | | | | | | | | | | | | | 1.15 | ..... | 2.05 |
| Louisville | CST | Lv | ..... | 8.10 | | 8.25 | | | | | | | | | | | 1.25 | ..... | 2.15 |
| Cincinnati | EST | Ar | ..... | 9.45 | 9.20 | | | | | | 11.00 | 12.05 | ..... | | | | 3.00 | ..... | 3.50 |
| Cincinnati | " | Lv | 8.55 | 9.55 | | | | | | | 12.35 | 1.40 | ..... | | | | 3.10 | 3.30 | 4.00 |
| Dayton | " | Ar | 9.25 | 10.25 | | | | | | | S1245 | t2.05 | ..... | | | | | 4.00 | |
| Dayton | " | Lv | 9.35 | 10.35 | | | | | | | 1.15 | | ..... | | | | - | 4.10 | |
| Columbus, Ohio | " | Ar | - | 11.06 | | 10.29 | | | | | 1.25 | | ..... | | | | - | 4.11 | |
| Columbus, Ohio | " | Lv | - | 11.16 | | 10.40 | | | | | 1.56 | | ..... | | | | - | 4.41 | |
| Pittsburgh | " | Ar | - | - | | | | | | | 2.06 | | ..... | | | | - | 4.51 | |
| Pittsburgh | " | Lv | - | - | | | | | | | | | ..... | | | | - | - | |
| Akron/Canton | " | Ar | - | 11.55 | | | | | | | | | ..... | | | | - | 5.30 | |
| Akron/Canton | " | Lv | - | 12.05 | | | | | | | | | ..... | | | | - | 5.40 | |
| Cleveland | " | Ar | 10.35 | 12.27 | | 11.21 | | | | 1.57 | 2.47 | | ..... | | | | 4.25 | 6.02 | 5.15 |
| New York (LaGuardia) | EST | Ar | ..... | ..... | | | | | | | | 4.20 | ..... | | | | ..... | ..... | |
| | | | am | pm | am | am | am | am | am | pm | pm | pm | am | am | am | am | pm | pm | pm |

## CANADIAN SERVICE
### NEW YORK - BUFFALO - TORONTO

For complete New York-Buffalo service see Table 17

For additional connections to and from Toronto see Table 8

TABLE 9B

| DC-6 107 | | 311 | 739 | DC-6 109 | DC-6 105 | 789 | DC-6 283 | DC-6 103 | | | DC-6 102 | 758 | DC-6 284 | DC-6 104 | 792 | DC-6 106 | 740 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| pm | | pm | pm | pm | pm | pm | am | am | | | am | am | pm | pm | pm | pm | pm |
| ..... | Lv New York (LaGuardia) | ..... | D6.30 | 3.45 | ..... | ..... | B8.25 | ..... | EST | Ar | ..... | 10.50 | 12.55 | ..... | 6.15 | ..... | ..... |
| 8.30 | Lv New York (N. Y. International) | ..... | - | - | 3.20 | ..... | - | B8.00 | " | Ar | 9.35 | - | ↑ | 2.35 | ↑ | 7.35 | ..... |
| ↓ | Lv New York (Newark) | 7.35 | - | - | ↓ | L1240 | - | ↓ | " | Ar | ↑ | - | | ↑ | | ↑ | 11.55 |
| | | Ex. Sa. | Ex. Sa. | Sat. Only | Ex. Sa. | | Ex. Su. | Ex. Su. | | | Ex. Su. | Ex. Su. | | | | Ex. Sa. | Ex. Sa. |
| | Ar Buffalo | 9.18 | 8.13 | 5.20 | ↓ | 2.23 | 10.00 | ↓ | " | Lv | | 9.20 | L1130 | | 4.45 | | 10.25 |
| | Lv Niagara Falls | 9.30 | 8.25 | 5.40 | 5.10 | 2.45 | 10.30 | | " | Ar | | 9.04 | 11.05 | | 4.34 | | 10.14 |
| 10.20 | Ar Toronto | 10.04 | 8.59 | 6.10 | ↓ | 3.19 | 11.00 | 9.50 | EST | Lv | B8.00 | S8.30 | 10.35 | L1.00 | 4.00 | D6.00 | 9.40 |
| pm | | pm | pm | pm | pm | pm | am | am | | | am | am | am | pm | pm | pm | pm |



FOR SERVICE CHANGES DURING LINCOLN AND WASHINGTON HOLIDAY PERIODS REFER TO PAGE 44.

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-7 900 | 402 | Ex. Sat. 572 | Sat. Only 572 | DC-6 Ex Sa 174 | DC-6 176 | DC-6 918 | DC-6 114 | DC-6 166 | DC-7 902 | DC-6 142 | 590 | DC-6 154 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | pm | pm | pm | pm | am | am | am | am | pm | pm | pm |
| San Francisco | PST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | 7.50 | ..... | ..... | ..... | ..... | ..... | ..... |
| Oakland | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | L8.30 | ..... | ..... | ..... | ..... | ..... | ..... |
| San Diego | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7.15 | ..... | ..... | ..... | ..... |
| Los Angeles (International) | " | Lv | 1.05 | ..... | ..... | ..... | ..... | ..... | ..... | 7.15 | B8.40 | L9.55 | ..... | ..... | ..... |
| Los Angeles (Lockheed Term.) | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | - | | ..... | ..... | ..... |
| San Diego | PST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | B8.15 | - | | ..... | ..... | ..... |
| Phoenix | MST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | - | L1140 | | ..... | ..... | ..... |
| Tucson | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.10 | | | ..... | ..... | ..... |
| Bisbee/Douglas | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | - | | | ..... | ..... | ..... |
| El Paso | MST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L1245 | | | ..... | ..... | ..... |
| Midland/Odessa | CST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | | | ..... | ..... | ..... |
| Ft. Worth | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | | | ..... | ..... | ..... |
| Ft. Worth | " | Lv | ↓ | 9.35 | ..... | ..... | ..... | ..... | ↓ | ↓ | ↓ | ↓ | ..... | ..... | 2.00 |
| Dallas | " | Ar | 7.10 | 9.50 | ..... | ..... | ..... | ..... | 3.50 | 3.55 | 4.00 | 4.00 | ..... | ..... | - |
| Dallas | " | Lv | ..... | 10.05 | ..... | ..... | 2.30 | ..... | ..... | ..... | D4.45 | ← | ..... | ..... | - |
| Houston | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3.30 | ..... | - |
| Oklahoma City | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | - |
| Tulsa | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | - |
| Little Rock | " | Lv | ..... | 11.44 | ..... | ..... | ..... | 2.39 | ..... | ..... | ..... | ..... | ..... | ..... | 3.40 |
| Memphis | " | Ar | ..... | 12.31 | ..... | ..... | ..... | 3.10 | ..... | ..... | ..... | ..... | ..... | ..... | 4.20 |
| Memphis | " | Lv | ..... | L1241 | 1.50 | 1.50 | ..... | 3.35 | ..... | ..... | ..... | ..... | 5.00 | ← | |
| Nashville | CST | Ar | ..... | 1.45 | 2.54 | 2.54 | ..... | ..... | ..... | ..... | ..... | ..... | 6.00 | 6.04 | Ex. Sat. 584 |
| | | | | | | | | | Ex. Sat. 596 | | | | | | |
| Nashville | CST | Lv | ..... | ↓ | 3.05 | 3.05 | ↓ | ↓ | ..... | ..... | ..... | ..... | D6.25 | D6.25 | ..... |
| Louisville | " | Ar | ..... | ..... | 4.00 | 4.00 | 5.10 | 5.10 | ..... | ..... | ..... | ..... | 7.20 | ..... | ..... |
| Louisville | CST | Lv | ..... | ..... | 4.10 | 4.10 | D5.30 | D5.35 | S6.10 | ..... | ..... | ..... | 7.30 | 8.25 | |
| Cincinnati | EST | Ar | ..... | ..... | 5.45 | 5.45 | | | 7.45 | ..... | 8.45 | ..... | 9.05 | 10.00 | |
| Cincinnati | " | Lv | ..... | Terminates New York See Table 7 | 5.55 | 5.55 | | | 7.55 | ..... | 9.20 | ..... | 9.20 | 10.10 | |
| Dayton | " | Ar | ..... | | - | 6.25 | | | 8.25 | ..... | ..... | ..... | 9.50 | | |
| Dayton | " | Lv | ..... | | - | S6.35 | | | 8.35 | ..... | ..... | ..... | 10.02 | | |
| Columbus, Ohio | " | Ar | ..... | | 6.38 | 7.06 | | | 9.06 | ..... | ..... | ..... | 10.33 | | |
| Columbus, Ohio | " | Lv | ..... | | S6.48 | 7.16 | | | 9.16 | ..... | ..... | ..... | 10.45 | | |
| Pittsburgh | " | Ar | ..... | | - | - | | | ..... | ..... | 10.35 | ..... | 9.15 | - | |
| Pittsburgh | " | Lv | ..... | | - | - | | | ..... | ..... | ..... | ..... | 9.35 | - | |
| Akron/Canton | " | Ar | ..... | | 7.27 | 7.55 | | | ..... | ..... | ..... | ..... | ..... | 11.24 | |
| Akron/Canton | " | Lv | ..... | | 7.37 | 8.05 | | | ..... | ..... | ..... | ..... | ..... | 11.34 | |
| Cleveland | " | Ar | ..... | | 7.59 | 8.27 | | | 9.57 | ..... | ..... | ..... | ..... | 11.56 | 11.25 |
| New York (LaGuardia) | EST | Ar | ..... | ..... | ..... | ..... | 9.05 | 9.50 | ..... | ..... | ..... | ..... | 11.10 | ..... | ..... |
| | | | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |

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AMERICAN AIRLINES

## Through Plane Service
# From the SOUTHEAST to EL PASO-ARIZONA and CALIFORNIA

TABLE 10

| | | | DC-7 907 | DC-7 87 | DC-6 167 | DC-6 911 | DC-6 Aircoach 965 | DC-6 Aircoach 637 | DC-7 901 | DC-6 917 | DC-6 207 | DC-6 903 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | pm | pm | am | am | pm | pm | pm | pm | pm |
| Miami | Via National Airlines Route | EST Lv | B8.35 | ..... | ..... | ..... | 9.55 | ..... | ..... | L1245 | ..... | ..... |
| Tampa | Via National Airlines Route | EST Lv | 9.50 | ..... | ..... | ..... | 11.15 | ..... | ..... | 2.05 | ..... | ..... |
| New Orleans | Via National Airlines Route | CST Ar | 10.40 | ..... | ..... | ..... | 12.20 | ..... | ..... | 3.10 | ..... | ..... |
| New Orleans | Via Delta Air Lines Route | CST Lv | L1115 | ..... | ..... | ..... | b1250 | ..... | ..... | 3.35 | ..... | ..... |
| Atlanta | Via Delta Air Lines Route | EST Lv | – | ..... | ..... | 9.15 | – | ..... | 3.05 | – | ..... | D6.10 |
| Birmingham | Via Delta Air Lines Route | CST Lv | – | ..... | ..... | 9.21 | – | ..... | 3.15 | – | ..... | – |
| New Orleans | Via Delta Air Lines Route | " Ar | – | ..... | ..... | 10.47 | – | ..... | – | – | ..... | 7.05 |
| New Orleans | Via Delta Air Lines Route | " Lv | – | ..... | ..... | L1110 | – | ..... | – | – | ..... | 7.35 |
| Dallas | Via Delta Air Lines Route | " Ar | 12.58 | ..... | ..... | 1.02 | – | ..... | – | – | ..... | 9.27 |
| Dallas | Via Delta Air Lines Route | " Lv | 1.30 | D1.40 | 1.40 | 1.45 | – | ..... | – | – | ..... | 10.00 |
| Ft. Worth | | " Ar | | | – | – | 2.44 | | 5.30 | 5.29 | | – |
| Ft. Worth | | CST Lv | | | – | – | 3.20 | b3.10 | D6.00 | D6.00 | D6.10 | – |
| El Paso | | MST Ar | | | 3.05 | 3.10 | 4.40 | | | 7.20 | 7.30 | – |
| El Paso | | " Lv | | | 3.25 | 3.40 | b5.10 | | | 7.40 | 7.50 | – |
| Tucson | | " Ar | The Trade-wind | The Mercury | D4.45 | 5.00 | – | The Royal Rocket | The Royal Rocket | The Trade-wind | 9.10 | The Rocket |
| Phoenix | | MST Ar | | | – | D6.00 | – | | | | 10.05 | |
| San Diego | | PST Ar | | | 5.50 | – | – | | | | 10.55 | 12.55 |
| Los Angeles (Lockheed Air Terminal) | | " Ar | | | – | The Rocket | – | | | | ..... | – |
| Los Angeles (International Airport) | | " Ar | 4.05 | | 6.45 | – | 7.05 | | 8.30 | | ..... | 1.55 |
| Oakland | | " Ar | ..... | | ..... | – | ..... | ♀7.10 | ..... | 10.40 | ..... | ..... |
| San Francisco | | PST Ar | ..... | 5.05 | ..... | 8.05 | ..... | | ..... | 11.15 | ..... | ..... |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | am |

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## Through Plane Service
# Between HOUSTON-SAN ANTONIO and ARIZONA-CALIFORNIA

TABLE 11

| DC-6 207 | DC-6 917 | DC-6 953 | DC-6 911 | DC-6 Aircoach 663 | DC-6 111 | DC-6 955 | Read Down | | Read Up | DC-6 950 | DC-6 112 | DC-6 954 | DC-6 910 | DC-6 Aircoach 660 | DC-6 Aircoach 966 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| pm | pm | pm | pm | pm | Noon | am | | | | pm | pm | pm | am | am | am |
| ..... | ..... | 5.00 | ..... | 12.40 | ..... | 9.10 | Lv Houston | Via Continental Air Lines Route | CST Ar | 3.40 | ..... | 10.55 | ..... | 8.45 | ..... |
| ..... | ..... | D6.15 | ..... | 2.00 | ..... | 10.25 | Lv San Antonio | Via Continental Air Lines Route | CST Ar | 2.25 | ..... | 9.40 | ..... | 7.25 | ..... |
| ↷ | ↷ | 7.15 | ↷ | 3.00 | ↷ | 11.25 | Ar El Paso | Via Continental Air Lines Route | MST Lv | L1125 | ↷ | D6.40 | ↷ | b4.25 | ↶ |
| 7.50 | 7.40 | 7.45 | 3.40 | b3.25 | L1200 | L1155 | Lv El Paso | | " Ar | 10.55 | 6.05 | 6.05 | 2.55 | 3.55 | 2.25 |
| 9.10 | – | | 5.00 | – | 1.20 | – | Ar Tucson | | " Lv | ↑ | 4.55 | – | 1.45 | – | ↑ |
| 10.05 | – | | D6.00 | – | – | 1.30 | Ar Phoenix | | MST Lv | The Texas Arrow | – | 4.35 | 12.45 | – | |
| 10.55 | – | The Los Angeles Arrow | | 5.05 | – | The San Francisco Arrow | Ar San Diego | | PST Lv | | – | The Texas Arrow | | 12.30 | |
| ..... | – | | | – | – | | Ar Los Angeles (Lockheed Air Term.) | | " Lv | | – | | | – | |
| ..... | – | 9.40 | | 6.00 | 2.35 | | Ar Los Angeles (International Airport) | | " Lv | B7.15 | 1.40 | | | 11.30 | 10.45 |
| ..... | 10.40 | ..... | | ..... | ..... | | Ar Oakland | | " Lv | ..... | ..... | | | ..... | ..... |
| ..... | 11.15 | ..... | 8.05 | ..... | ..... | 3.35 | Ar San Francisco | | PST Lv | ..... | ..... | L1240 | 8.50 | ..... | ..... |
| pm | pm | pm | pm | pm | pm | pm | | | | am | pm | pm | pm | pm | pm |

## From ARIZONA to CALIFORNIA

TABLE 13

| | | | Air-coach 621 | 211 | 111 | 955 | DC-7 31 | 167 | 911 | Air-coach 609 | DC-7 37 | 201 | 207 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| Bisbee/Douglas | | MST Lv | ..... | 7.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tucson | | " Lv | 6.15 | 8.45 | 1.35 | ..... | 4.05 | D5.05 | 5.20 | ..... | ..... | 8.40 | 9.25 |
| Phoenix | | MST Lv | 7.15 | 9.45 | – | 1.50 | – | – | D6.20 | 7.20 | 8.20 | 9.40 | 10.25 |
| San Diego | | PST Ar | 7.45 | 10.15 | – | – | 4.40 | 5.50 | – | 7.50 | – | – | 10.55 |
| Los Angeles (Lockheed Air Terminal) | | " Ar | – | – | – | – | ..... | – | – | – | – | – | ..... |
| Los Angeles (International Airport) | | " Ar | 8.40 | 11.10 | 2.35 | – | ..... | 6.45 | – | 8.50 | 8.55 | 10.20 | ..... |
| San Francisco | | PST Ar | ..... | ..... | ..... | 3.35 | ..... | ..... | 8.05 | ..... | ..... | ..... | ..... |
| | | | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm |

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FOR SERVICE CHANGES DURING LINCOLN AND WASHINGTON HOLIDAY PERIODS REFER TO PAGE 44.

AMERICAN AIRLINES

## Through Plane Service
# From CALIFORNIA-ARIZONA and EL PASO to the SOUTHEAST

TABLE 10

| | | | DC-6 114 | DC-6 166 | DC-6 918 | DC-7 902 | DC-7 10 | DC-6 910 | DC-6 Aircoach 638 | DC-6 Aircoach 650 | DC-7 88 | DC-6 Aircoach 966 | DC-6 908 | DC 7 900 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | pm | pm | pm | pm | pm | pm | am |
| San Francisco | | PST Lv | ..... | ..... | 7.50 | ..... | ..... | 8.50 | ..... | ..... | ♦11.45 | ..... | ..... | ..... |
| Oakland | | " Lv | ..... | ..... | L8.30 | ..... | ..... | – | ♀11.00 | ..... | | ..... | ..... | ..... |
| San Diego | | " Lv | ..... | 7.15 | | ..... | ..... | – | | ..... | | ..... | ..... | ..... |
| Los Angeles (International Airport) | | " Lv | 7.15 | B8.40 | | L9.55 | L♦9.40 | – | | 11.55 | | 10.45 | 11.05 | 1.05 |
| Los Angeles (Lockheed Air Terminal) | | " Lv | – | – | The Trade-wind | The Royal Rocket | The Mercury | The Rocket | | | The Mercury | – | The Trade-wind | The Royal Rocket |
| San Diego | | PST Lv | B8.15 | – | | | | – | | | | – | 12.05 | |
| Phoenix | | MST Lv | – | L1140 | | | | 12.45 | | | | – | – | |
| Tucson | | " Lv | 11.10 | – | | | | 1.45 | | | | – | – | |
| El Paso | | " Ar | 12.20 | – | | | | 2.55 | | | | 2.25 | – | |
| El Paso | | MST Lv | L1245 | – | | | | 3.15 | | | | 2.55 | – | |
| Ft. Worth | | CST Lv | – | – | | | | – | | | | – | – | |
| Dallas | | " Ar | 3.55 | 4.00 | 3.50 | 4.00 | 3.45 | 6.25 | 6.20 | 6.30 | 6.30 | *6.05 | 6.25 | 7.10 |
| Dallas | | " Lv | | | 4.35 | 4.30 | | B7.05 | | | | b7.10 | B7.00 | B7.40 |
| New Orleans | Via Delta Air Lines Route | " Ar | ..... | ..... | – | 6.07 | ..... | 8.53 | ..... | ..... | ..... | – | – | – |
| New Orleans | Via Delta Air Lines Route | " Lv | ..... | ..... | – | D6.35 | ..... | 9.13 | ..... | ..... | ..... | – | – | – |
| Birmingham | Via Delta Air Lines Route | CST Ar | ..... | ..... | – | 7.52 | ..... | – | ..... | ..... | ..... | – | – | 9.45 |
| Atlanta | Via Delta Air Lines Route | EST Ar | ..... | ..... | – | 9.56 | ..... | 11.58 | ..... | ..... | ..... | – | – | 11.46 |
| New Orleans | Via Delta Air Lines Route | CST Ar | ..... | ..... | 6.23 | | ..... | ..... | ..... | ..... | ..... | 8.58 | 8.48 | ..... |
| New Orleans | Via National Airlines Route | CST Lv | ..... | ..... | D6.50 | ..... | ..... | ..... | ..... | ..... | ..... | 9.40 | 9.15 | ..... |
| Tampa | Via National Airlines Route | EST Ar | ..... | ..... | 9.45 | ..... | ..... | ..... | ..... | ..... | ..... | 12.35 | L1210 | ..... |
| Miami | Via National Airlines Route | EST Ar | ..... | ..... | 11.04 | ..... | ..... | ..... | ..... | ..... | ..... | 1.54 | 1.29 | ..... |
| | | | pm | pm | pm | pm | pm | am | am | am | am | pm | pm | am |

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## NONSTOPS Between CHICAGO and DALLAS/FT. WORTH

TABLE 12

| DC-6 Ex Sun. & Thu. 151 | DC-7 23 | DC-7 27 | DC-6 Aircoach 691 | DC-6 159 | Read Down | | Read Up | DC-6 Aircoach 690 | DC-7 26 | DC-6 Sun. Only 240 | DC-7 22 | DC-6 158 | DC-6 Ex Mon. & Fri. 150 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| pm | pm | pm | am | am | | | | am | pm | pm | pm | pm | am |
| 11.55 | D6.30 | D5.25 | b1055 | L9.45 | Lv Chicago (Midway) | CST | Ar | 10.20 | 12.15 | 3.30 | 3.30 | 7.45 | 6.05 |
| 3.15 | 9.25 | 8.20 | – | 1.05 | Ar Dallas | " | Lv | b7.05 | 9.30 | L1215 | L1245 | D4.30 | – |
| am | 10.15 | ..... | 2.15 | ..... | Ar Ft. Worth | CST | Lv | ..... | ..... | ..... | ..... | ..... | B2.50 |
| | pm | pm | pm | pm | | | | am | am | pm | pm | pm | am |

## From CALIFORNIA to ARIZONA

TABLE 13

| | | | 114 | 202 | Air-coach 622 | DC-7 36 | 166 | 954 | 112 | 212 | DC-7 34 | 910 | Air-coach 606 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | pm | pm | pm | pm | pm | pm |
| San Francisco | | PST Lv | ..... | ..... | ..... | ..... | ..... | L1240 | ..... | ..... | ..... | 8.50 | ..... |
| San Diego | | " Lv | ..... | ..... | ..... | ..... | 7.15 | – | ..... | ..... | ..... | – | ..... |
| Los Angeles (International Airport) | | " Lv | 7.15 | B7.20 | 7.40 | B8.00 | B8.40 | – | 1.40 | 4.25 | ..... | – | 10.20 |
| Los Angeles (Lockheed Air Terminal) | | " Lv | – | – | – | – | – | – | – | – | ..... | – | – |
| San Diego | | PST Lv | B8.15 | – | 8.40 | – | – | – | – | D5.25 | 10.15 | – | 11.20 |
| Phoenix | | MST Ar | – | 9.55 | 11.05 | 10.25 | 11.15 | 4.15 | – | 7.50 | – | 12.25 | 1.45 |
| Tucson | | " Ar | 10.50 | 10.50 | 12.10 | ..... | ..... | ..... | 4.35 | 8.50 | 12.40 | 1.25 | ..... |
| Bisbee/Douglas | | MST Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.45 | ..... | ..... | ..... |
| | | | am | am | pm | am | am | pm | pm | pm | am | am | am |

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FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 41

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AMERICAN AIRLINES

AMERICAN AIRLINES

# NONSTOP SERVICE WESTBOUND

*For Additional Local and Connecting Services See Table 8*

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

TABLE 14

| | | | DC-6 Aircoach 691 | DC-7 31 | DC-6 Aircoach 611 | DC-6 237 | DC-6 Aircoach 609 | DC-6 217 | DC-6 221 | DC-7 37 | DC-6 223 | DC-6 Aircoach 615 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | Noon | pm | pm | pm | pm |
| New York (LaGuardia) | EST | Lv | b8.00 | | 9.00 | L1000 | b1100 | L1200 | L1.00 | | 2.00 | b3.00 |
| New York (N. Y. Int'l.) | " | Lv | – | S9.00 | – | – | – | – | Ex. Sa. & Su. | L1.00 | Ex. Sa. | – |
| New York (Newark) | EST | Lv | – | The Mercury | – | – | – | – | – | The Mercury | – | – |
| Chicago (O'Hare Field) | CST | Ar | – | – | – | – | – | – | – | – | 4.25 | – |
| Chicago (Midway) | CST | Ar | 10.25 | 11.00 | 11.25 | 12.25 | 1.25 | 2.25 | 3.25 | 3.00 | | 5.25 |
| | | | am | am | am | pm | pm | pm | pm | pm | pm | pm |

| | | | DC-7 27 | DC-7 23 | DC-7 29 | DC-6 235 | DC-6 219 | DC-6 295 | DC-6 Aircoach 619 | DC-6 227 | DC-6 247 | DC-7 21 | DC-7 41 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| New York (LaGuardia) | EST | Lv | | | | | D5.00 | D6.00 | b6.30 | D7.00 | 8.00 | | |
| New York (N. Y. Int'l.) | " | Lv | 3.00 | D4.00 | D4.30 | | – | – | – | – | – | 9.00 | ♦11.25 |
| New York (Newark) | EST | Lv | – | – | – | D5.00 | – | – | – | – | – | – | The Mercury |
| Chicago (O'Hare Field) | CST | Ar | – | – | Sun. Only | – Ex. Sa. | – | – | – | – Ex. Sa. | 10.25 Ex. Sa. | – Ex. Sa. | – |
| Chicago (Midway) | CST | Ar | 5.00 | 6.00 | 6.30 | 7.20 | 7.25 | 8.25 | 8.55 | 9.25 | | 11.00 | 1.25 |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am |

FOR THE FINEST IN FLIGHT AND THE MOST FREQUENT SERVICE . . . FLY *AMERICAN* TO DETROIT

## ★ NEW YORK to DETROIT ★

TABLE 15

| | | | DC-6 Aircoach 607 | DC-6 273 | DC-6 121 | DC-6 123 | DC-6 Aircoach 647 | DC-6 747 | DC-6 131 | DC-6 129 | DC-6 Aircoach 621 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | pm | pm | pm | pm | pm | pm |
| New York (LaGuardia) | EST | Lv | 7.55 | | L1055 | 1.55 | b3.10 | D4.35 | | 8.45 | 9.30 |
| New York (N. Y. Int'l.) | " | Lv | Ex. Su. | Ex. Su. | Ex. Su. | – | – | – | | Ex. Sa. | – |
| New York (Newark) | " | Lv | – | B8.00 | – | – | – | – | D5.35 | – | – |
| Detroit/Windsor (Willow Run) | EST | Ar | 10.25 | 10.30 | 1.25 | 4.25 | 5.40 | 7.27 | 8.05 | 11.15 | 12.00 |
| | | | am | am | pm | pm | pm | pm | pm | pm | pm |

Leave when you like . . . There's an **AMERICAN AIRLINES** flight ready when you are

## ★ DETROIT to CHICAGO ★

TABLE 16

| | | | 715 | DC-7 47 | 707 | DC-6 273 | DC-6 Aircoach 607 | 759 | DC-6 231 | 785 | 723 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | pm | pm |
| Detroit/Windsor (Willow Run) | EST | Lv | B7.05 | S9.10 | 10.05 | 10.50 | 10.55 | 11.35 | 11.40 | L1205 | L1.05 |
| Chicago (O'Hare Field) | CST | Ar | 7.25 | The Mercury | Ex. Sa. & Su. | Ex. Su. | – | Ex. Su. 11.55 | – | – | 1.25 |
| Chicago (Midway) | CST | Ar | Ex. Su. | 9.20 | 10.25 | 11.05 | 11.10 | | 11.55 | 12.25 | |
| | | | am | am | am | am | am | am | am | pm | pm |

| | | | 767 | 729 | 743 | 327 | 781 | 717 | 747 | 761 | 735 | 753 | DC-6 Aircoach 621 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | am |
| Detroit/Windsor (Willow Run) | EST | Lv | 4.00 | 4.00 | 4.55 | D5.30 | D6.30 | D7.20 | 7.40 | 8.35 | 9.25 | 11.53 | 12.20 |
| Chicago (O'Hare Field) | CST | Ar | – | Ex. Sa. | Ex. Sa. | – | – | Ex. Sa. | – | – | 9.45 | Ex. Sa. | – |
| Chicago (Midway) | CST | Ar | 4.20 | 4.20 | 5.15 | 5.50 | 6.50 | 7.40 | 8.00 | 8.55 | | 12.13 | 12.35 |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | am |

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



FOR SERVICE CHANGES DURING LINCOLN AND WASHINGTON HOLIDAY PERIODS REFER TO PAGE 44.

AMERICAN AIRLINES

# NONSTOP SERVICE EASTBOUND

*For Additional Local and Connecting Services See Table 8*

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

TABLE 14

| | | | DC-7 34 | DC-6 214 | DC-7 20 | DC-6 Aircoach 606 | DC-6 220 | DC-7 28 | DC-6 Aircoach 618 | DC-6 216 | DC-6 248 | DC-6 222 | DC-7 24 | DC-6 296 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | Noon | pm | pm | pm | pm |
| Chicago (Midway) | CST | Lv | B7.00 | ..... | B8.30 | b9.00 | L1000 | L1100 | 11.55 | L1200 | L1.00 | 2.00 | 2.30 | 3.00 |
| Chicago (O'Hare Field) | CST | Lv | – | B8.00 | – | – | – | – | – | – | – | – | – | – |
| New York (Newark) | EST | Ar | – | Ex. Su. | – | – | Ex. Su. | Ex. Su. | – | 3.40 | – | Ex. Sa. | Fri. Only | – |
| New York (N. Y. International) | " | Ar | 10 .25 | – | 11.55 | – | – | 2.25 | – | | – | – | 5.55 | – |
| New York (LaGuardia) | EST | Ar | | 11.45 | | 12.45 | 1.45 | | 3.40 | | 4.45 | 5.45 | | 6.45 |
| | | | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm |

| | | | DC-6 Aircoach 604 | DC-7 22 | DC-6 218 | DC-7 36 | DC-6 Aircoach 614 | DC-6 Aircoach 608 | DC-6 206 | DC-6 Aircoach 628 | DC-7 38 | DC-6 242 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| Chicago (Midway) | CST | Lv | 3.30 | D4.00 | | D5.00 | b6.00 | 6.30 | D7.00 | b7.15 | 8.00 | 10.00 |
| Chicago (O'Hare Field) | CST | Lv | – | – | D5.00 | – | – | Ex. Sa. | Ex. Sa. | Sat. Only | – | Ex. Sa. & Su. |
| New York (Newark) | EST | Ar | – | – | Ex. Sa. | – | – | – | 10.40 | – | – | – |
| New York (N. Y. International) | " | Ar | – | 7.25 | – | 8.25 | – | – | | – | 11.25 | – |
| New York (LaGuardia) | EST | Ar | 7.15 | | 8.45 | | 9.45 | 10.15 | | 11.00 | | 1.45 |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | am |

ONLY *AMERICAN* OFFERS NONSTOP SERVICE EVERY HOUR ON THE HOUR between CHICAGO and NEW YORK from 7 A.M. to 8 P.M.

## ★ DETROIT to NEW YORK ★

TABLE 15

| | | | DC-6 120 | DC-6 Aircoach 612 | DC-6 210 | DC-6 126 | DC-6 122 | DC-6 128 | DC-6 Aircoach 648 | 484 | DC-6 Aircoach 622 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | pm | pm | pm | pm | pm | pm |
| Detroit/Windsor (Willow Run) | EST | Lv | B8.50 | 9.55 | L1100 | 2.30 | 3.45 | D5.10 | 6.30 | D6.35 | 9.50 |
| New York (Newark) | " | Ar | – | – | – | 4.35 | – | – | – | 8.59 | – |
| New York (N. Y. International) | " | Ar | Ex. Su. | – | – | Ex. Sa. | – | Ex. Sa. | – | Ex. Sa. | Ex. Sa. |
| New York (LaGuardia) | EST | Ar | 10.55 | 12.00 | 1.05 | | 5.50 | 7.15 | 8.35 | | 11.55 |
| | | | am | Noon | pm | pm | pm | pm | pm | pm | pm |

*The Universal Air Travel Plan . . . inaugurated by* **AMERICAN AIRLINES** *is now universally accepted by business and industry.*

## ★ CHICAGO to DETROIT ★

TABLE 16

| | | | 756 | DC-6 Aircoach 612 | 732 | 778 | 702 | 704 | 760 | DC-6 124 | 724 | 744 | 710 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | pm | pm | pm | pm |
| Chicago (Midway) | CST | Lv | Ex. Su. | b7.20 | B7.35 | 9.00 | 9.15 | | L1110 | L1205 | Ex. Sa. & Su. | L1.00 | 2.15 |
| Chicago (O'Hare Field) | CST | Lv | B7.00 | – | Ex. Sa. & Su. | – | – | 10.10 | – | Ex. Sa. | L1250 | – | – |
| Detroit/Windsor (Willow Run) | EST | Ar | 9.15 | 9.30 | 9.50 | 11.15 | 11.30 | 12.25 | 1.25 | 2.15 | 3.05 | 3.15 | 4.30 |
| | | | am | am | am | am | am | pm | pm | pm | pm | pm | pm |

| | | | 730 | 484 | 764 | 716 | 708 | 706 | DC-6 Aircoach 622 | DC-6 226 | DC-6 286 | 486 | DC-7 48 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| Chicago (Midway) | CST | Lv | | 4.10 | 4.10 | D 5.05 | D5.20 | D6.10 | b7.15 | 8.05 | 8.45 | | 9.40 |
| Chicago (O'Hare Field) | CST | Lv | 2.30 | Ex. Sa. | – | – | – | – | – | Ex. Sa. | Ex. Sa. | 9.35 | – |
| Detroit/Windsor (Willow Run) | EST | Ar | 4.45 | 6.25 | 6.25 | 7.20 | 7.35 | 8.25 | 9.25 | 10.15 | 10.55 | 11.50 | 11.45 |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 41

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.

*For Additional Local and Connecting Services See Table 8*

## ★ NEW YORK to BUFFALO NONSTOPS ★

TABLE 17

| | | | DC-6 283 | DC-6 153 | 789 | 781 | 721 | DC-6 109 | 367 | 739 | 709 | 311 | DC-6 287 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| New York (LaGuardia) | EST | Lv | B8.25 | 10.00 | | 2.55 | 3.45 | 3.45 | D5.30 | D6.30 | | | 10.15 |
| New York (N. Y. Int'l.) | " | Lv | Ex. Su. | – | | – | Ex. Sa. | Sat. Only | Ex. Sa. | – | | Ex. Sa. | Ex. Sa. |
| New York (Newark) | " | Lv | – | – | L1240 | – | – | – | – | – | D7.00 | 7.35 | – |
| Buffalo / Niagara Falls | EST | Ar | 10.00 | 11.35 | 2.23 | 4.38 | 5.28 | 5.20 | 7.13 | 8.13 | 8.43 | 9.18 | 11.50 |
| | | | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm |

## ★ BUFFALO to DETROIT and CHICAGO ★

TABLE 18

| | | | DC-6 159 | 707 | 759 | 731 | 785 | 723 | DC-6 Aircoach 601 |
|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | pm |
| Buffalo / Niagara Falls | EST | Lv | B8.00 | S8.25 | 9.55 | 10.05 | 10.25 | L1125 | b1.10 |
| Detroit/Windsor (Willow Run) | EST | Ar | – | 9.53 | L1123 | – | L1153 | Ⓓ1253 | – |
| Chicago (O'Hare Field) | CST | Ar | Ex. Su. | Ex. Sa. & Su. | 11.55 Ex. Su. | – | – | 1.25 | – |
| Chicago (Midway) | CST | Ar | 9.10 | 10.25 | | 11.35 | 12.25 | | 2.20 |
| | | | am | am | am | am | pm | pm | pm |

| | | | 767 | 743 | 781 | 717 | 761 | 769 | 735 | 709 | 753 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| Buffalo / Niagara Falls | EST | Lv | 2.20 | 3.10 | 4.50 | D5.40 | D 6.55 | D7.20 | 7.45 | 8.55 | 10.10 |
| Detroit/Windsor (Willow Run) | EST | Ar | 3.48 | 4.38 | D6.18 | ®7.08 | 8.23 | – | 9.13 | 10.23 | 11.38 |
| Chicago (O'Hare Field) | CST | Ar | – | Ex. Sa. | – | Ex. Sa. | – | – | 9.45 | Ex. Sa. | Ex. Sa. |
| Chicago (Midway) | CST | Ar | 4.20 | 5.15 | 6.50 | 7.40 | 8.55 | 8.50 | | | 12.13 |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | am |

ONLY AMERICAN GIVES YOU 4-ENGINE DC-6 NONSTOP SERVICE BETWEEN TORONTO AND NEW YORK

—

FOR PRESSURIZED CABIN COMFORT WITH A SEPARATE LOUNGE FOR YOUR PLEASURE, FLY AMERICAN TO TORONTO

See Table 9B

## ★ NEW YORK to SYRACUSE and ROCHESTER ★

TABLE 19

| | | | 731 | 783 | 705 | 771 | 799 | 327 | 773 | 787 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | pm | pm | pm |
| New York (LaGuardia) | EST | Lv | Ex. Su. | B7.25 Ex. Sa. & Su. | Ex. Su. | 10.50 | | 1.20 | 1.55 Ex. Sa. | 1.55 Sat. Only |
| New York (N. Y. Int'l.) | " | Lv | | | 8.50 | – | | – | – | |
| New York (Newark) | " | Lv | B7.05 | – | – | – | L1130 | – | Via Albany | Via Albany |
| Syracuse | " | Ar | 8.27 | 8.47 | 10.17 | 12.12 | 12.52 | 2.42 | 3.49 | 3.49 |
| Rochester, N. Y. | EST | Ar | 9.11 | 9.36 | 11.01 | 12.56 | 1.39 | 3.26 | 4.34 | 4.34 |
| | | | am | am | am | pm | pm | pm | pm | pm |

| | | | 793 | 793 | 761 | 797 | 725 | 389 | 373 | 775 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm |
| New York (LaGuardia) | EST | Lv | | | 4.30 | D5.30 | | 7.30 | | |
| New York (N. Y. Int'l.) | " | Lv | Ex. Sa. | Sat. Only | – | Ex. Sa. | Ex. Sa. | – | 8.40 | |
| New York (Newark) | " | Lv | 3.40 | 3.40 | – | – | D7.25 | – | Via Albany | 9.40 |
| Syracuse | " | Ar | 5.02 | 5.02 | – | 6.52 | 8.47 | – | 10.34 | 11.02 |
| Rochester, N. Y. | EST | Ar | | 5.46 | 6.05 | 7.36 | | 9.05 | 11.18 | 11.46 |
| | | | pm | pm | pm | pm | pm | pm | pm | pm |





AMERICAN AIRLINES

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

*For Additional Local and Connecting Services See Table 8*

## ★ BUFFALO to NEW YORK NONSTOPS ★

TABLE 17

| | | | DC-6 282 | 758 | DC-6 284 | 722 | 482 | 792 | 710 | 730 | 742 | 740 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | pm | pm | pm | pm | pm | pm | pm |
| Buffalo / Niagara Falls | EST | Lv | B7.30 | 9.20 | L1130 | 1.25 | 3.25 | 4.45 | D6.10 | D6.25 | 8.00 | 10.25 |
| New York (Newark) | " | Ar | – Ex. Su. | – Ex. Su. | – | – Ex. Sa. | – | – | 7.40 | – | – | 11.55 Ex. Sa. |
| New York (N. Y. International) | " | Ar | | | – | | – | – | | – | – | |
| New York (LaGuardia) | EST | Ar | 8.55 | 10.50 | 12.55 | 2.55 | 4.55 | 6.15 | | 7.55 | 9.30 | |
| | | | am | am | pm | pm | pm | pm | pm | pm | pm | pm |

## ★ CHICAGO and DETROIT to BUFFALO ★

TABLE 18

| | | | 746 | 756 | DC-6 Aircoach 602 | 778 | 704 | 760 | 432 | 744 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | pm | pm |
| Chicago (Midway) | CST | Lv | Ex. Su. | Ex. Su. | b8.30 | 9.00 | | L1110 | L1215 | L1.00 |
| Chicago (O'Hare Field) | CST | Lv | | B7.00 | – | – | 10.10 | – | – | – |
| Detroit/Windsor (Willow Run) | EST | Lv | B8.05 | 9.25 | – | L1125 | L1240 | 1.40 | – | 3.25 |
| Buffalo / Niagara Falls | EST | Ar | 9.25 | 10.45 | 11.25 | 12.45 | 2.00 | 3.00 | 3.29 | 4.45 |
| | | | am | am | am | pm | pm | pm | pm | pm |

| | | | 710 | 730 | 764 | 716 | 426 | DC-6 286 |
|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm |
| Chicago (Midway) | CST | Lv | 2.15 | | 4.10 | D5.05 | D6.45 | 8.45 |
| Chicago (O'Hare Field) | CST | Lv | – | 2.30 | – | – | – Ex. Sa. | – Ex. Sa. |
| Detroit/Windsor (Willow Run) | EST | Lv | 4.40 | 4.55 | D6.35 | 7.35 | – | 11.15 |
| Buffalo / Niagara Falls | EST | Ar | 6.00 | 6.15 | 7.55 | 8.55 | 9.59 | 12.30 |
| | | | pm | pm | pm | pm | pm | am |

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## ★ ROCHESTER and SYRACUSE to NEW YORK ★

TABLE 19

| | | | 770 | 766 | 712 | 762 | 728 | 746 | 732 | 580 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | pm |
| Rochester, N. Y. | EST | Lv | | B7.35 | S8.37 | | | 10.15 | 11.47 | 12.42 |
| Syracuse | " | Lv | B7.20 | – | 9.19 | 10.22 | 10.22 | – | L1230 | t1.25 |
| New York (Newark) | " | Ar | – Ex. Su. | – Ex. Su. | 10.34 Sa. & Su. Only | 11.37 Ex. Sa. & Su. | – Sun. Only | – Ex. Su. | – Ex. Sa. & Su. | 2.40 |
| New York (N. Y. International) | " | Ar | | | | | | | | |
| New York (LaGuardia) | EST | Ar | 8.35 | 9.00 | | | 11.37 | 11.40 | 1.45 | |
| | | | am | am | am | am | am | am | pm | pm |

| | | | 702 | 582 | 432 | 794 | 744 | 586 | 588 | 764 | 708 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| Rochester, N. Y. | EST | Lv | 1.22 | 2.33 | 4.17 | | D5.35 | 6.27 | D7.17 | 8.47 | 9.32 |
| Syracuse | " | Lv | 2.05 | 3.15 | 5.00 | D5.30 | – | D7.10 | – | 9.30 | 10.15 |
| New York (Newark) | " | Ar | – | 4.30 | – | 6.45 Ex. Sa. | – | Ex. Sa. | 8.42 | – | – |
| New York (N. Y. International) | " | Ar | – | | – | | – | 8.30 | | – | Via Albany |
| New York (LaGuardia) | EST | Ar | 3.20 | | 6.15 | | 7.00 | | | 10.45 | 12.03 |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | am |

Progressive Industry Uses America's Largest Air Cargo Service . . .

*American Airlines*

Airfreight

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 41

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 Air-coach 653-637 | 361 | 531 | 467 | 517 | 419 | 379 | 329 | 305 | 339-569 | 537 | 325 | 363 | DC-6 Air-coach 655 | 335 | 335 - DC-6 211 | 343 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | | | |
| Boston | EST | Lv | 7.00 | B7.30 | B7.45 | S8.00 | 9.15 | 11.00 | L1145 | L1230 | 1.00 | 3.00 | 3.45 | D4.25 | D5.30 | b6.35 | 7.00 | 7.00 | 9.00 | | | |
| New York (LaGuardia) | " | Lv | 8.40 Ex. Su. | – Ex. Su. | – | 9.40 Ex. Su. | 10.45 Ex. Sa. & Su. | L1230 | – | | 2.30 Ex. Sa. | 4.55 | 5.15 Ex. Sa. | – | 8.10 | 8.30 Ex. Sa. | 9.20 Ex. Sa. | 10.40 Ex. Sa. | | | | |
| New York (N. Y. Int'l.) | " | Lv | – | – | Ex. Sa. & Su. Non-stop | – | – | – | – | Non-stop | – | – | – | – | Ex. Sa. Non-stop | – | – | – | | | | |
| Philadelphia | " | Ar | – | 9.13 | 10.05 | 10.26 | – | – | 1.28 | | 3.16 | – | – | 6.08 | 8.55 | – | 10.05 | – | | | | |
| Washington | EST | Ar | 10.00 am | 10.13 am | 10.05 am | 11.26 am | 12.10 pm | 1.55 pm | 2.28 pm | 2.50 pm | 4.16 pm | 6.20 pm | 6.40 pm | 7.10 pm | 7.50 pm | 10.05 pm | 9.55 pm | 11.15 pm | 12.05 am | | | |

## PROVIDENCE to NEW YORK and WASHINGTON

*For complete service New York-Washington See Table 23*

TABLE 21

| | | | 345 Ex. Su. | 321 Ex. Sa. & Su. | 567 | 327 | 357 | 569 Ex. Sa. | 403 | 387 | 355 Ex. Sa. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | Noon | pm | pm | pm | pm | pm | | | | | | | |
| Providence | EST | Lv | S7.05 | 8.40 | 10.35 | 12.00 | 2.00 | 3.40 | 5.30 | 8.55 | 11.35 | | | | | | | |
| New York (LaGuardia) | EST | Ar | 8.03 | 9.38 | 11.33 | 12.58 | 2.58 | 4.38 | 6.28 | 9.53 | 12.33 | | | | | | | |
| | | | 345 Ex. Sa. & Su. | 321 | 567 | DC-6 117 | 357 Ex. Sa. | 569 | 403 Ex Sa | 343 Ex. Sa. | | | | | | | | |
| New York (LaGuardia) | EST | Lv | 8.30 | 10.00 | L1150 Via Balt. | 1.35 | 3.20 | 4.55 | D6.40 | 10.40 | ..... | | | | | | | |
| Washington | EST | Ar | 9.55 am | 11.25 am | 1.37 pm | 2.55 pm | 4.45 pm | 6.20 pm | 8.05 pm | 12.05 am | ..... am | | | | | | | |

## HARTFORD / SPRINGFIELD to NEW YORK and WASHINGTON

*For complete service New York-Washington See Table 23*

TABLE 22

| | | | 301 Ex. Su. | 315 | 323 | 347 Ex. Sa. | 407 | 351 | 353 Ex. Sa. | 375 Ex. Su. & Mo. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | pm | pm | pm | pm | pm | am | |
| Hartford Springf'ld, Mass. | EST | Lv | S7.10 | 10.30 | 12.40 | 2.50 | 4.50 | 7.40 | 10.25 | 12.30 | |
| New York (LaGuardia) | EST | Ar | 7.56 | 11.16 | 1.26 | 3.36 | 5.36 | 8.26 | 11.11 | 1.16 | |
| | | | 301 Ex. Fr. Sa. Su. | 315 | 305 Ex. Sa. | 347 | 407 | DC-6 271 Ex. Sa. | | | |
| New York (LaGuardia) | EST | Lv | ⑧8.15 | L1135 | 2.30 Via Phil. | 3.55 | D5.55 | 8.55 | ..... | ..... | |
| Washington | EST | Ar | 9.40 am | 1.00 pm | 4.16 pm | 5.20 pm | 7.20 pm | 10.15 pm | pm | am | |

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THE MOST SERVICE
Between Boston and Washington

## NEW YORK-WASHINGTON — *NONSTOPS*

TABLE 23

| | | | 401 | 503 | 405 | 301 | 345 | DC-6 637 Aircoach | 749 | 321 | DC-6 201 | 517 | 315 | 535 | 419 | 417 | DC-6 117 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | am | am | am | am | am | pm | pm | pm |
| New York (LaGuardia) | EST | Lv | B7.00 | ..... | B7.25 | B8.15 | 8.30 | 8.40 | 9.35 | 10.00 | 10.40 | 10.45 | L1135 | L1155 | L1230 | L1.00 | 1.35 |
| New York (N. Y. Int'l. | " | Lv | – | Ex. Sa. & Su. | – | Ex. Fr. Sa. & Su. | Ex. Sa. & Su. | – | Ex. Su. | Ex. Sa. & Su. | – | – | – | Ex. Sa. & Su. | – | – | – |
| New York (Newark) | " | Lv | – | B7.20 | – | – | – | – | – | – | – | – | – | – | – | – | – |
| Washington | EST | Ar | 8.25 am | 8.40 am | 8.50 am | 9.40 am | 9.55 am | 10.00 am | 11.00 am | 11.25 am | 12.00 Noon | 12.10 pm | 1.00 pm | 1.20 pm | 1.55 pm | 2.25 pm | 2.55 pm |

| | | | 357 | 347 | 569 | 385 | 537 | DC-6 119 | 407 | 403 | DC-6 657 Aircoach | 335 | 351 | DC-6 271 | 755 | 343 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | |
| New York (LaGuardia) | EST | Lv | 3.20 | 3.55 | 4.55 | ..... | 5.15 | 5.20 | D5.55 | D6.40 | 7.25 | 8.30 | 8.45 | 8.55 | 9.20 | 10.40 | |
| New York (N. Y. Int'l. | " | Lv | – Ex. Sa. | – | – | ..... | Ex. Sa. | Ex. Sa. | – | Ex. Sa. | – | Ex. Sa. | Ex. Sa. | Ex. Sa. | – | Ex. Sa. | |
| New York (Newark) | " | Lv | – | – | – | 5.15 | – | – | – | – | – | – | – | – | – | – | |
| Washington | EST | Ar | 4.45 pm | 5.20 pm | 6.20 pm | 6.35 pm | 6.40 pm | 6.40 pm | 7.20 pm | 8.05 pm | 8.45 pm | 9.55 am | 10.10 pm | 10.15 pm | 10.45 pm | 12.05 am | |





AMERICAN AIRLINES

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

## WASHINGTON and PHILADELPHIA to BOSTON

*For complete service Washington-Philadelphia see Table 28*

TABLE 20

| | | | DC-6 112-382 | 392 | 334 | 410 | 346 | 372 | 378 | 338 | 536 | 340 | 414-394 | DC-6 Air-coach 650-618 | 324 | 416 | 364 | 518 | 380 | 402-318 | 532 | 406-318 | DC-6 154-368 | DC-6 202-312 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| Washington | EST | Lv | S5.10 | B7.30 | B7.45 | B8.10 | 8.40 | 9.20 | 11.05 | L1205 | L1235 | 1.05 | 1.40 | 2.10 | 3.55 | 5.10 | D5.35 | D6.10 | 6.15 | 7.20 | 7.30 | 7.55 | 8.55 | 10.35 |
| Philadelphia | " | Lv | – | – | 8.50 | – | – | – | L1205 | | – | – | Ex. Sa. | – | D5.00 | – | Ex. Sa. | – | D7.15 | 8.23 | Ex Sa | – | – | Ex. Sa. |
| New York (N.Y.Int'l.) | " | Lv | – | Ex. Sa. & Su. | Ex. Su. | Ex. Su. | Ex. Sa. & Su. | Ex. Sa. & Su. | – | Non-stop | Ex Sa & Su. | – | – | – | – | – | Non-stop | – | 8.15 | – | Non-stop | 9.45 | – | – |
| New York (LaGuardia) | " | Lv | S7.45 | Non-stop | – | 9.45 | 10.15 | 10.55 | – | 2.07 | 2.10 | 2.45 | 3.45 | 4.15 | – | 6.45 | 7.37 | 7.45 | Ex. Sa. | 9.45 | 9.32 | – | 10.45 | 1.45 |
| Boston | EST | Ar | 8.50 am | 9.32 am | 10.24 am | 10.50 am | 11.20 am | 12.00 Noon | 1.39 pm | 3.15 pm | 3.50 pm | 4.50 pm | 5.15 pm | 6.34 pm | 7.50 pm | 9.20 pm | 8.50 pm | 9.20 pm | 10.50 pm | 10.50 pm | 11.50 pm | 2.50 am | | |

## WASHINGTON and NEW YORK to PROVIDENCE

*For complete service Washington-New York See Table 23*

TABLE 21

| | | | DC-6 112 | 542 Ex. Fr. Sa. Su. | 346 Ex. Sa. | 362 Ex. Su. | 536 Ex. Sa. & Su. | 414 Ex. Sa. | 416 | 328 Ex. Sa. | DC-6 154 Ex. Sa. | DC-6 154 Sa. Only | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | pm | pm | pm | pm | pm | pm | | | | | | |
| Washington | EST | Lv | S5.10 | B7.20 | 8.40 | 10.55 | L1235 | 1.40 | 5.10 | 8.25 | 8.55 | 8.55 | | | | | | |
| New York (LaGuardia) | EST | Ar | 6.20 | 8.35 | 9.55 | 12.10 | 1.50 | 2.55 | 6.25 | 9.40 | 10.05 | 10.05 | | | | | | |
| | | | 316 Ex. Sa. & Su. | 542 | 302 | 362 | 344 Ex. Sa. | 322 | 516 | 328 Ex. Sa. | 390 Ex. Sa. | 390 Sat. Only | | | | | | |
| New York (LaGuardia) | EST | Lv | S7.10 | 8.55 | 10.30 | 12.30 | 2.15 | 3.55 | 7.30 | 10.00 | 11.20 | 11.20 | | | | | | |
| Providence | EST | Ar | 8.05 am | 9.50 am | 11.25 am | 1.25 pm | 3.10 pm | 4.50 pm | 8.25 pm | 10.55 pm | 12.15 am | 12.43 am | | | | | | |

## WASHINGTON and NEW YORK to HARTFORD / SPRINGFIELD

*For complete service Washington-New York See Table 23*

TABLE 22

| | | | 542 Ex. Fri. Sa. & Su. | 372 Ex. Sat. & Su. | 348 | 414 Ex. Sa. | 752 | 570 | DC-6 154 Ex. Sa. | DC-6 154 Sa. Only | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | Noon | pm | pm | pm | pm | pm | |
| Washington | EST | Lv | ..... | B7.20 | 9.20 | L1200 | 1.40 | 4.40 | 7.10 | 8.55 | 8.55 |
| New York (LaGuardia) | EST | Ar | ..... | 8.35 | 10.35 | 1.15 | 2.55 | 5.55 | 8.25 | 10.05 | 10.05 |
| | | | 336 Ex. Su. | 524 | 350 | 348 Ex. Sa. | 414 | 314 | 304 Ex. Sa. | 342 Ex. Sa. | 390 Sa. Only |
| New York (LaGuardia) | EST | Lv | S6.00 | 9.15 | 11.15 | 1.35 | 3.20 | 6.25 | 9.00 | 11.15 | 11.20 |
| Hartford Springf'ld, Mass. | EST | Ar | 6.43 am | 9.58 am | 11.58 am | 2.18 pm | 4.03 pm | 7.08 pm | 9.43 pm | 11.58 pm | 12.03 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 | 500 | 542 | DC-6 116 | 410 | 346 | 372 | 508 | 502 | 362 | 578 | 348 | 536 | DC-6 Aircoach 638 | 340 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | am | am | am | am | Noon | pm | pm | pm |
| Washington | EST | Lv | S5.10 | B7.00 | B7.20 | B7.50 | B8.10 | 8.40 | 9.20 | 9.40 | 10.20 | 10.55 | 11.10 | L1200 | L1235 | 12.45 | 1.05 |
| New York (Newark) | " | Ar | – | – | – | – | – | – | – | 10.50 | – | – | – | – | – | – | – |
| New York (N. Y. Int'l.) | " | Ar | – | Ex. Sa. & Su. | Ex. Fri. Sa. & Su. | Ex. Su. | Ex. Su. | Ex. Sa. | Ex. Sa. & Su. | Ex. Su. | Ex. Sa. | Ex. Su. | Ex. Su. | – | Ex. Sa. & Su. | – | – |
| New York (LaGuardia) | EST | Ar | 6.20 am | 8.15 am | 8.35 am | 9.00 am | 9.25 am | 9.55 am | 10.35 am | ..... am | 11.35 am | 12.10 pm | 12.25 pm | 1.15 pm | 1.50 pm | 1.55 pm | 2.20 pm |

| | | | 414 | DC-6 Aircoach 650 | 566 | DC-6 100 | DC-6 208 | 752 | 416 | 518 | 570 | 526 | 406 | DC-6 262 | 328 | DC-6 154 | DC-6 202 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| Washington | EST | Lv | 1.40 | 2.10 | 2.30 | 3.30 | 3.35 | 4.40 | 5.10 | D6.10 | 7.10 | 7.10 | 7.55 | 8.00 | 8.25 | 8.55 | 10.35 |
| New York (Newark) | " | Ar | – | – | – | – | – | – | – | – | – | 8.20 | – | – | – | – | – |
| New York (N. Y. Int'l.) | " | Ar | Ex. Sa. | – | – | – | – | – | – | – | – | Ex. Sa. | – | Ex. Sa. | Ex. Sa. | – | – |
| New York (LaGuardia) | EST | Ar | 2.55 pm | 3.20 pm | 3.45 pm | 4.40 pm | 4.45 pm | 5.55 pm | 6.25 pm | 7.25 pm | 8.25 pm | ..... pm | 9.10 pm | 9.10 pm | 9.40 pm | 10.05 pm | 11.45 pm |

ALL FLIGHTS DAILY EXCEPT AS NOTED — FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 41



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.

## BOSTON-NEW YORK — NONSTOPS

TABLE 24

| | | | DC-6 653 Aircoach | 705 | 505 | 467 | 349 | 517 | 383 | 331 | 419 | 319 | 303 | 305 | 381 | 341 | 397 | 393 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | am | am | am | Noon | pm | pm | pm | pm | pm |
| Boston | EST | Lv | 7.00 | S7.20 | S7.40 | S8.00 | 9.00 | 9.15 | 9.30 | 10.00 | 11.00 | 11.30 | 12.00 | 1.00 | 1.30 | 2.00 | 2.20 | 2.45 |
| New York (Newark) | " | Ar | – | – | – | – | – | – | – | – | – | – | – | – | Ex. Sa. | – | – | Sun. |
| | | | Ex. Su. | | Ex. Sa. & Su. | Ex. Su. | | Ex. Sa. & Su. | Ex. Sa. & Su. | | | Ex. Su. | | | 2.40 | | 3.30 | Only |
| New York (N. Y. Int'l.) | " | Ar | – | 8.30 | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| New York (LaGuardia) | EST | Ar | 8.05 | ..... | 8.50 | 9.10 | 10.10 | 10.25 | 10.40 | 11.10 | 12.10 | 12.40 | 1.10 | 2.10 | ..... | 3.10 | ..... | 3.55 |
| | | | am | | am | am | am | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm |

| | | | 339 | 537 | 367 | 395 | DC-6 619 Aircoach | 389 | 311 | DC-6 655 Aircoach | 335 | 373 | 391 | 369 | 343 | 399 | 359 | 377 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| Boston | EST | Lv | 3.00 | 3.45 | 4.00 | 4.40 | 5.00 | 6.00 | 6.10 | b6.35 | 7.00 | 7.15 | 8.00 | 8.30 | 9.00 | 9.35 | 10.00 | 11.50 |
| New York (Newark) | " | Ar | – | – | – | – | – | – | 7.25 | – | – | – | – | – | – | – | – | – |
| | | | | | | Ex. Sa. | | | Ex. Sa. | | Ex. Sa. | | | Ex. Sa. | | Sun. | Ex. Sa. | Ex. Sa. |
| New York (N. Y. Int'l.) | " | Ar | – | – | – | – | – | – | ..... | – | – | 8.25 | – | – | – | Only | – | – |
| New York (LaGuardia) | EST | Ar | 4.10 | 4.55 | 5.10 | 5.50 | 6.05 | 7.10 | ..... | 7.40 | 8.10 | ..... | 9.10 | 9.40 | 10.10 | 10.45 | 11.10 | 1.00 |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am |

## WASHINGTON - CHICAGO

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

TABLE 25

| | | | 561 | 69 | 565 | 161 | 161 | 49 | 467 | 165 | 45 | 567 | 267 | 173 | 163 | 261 | 569 | 569 | 177 | 175 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | DC-7 | | DC-7 | DC-6 Ex Su | DC-6 Su On | DC-7 Ex Su | | DC-6 | DC-7 | | DC-6 | DC-6 | | DC-6 Ex Sa | Ex Sa | Sat. Only | DC-6 | DC-6 Ex Sa |
| | | | am | am | am | am | am | am | am | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm |
| New York (LaGuardia) | EST | Lv | ..... | ..... | B6.45 | B8.25 | ..... | ..... | 9.40 | L1145 | ..... | L1150 | ..... | 3.10 | D4.00 | ..... | 4.55 | 4.55 | D5.40 | D6.45 |
| Philadelphia | " | Lv | ..... | ..... | – | | ..... | ..... | 10.36 | | ..... | – | ..... | | | ..... | – | – | | |
| Baltimore | " | Lv | ..... | ..... | 8.10 | | ..... | ..... | – | | ..... | 1.15 | ..... | | | ..... | – | – | | |
| Washington | " | Ar | ..... | ..... | 8.32 | | ..... | ..... | 11.26 | | ..... | 1.37 | ..... | | | ..... | 6.20 | 6.20 | | |
| Richmond, Va. | " | Lv | ..... | ..... | s7.20 | | ..... | ..... | E1000 | | E1152 | E1152 | E1.22 | | | s4.15 | s4.15 | s4.15 | | |
| Washington | " | Lv | ..... | B7.45 | 8.45 | | ..... | ..... | L1140 | | ↓1.45 | 1.50 | 3.30 | Via Columbus See Table 9 | | D5.30 | D6.35 | D6.35 | | |
| Elkins | " | Ar | ..... | | – | | ..... | ..... | – | | | 2.52 | | | | | – | – | | |
| Elkins | " | Lv | ..... | | – | | ..... | ..... | – | | | 3.02 | | | | | – | – | | |
| Parkersburg/Marietta | " | Ar | ..... | | – | | ..... | ..... | – | | | 3.42 | | | | | – | – | | |
| Parkersburg/Marietta | " | Lv | ..... | | – | | ..... | ..... | – | | | 3.52 | | | | | – | – | | |
| Charleston, W. Va. | " | Ar | ..... | | 10.15 | | ..... | ..... | – | | The | 4.23 | | | | | 8.05 | 8.05 | | |
| Charleston, W. Va. | " | Lv | ..... | | 10.25 | | ..... | ..... | – | | Mer- | 4.33 | | | | | 8.15 | 8.15 | | |
| Cincinnati | " | Ar | ..... | | 11.28 | ←1110 | ..... | ..... | 2.01 | 2.30 | cury | 5.36 | | | 6.45 | | 9.18 | 9.18 | | 9.30 |
| Cincinnati | EST | Lv | S8.00 | | 11.53 | 11.30 | 11.30 | d↓1155 | 2.15 | 2.55 | ↓ | 5.50 | | | | | ..... | 9.30 | | 9.55 |
| Louisville | CST | Ar | – | | p12.07 | 11.05 | 11.05 | The Mer- | 2.58 | 3.35 | 3.15 | p6.47 | | 5.55 | p7.25 | | p9.27 | p9.27 | 7.45 | p9.27 |
| Indianapolis | EST | Ar | 8.43 | | 12.36 | ..... | ..... | cury | 3.08 | ..... | ..... | 6.33 | | ..... | ..... | | p9.20 | 10.13 | ..... | 10.35 |
| Indianapolis | EST | Lv | 8.56 | | L1246 | ..... | ..... | ↓ | 3.07 | ..... | ↓ | D6.43 | | ..... | ..... | | ..... | 10.25 | ..... | 10.55 |
| Chicago (Midway) | CST | Ar | 8.55 | 9.15 | 12.45 | ← | | 12.05 | | | 3.15 | 6.42 | 5.20 | ..... | ..... | 7.20 | ..... | 10.24 | ..... | 10.50 |
| | | | | DC-7 | DC-6 Air-coach | DC-6 Air-coach | DC-7 | | DC-6 Air-coach | DC-7 | DC-7 | DC-7 | | | | | | DC-7 | | DC-7 Ex Su |
| | | | | 47 | 607 | 611 | 43 | 49 | 601 | 37 | 45 | 65 | | | | | | 59 | | 41 |
| Chicago (Midway) | CST | Lv | | L↓945 | b11.40 | b11.55 | L↓1230 | L↓1235 | b2.50 | D↓325 | D↓345 | D↓500 | | | | | | B↓150 | | B↓155 |
| Los Angeles (Lockheed Air Term.) | PST | Ar | | The Mer- | ↓ | 5.20 | The Mer- | The Mer- | – | The Mer- | The Mer- | The Mer- | | | | | | The Mer- | | The Mer- |
| Los Angeles (International) | " | Ar | | cury 2.00 | 5.05 | ..... | cury 4.45 | cury | 8.15 | cury 8.55 | cury | cury 9.15 | | | | | | cury 6.05 | | – |
| Oakland | " | Ar | | ..... | ..... | ..... | ..... | ↓ | ..... | Via Phoe- | ↓ | ..... | | | | | | ..... | | – |
| San Francisco | PST | Ar | | ..... | ..... | ..... | ..... | 5.25 | ..... | nix | 8.35 | ..... | | | | | | ..... | | 6.45 |
| | | | | pm | pm | pm | pm | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | pm | am |

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AMERICAN AIRLINES

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

## NEW YORK - BOSTON — NONSTOPS

TABLE 24

| | | | 354 | 382 | 358 | DC-6 658 Aircoach | 540 | 410 | 346 | 504 | 372 | 310 | 356 | 330 | 320 | 374 | 536 | 418 | 340 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | am | am | am | pm | pm | pm | pm | pm | pm | pm |
| New York (LaGuardia) | EST | Lv | S7.00 | S7.45 | ..... | 8.45 | 9.15 | 9.45 | 10.15 | 10.45 | 10.55 | 11.45 | 12.15 | 12.45 | 1.15 | 1.45 | 2.10 | ..... | 2.45 |
| New York (N. Y. Int'l.) | " | Lv | – | – | S8.00 | – | – | – | – | – | – | – | – | – | – | – | – | 2.15 | – |
| | | | Ex. Sa. & Su. | | Ex. Su. | Ex. Su. | Ex. Sa. & Su. | Ex. Su. | Ex. Sa. & Su. | | Ex. Su. | | | | Ex. Sa. & Su. | | | Sun. Only | |
| New York (Newark) | " | Lv | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| Boston | EST | Ar | 8.05 | 8.50 | 9.05 | 9.45 | 10.20 | 10.50 | 11.20 | 11.50 | 12.00 | 12.50 | 1.20 | 1.50 | 2.20 | 2.50 | 3.15 | 3.20 | 3.50 |
| | | | am | am | am | am | am | am | am | am | Noon | pm | pm | pm | pm | pm | pm | pm | pm |

| | | | 412 | 394 | 396 | DC-6 618 Aircoach | 384 | DC-6 184 | 520 | 416 | 518 | 710 | 380 | 398 | 318 | DC-6 614 Aircoach | 368 | 312 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | |
| New York (LaGuardia) | EST | Lv | ..... | 3.45 | ..... | 4.15 | 4.45 | 4.45 | 5.45 | 6.45 | 7.45 | | ..... | 8.45 | 9.45 | 10.15 | 10.45 | 1.45 | |
| New York (N. Y. Int'l.) | " | Lv | 3.15 | – | 4.15 | – | – | – | – | – | – | Ex. Sa. | 8.15 | – | – | – | – | – | |
| | | | Ex. Sa. | | Ex. Sa. | | Ex. Sa. | Sat. Only | | | | 7.55 | | Ex. Sa. | | | Ex. Sa. | Ex. Su. | |
| New York (Newark) | " | Lv | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | |
| Boston | EST | Ar | 4.20 | 4.50 | 5.20 | 5.15 | 5.50 | 5.45 | 6.50 | 7.50 | 8.50 | 9.05 | 9.20 | 9.50 | 10.50 | 11.15 | 11.50 | 2.50 | |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | |

## CHICAGO - WASHINGTON

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

TABLE 25

| | | | DC-7 Ex Sa 46 | 56 | DC-6 Air-coach 612 | | | DC-6 Air-coach 602 | | | | | | | | | | DC-7 40 | DC-7 42 | DC-7 44 | DC-6 Air-coach 614 | DC-7 38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | am | pm | am | am | pm | pm | pm | pm | pm | pm | pm | pm | am | am | am | am | am | am |
| San Francisco | PST | Lv | S↓1045 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L↓900 | ..... | ..... | L↓1145 |
| Oakland | " | Lv | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ↓ | ..... | ..... | ↓ |
| Los Angeles (International) | " | Lv | The Mer- | ↓11.15 | ..... | ..... | ..... | ..... | 11.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | The Mer- | ..... | ..... | The Mer- |
| Los Angeles (Lockheed Air Term.) | PST | Lv | ↓ | The Mer- | ..... | 10.20 | ..... | ..... | ↓ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L↓815 The Mer- | ↓ | L↓945 The Mer- | b9.00 | ↓ |
| Chicago (Midway) | CST | Ar | 6.30 | ↓6.40 | 6.50 | ..... | ..... | ..... | 8.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | cury 3.40 | 4.45 | cury 5.10 | ←5.30 | 7.30 |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | Ex Su 578 | DC-7 Ex Su 56 | DC-6 162 | DC-7 62 | Ex Su 566 | Sun. Only 566 | DC-6 168 | DC-6 264 | DC-6 Ex Sa 260 | 570 | DC-6 164 | DC-6 Ex Sa 170 | DC-6 Ex Sa 262 | 568 | DC-6 Ex Sa 174 | DC-6 176 | DC-7 42 | Ex Sa 560 | 472 | |
| Chicago (Midway) | CST | Lv | ..... | B7.10 | B7.10 | B8.15 | ..... | B8.10 | ..... | L1045 | L1.15 | L1.25 | ..... | ..... | D4.15 | 4.30 | ..... | ..... | D5.15 | D6.10 | 8.40 | ..... |
| Indianapolis | EST | Ar | ..... | | 9.05 | | ..... | – | ..... | | | 3.26 | ..... | ..... | | 6.31 | ..... | ..... | | 8.11 | 10.41 | ..... |
| Indianapolis | EST | Lv | ..... | | 9.25 | | p9.25 | p9.25 | p9.25 | | | 3.36 | 4.30 | ..... | | D6.41 | ..... | ..... | | 8.21 | 10.51 | ..... |
| Louisville | CST | Lv | ..... | | p8.10 | | p8.10 | p8.10 | 12.05 | | | p2.15 | 5.05 | p4.10 | | p4.10 | D5.30 | D5.35 | | – | – | ..... |
| Cincinnati | EST | Ar | ..... | 9.20 | 10.00 | | ..... | 10.33 | 1.40 | | | 4.15 | D5.35 | 7.30 | | 7.20 | ..... | | | 9.00 | 11.30 | ..... |
| Cincinnati | " | Lv | B8.30 | ..... | L1025 | | 10.45 | 10.45 | ↓2.05 | | | 4.30 | | | | 7.30 | | | | | | ..... |
| Charleston, W. Va. | " | Ar | 9.28 | ..... | | | 11.43 | 11.43 | | | | 5.28 | | | | – | | | | | | ..... |
| | | | 9.38 | ..... | | | 11.53 | 11.53 | | | | D5.38 | | | | – | | | | | | ..... |
| Parkersburg /Marietta | " | Ar | – | ..... | | | 12.26 | 12.26 | | | | – | | | | – | | | | | | ..... |
| | " | Lv | – | ..... | | | L1236 | L1236 | | | | – | | | | – | | | | | | ..... |
| Elkins | " | Ar | – | ..... | | | 1.15 | 1.15 | | | | – | | | | – | | | | | | ..... |
| Elkins | " | Lv | – | ..... | | | 1.25 | 1.25 | | | | – | | | | – | | | | | | ..... |
| Washington | " | Ar | 10.57 | ..... | | 11.20 | 2.19 | 2.19 | | 2.05 | 4.35 | 6.57 | | | 7.35 | 9.30 | | Via Co- | | | | ..... |
| Richmond, Va. | " | Ar | E1232 | ..... | | E1232 | E5.51 | E5.51 | | s3.22 | s3.22 | s8.15 | | | s9.12 | E1151 | | lum- | | | | ..... |
| Washington | " | Lv | 11.10 | ..... | | ..... | 2.30 | 2.30 | | | | 7.10 | | | 8.00 | ..... | | bus | | | | ..... |
| Baltimore | " | Ar | – | ..... | | ..... | – | – | | | | – | | | – | ..... | | See | | | | ..... |
| New York (LaGuardia) | EST | Ar | 12.25 | ..... | 12.40 | ..... | 3.45 | 3.45 | 4.20 | ..... | ..... | 8.25 | 7.50 | 9.45 | 9.10 | ..... | 9.05 | Table 9 9.50 | | E1016 | | ..... |
| | | | pm | am | 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 41

# To MEXICO

| TABLE 26 | | | DC-6 243-159 | DC-7 87 | 409 | DC-6 167 | DC-7 47 | DC-6 159 | DC-7 17 | 479 | 715 | DC-6 Air-coach 637 | DC-6 Air-coach 691 | 707 | 703 | 483 | DC-6 207 | 405 | DC-6 153 | DC-6 151 | 761 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | am | am | am | am | am | pm | am | am | pm | pm | am | pm | pm |
| New York (LaGuardia) | EST | Lv | 6.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.40 | b8.00 | ..... | ..... | ..... | 10.25 | ..... | 10.00 | ..... | ..... |
| New York (N.Y. Int'l.) | " | Lv | – | L4900 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | 11.25 | ..... | – | ..... | ..... |
| Philadelphia | " | Lv | S7.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s7.50 | ..... | ..... | ..... | ..... | L1235 | ..... | – | ..... | ..... |
| Washington | " | Lv | L9.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | b10.30 | ..... | ..... | ..... | ..... | – | ..... | – | ..... | ..... |
| Buffalo | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | – | ..... | ..... |
| Niagara Falls | | Lv | ..... | ..... | ..... | ..... | ..... | 8.00 | ..... | ..... | ..... | ..... | ..... | S8.25 | ..... | ..... | – | ..... | L1200 | ..... | D6.55 |
| Pittsburgh | " | Lv | ..... | ..... | ..... | 8.45 | ..... | – | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | – | ..... | – | ..... | – |
| Cleveland | " | Lv | ..... | ..... | ..... | – | ..... | – | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | – | ..... | 1.25 | ..... | – |
| Cincinnati | EST | Lv | ..... | ..... | ..... | L1030 | ..... | – | ..... | ..... | ..... | ..... | ..... | – | S12.30 | ..... | – | ..... | ..... | ..... | – |
| Louisville | CST | Lv | ..... | ..... | ..... | ..... | ..... | Ex.Su. | ..... | ..... | ..... | ..... | ..... | Ex.Su. & Su. | L1217 | ..... | – | ..... | ..... | ..... | – |
| Nashville | " | Lv | ..... | ..... | B7.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | 1.25 | ..... | – | L1240 | ..... | ..... | – |
| Memphis | " | Ar | ..... | ..... | 8.09 | ..... | The Mercury | The Toltec | ..... | ..... | ..... | ..... | ..... | – | 2.34 | ..... | 2.45 | 1.49 | ..... | ..... | – |
| Memphis | CST | Lv | ..... | ..... | Ⓑ8.20 | ..... | S9.10 | ..... | ..... | ..... | ..... | ..... | ..... | – | ↘ | ..... | 3.15 | 2.00 | ..... | ..... | – |
| Detroit | EST | Lv | ..... | ..... | – | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | 10.05 | ..... | ..... | – | – | ..... | ..... | 8.35 |
| Milwaukee | CST | Lv | ..... | ..... | – | ..... | – | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | – | – | ..... | ..... | – |
| Chicago (Midway) | " | Ar | ..... | ..... | – | ..... | 9.20 | 9.10 | ..... | ..... | ..... | ..... | 10.25 | 10.25 | ..... | ..... | – | – | ..... | ..... | 8.55 |
| Chicago (Midway) | " | Lv | ..... | ..... | – | ..... | ↘ | L9.45 | ..... | ..... | ..... | ..... | b10.55 | ↙ | ..... | 9.15 | – | – | ..... | 11.55 | ↙ |
| St. Louis | " | Lv | ..... | ..... | – | ..... | ..... | ..... | ..... | 9.10 | 9.40 | ..... | ..... | ..... | ..... | L1055 | – | – | 3.00 | – | ..... |
| Little Rock | " | Lv | ..... | ..... | 9.20 | ..... | ..... | Daily | ..... | – | – | ..... | ..... | ..... | ..... | – | – | 3.00 | – | Ex.Su. & Thu. | ..... |
| Tulsa | " | Lv | ..... | ..... | – | ..... | ..... | ..... | ..... | L1114 | 12.06 | ..... | ..... | ..... | ..... | 1.26 | – | – | ..... | ..... | ..... |
| Oklahoma City | " | Lv | ..... | ..... | – | ..... | ..... | ..... | B7.55 | – | L1.00 | ..... | ..... | ..... | ..... | 2.20 | – | – | ..... | – | ..... |
| Dallas | " | Ar | 12.55 | 1.05 | 10.58 | 12.55 | ..... | 1.05 | 8.45 | 12.35 | 2.02 | ..... | ..... | ..... | ..... | 3.22 | – | 4.38 | ..... | 3.15 | ..... |
| Dallas | " | Lv | 1.50 | ← | ← | ← | ..... | 1.50 | ← | ← | 2.15 | ..... | ..... | ..... | ..... | 3.35 | – | 4.50 | ..... | B4.00 | ..... |
| Ft. Worth | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.30 | 2.30 | 2.15 | ..... | ..... | 3.50 | 5.15 | 5.05 | 5.20 | – | ..... |
| Ft. Worth | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ↘ | → | 3.00 | ..... | ..... | → | ↘ | ↘ | D6.05 | – | ..... |
| San Antonio | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4.10 | ..... | ..... | ..... | ..... | ..... | 7.15 | – | ..... |
| San Antonio | " | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | b4.55 | ..... | ..... | ..... | ..... | ..... | 7.55 | – | ..... |
| Monterrey | " | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | †9.10 | – | ..... |
| Mexico City | CST | Ar | 5.35 | ..... | ..... | ..... | ..... | 5.35 | ..... | ..... | ..... | ..... | 7.40 | ..... | ..... | ..... | ..... | ..... | †1125 | 7.45 | ..... |
| | | | pm | pm | pm | pm | am | pm | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | am | pm |

| AM 112 | AM 17 | AM 15 | AM 13 | PA 501 | AM 11 | TA Ex. Wed. Sat. Sun. 101 | CONNECTING SERVICES Read Down / Read Up | AM 111 | TA Thu. & Sat. 100 | AM 12 | PA 502 | AM 14 | TA Mon. & Wed. 100 | AM 16 | AM 18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | (CST) | | | | | | | | |
| pm | pm | pm | am | am | am | am | Lv Mexico City ..... Ar | am | pm | am | pm | pm | pm | pm | pm |
| 11.59 | 5.30 | 2.30 | 11.30 | 11.00 | 8.30 | 7.50 | | 7.30 | 12.25 | 11.00 | 4.00 | 2.00 | 4.25 | 5.00 | 8.10 |
| 1.10 | 6.30 | 3.30 | 12.30 | – | 9.30 | – | Ar Acapulco ..... Lv | 6.30 | – | 10.00 | – | 1.00 | – | 4.00 | 7.00 |
| ..... | ..... | ..... | ..... | 2.05 | ..... | 11.10 | Ar Guatemala City ..... Lv | ..... | 9.10 | ..... | 12.50 | ..... | 1.10 | ..... | ..... |
| am | pm | pm | pm | pm | am | am | | am | am | am | pm | pm | pm | pm | pm |

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

| TABLE 27 | | | 345 | 723 | 535 | 767 | 769 |
|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | pm |
| Boston | EST | Lv | 6.25 | S7.15 | 9.39 | 10.55 | 3.15 |
| Providence | " | Ar | 6.53 | – | – | – | – |
| Hartford Springf'ld, Mass. | " | Ar | Ex. Su. | 7.58 | – | 11.38 | 3.58 |
| New Haven | " | Lv | | | 10.39 | | |
| Bridgeport | " | Lv | | | 11.01 | | |
| New York (LaGuardia) | EST | Ar | | | 11.29 | | |
| | | | am | am | am | am | pm |

## BOSTON-BALTIMORE

| TABLE 27A | | | 505 Ex Sa Su | 331-567 | DC-6 619-507 |
|---|---|---|---|---|---|
| | | | am | am | pm |
| Boston | EST | Lv | S7.40 | 10.00 | 5.00 |
| New York (LaGuardia) | " | Ar | 8.50 | 11.10 | 6.05 |
| New York (LaGuardia) | " | Lv | 9.10 Via Wilmington | L1150 | D7.00 Ex. Sa. |
| Baltimore | EST | Ar | 10.41 | 1.05 | 8.15 |
| | | | am | pm | pm |

## NEW YORK-PHILADELPHIA-WASHINGTON

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

| TABLE 28 | | | DC-6 243 | 565 | 405 | 361 | 505 | 467 | DC-6 207 | 315 | 567 | 417 | 379 | 305 | 407 | 325 | 403 | 507 | DC-6 655 Air-coach | DC-6 211 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm |
| New York (LaGuardia) | EST | Lv | 6.45 | B6.45 | B7.25 | ..... | 9.10 | 9.40 | ..... | L1135 | L1150 | L1.00 | ..... | 2.30 | D5.55 | ..... | D6.40 | D7.00 | 8.10 | 9.20 |
| New York (N. Y. Int'l.) | " | Lv | – | – | – | ..... | – | – | 10.25 | – | – | – | ..... | – | – | ..... | – | – | – | – |
| Philadelphia | " | Ar | 7.30 | – | – | | Ex. Sa. & Su. | 10.26 | 11.10 | – | – | – | ..... | 3.16 | – | ..... | Ex. Sa. | Ex. Sa. | 8.55 | 10.05 |
| Philadelphia | " | Lv | S7.50 | – | – | 9.23 | | 10.36 | 11.25 | – | – | – | 1.38 | 3.26 | – | 6.20 | – | – | 9.20 | 10.30 |
| Wilmington | " | Lv | – | – | – | | 10.09 | – | – | – | – | – | – | | – | – | – | – | – | – |
| Baltimore | " | Lv | – | 8.10 | – | Ex.Su. | 10.51 | – | – | – | 1.15 | – | – | Ex. Sa. | – | – | – | 8.25 | – | – |
| Washington | " | Ar | 8.35 | 8.32 | 8.50 | 10.13 | 11.13 | 11.26 | 12.10 | 1.00 | 1.37 | 2.25 | 2.28 | 4.16 | 7.20 | 7.10 | 8.05 | 8.47 | 10.05 | 11.15 |
| Washington | " | Lv | | | 9.05 | | | | | 1.15 | | 2.40 | | | 7.33 | | 8.20 | | | |
| Richmond | " | Ar | | | 9.47 | | | | | – | | 3.22 | | | 8.15 | | 9.02 | | | |
| Roanoke | EST | Ar | | | 10.50 | | | | | 2.27 | | | | | | | | | | |
| | | | am | am | am | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm |





# From MEXICO

| TABLE 26 | | | 590 | DC-6 154 | DC-6 Air-coach 654 | DC-7 10 | DC-6 114 | DC-6 158-286 | DC-6 166 | 486 | 474 | 478 | DC-6 150 | DC-6 Air-coach 690 | 760 | DC-6 Air-coach 650 | DC-6 Air-coach 638 | 482 | DC-6 208 | 470 | DC-7 84 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | am | pm | pm | pm | am | pm | pm | pm | pm | pm | am | am | am | am | am | am | am | am |
| Mexico City | CST | Lv | ..... | † B755 | ..... | ..... | ..... | L1105 | ..... | ..... | ..... | ..... | 9.30 | 1.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Monterrey | " | Lv | ..... | †10.10 | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | – | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Antonio | " | Ar | ..... | 11.25 | ..... | ..... | ..... | 1.45 | ..... | ..... | ..... | ..... | 12.10 | 3.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Antonio | " | Lv | ..... | L12.25 | ..... | ..... | ..... | 2.45 | ..... | ..... | ..... | ..... | 1.10 | 5.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Ft. Worth | " | Ar | ..... | 1.35 | ↘ | ..... | ..... | – | ..... | ..... | ..... | ..... | 2.20 | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Ft. Worth | " | Lv | ..... | 2.00 | b6.30 | ↘ | ↘ | 3.55 | ↘ | ↘ | ↘ | ↘ | B2.50 | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Dallas | " | Ar | ..... | ↓ | ↓ | D4.30 | 4.35 | D4.30 | D4.45 | D5.00 | 5.15 | D5.40 | – | *6.10 | ..... | b7.00 | b7.00 | B7.10 | B7.10 | B7.25 | L4.30 |
| Dallas | " | Lv | ..... | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | 6.17 | – | – | ↓ | ..... | ↓ | ↓ | – | – | 8.27 | ..... |
| Oklahoma City | " | Ar | ..... | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | 7.00 | Ex.Su. & Thu. | ↓ | ..... | ↓ | ↓ | 8.30 | – | ↓ | ..... |
| Tulsa | " | Ar | ..... | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | – | ↓ | ..... | ↓ | ↓ | – | 8.30 | ↓ | ..... |
| Little Rock | " | Ar | ..... | 3.25 | ↓ | ↓ | ↓ | ↓ | ↓ | 7.45 | ↓ | ↓ | – | ↓ | ..... | ↓ | ↓ | L1029 | ↓ | ↓ | ..... |
| St. Louis | " | Ar | ..... | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | 9.25 | ↓ | ↓ | – | ↓ | ..... | ↓ | ↓ | ↓ | ↓ | ↓ | ..... |
| Chicago (O'Hare) | " | Ar | ..... | ↓ | ↓ | ↓ | ↓ | 7.45 | ↓ | – | ↓ | ↓ | 6.05 | 10.20 | ↘ | ↓ | ↓ | ↓ | ↓ | ↓ | ..... |
| Chicago (Midway) | " | Lv | ..... | ↓ | ↓ | ↓ | ↓ | Ⓨ8.45 | ↓ | – | ↓ | ↓ | ↓ | ↓ | L1110 | ↓ | ↓ | ↓ | ↓ | ↓ | ..... |
| Chicago (O'Hare) | " | Lv | ..... | ↓ | ↓ | ↓ | ↓ | – | ↓ | 9.35 | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | ↓ | ↓ | ↓ | ..... |
| Milwaukee | CST | Ar | ..... | ↓ | ↓ | ↓ | ↓ | Ⓨ1055 | ↓ | – | ↓ | ↓ | v9.30 | ↓ | N1157 | ↓ | ↓ | ↓ | ↓ | ↓ | ..... |
| Detroit | EST | Ar | ..... | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | 11.50 | ↓ | ↓ | ↓ | ↓ | 1.25 | ↓ | ↓ | ↓ | ↓ | ↓ | ..... |
| Memphis | CST | Ar | ↶ | D4.20 | ↓ | ↓ | 6.20 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | 1.57 | ↓ | ↓ | ..... |
| Memphis | " | Lv | 5.00 | ↓ | ↓ | ↓ | D6.45 | ↓ | 8.45 | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | – | ↓ | ↓ | ..... |
| Nashville | " | Ar | D6.04 | ↓ | ↓ | ↓ | ↓ | ↓ | 9.20 | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | 3.15 | ↓ | ↓ | ..... |
| Louisville | " | Ar | 7.20 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | ↓ | ↓ | ↓ | ..... |
| Louisville | CST | Lv | 7.30 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | ↓ | ↓ | ↓ | ..... |
| Cincinnati | EST | Ar | 9.05 | ↓ | ↓ | ↓ | ↓ | ↓ | 10.35 | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | ↓ | ↓ | ↓ | ..... |
| Cincinnati | " | Lv | 9.20 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | ↓ | ↓ | ↓ | ..... |
| Columbus | " | Ar | 10.33 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | ↓ | ↓ | ↓ | ..... |
| Cleveland | " | Ar | p11.25 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | ↓ | ↓ | ↓ | ..... |
| Pittsburgh | " | Ar | ..... | ↓ | ↓ | ↓ | ↓ | Ⓨ1230 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | – | ↓ | ↓ | ↓ | ↓ | ↓ | ..... |
| Buffalo Niagara Falls | " | Ar Lv | ..... | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | v11.25 | ↓ | 3.00 | ↓ | ↓ | ↓ | ↓ | ↓ | ..... |
| Washington | " | Ar | ..... | 8.30 | 11.50 | ↓ | 10.30 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | 12.15 | ↓ | ↓ | ..... |
| Philadelphia | " | Ar | ..... | ↓ | 1.05 | ↓ | 11.40 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ..... |
| New York (N.Y. Int'l.) | " | Ar | ..... | ↓ | 9.50 | ↓ | 12.35 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | 1.55 | ↓ | ↓ | ..... |
| New York (LaGuardia) | EST | Ar | ..... | 10.05 | 2.05 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | 1.50 |
| | | | pm | pm | pm | pm | am | am | pm | pm | pm | pm | am | am | pm | am | am | pm | pm | am | pm |

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

| TABLE 27 | | | 500 | 768 | 760 | 786 | 390 | 390 | 342 |
|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | pm | pm | am | am | am |
| New York (LaGuardia) | EST | Lv | 8.35 | | | | | | |
| Bridgeport | " | Ar | 9.04 | | | | | | |
| New Haven | " | Ar | 9.29 | | | | Ex.Su. | Sun. Only | Mon. Only |
| Hartford Springf'ld, Mass. | " | Lv | – | 10.20 | 5.23 | 10.37 | | 12.13 | 12.10 |
| Providence | " | Lv | – | – | – | – | 12.25 | 12.55 | – |
| Boston | EST | Ar | 10.25 | 10.58 | 6.01 | 11.15 | 12.50 | 1.20 | 12.48 |
| | | | am | am | pm | pm | am | pm | am |

## BALTIMORE-BOSTON

| TABLE 27A | | | 540 Ex Sa & Su | 514- DC-6 Aircoach 618 | 520 Ex. Sat. | 420-312 Ex. Sat. |
|---|---|---|---|---|---|---|
| | | | am | pm | pm | pm |
| Baltimore | EST | Lv | S7.20 | 2.50 | 4.22 | 10.27 |
| New York (LaGuardia) | " | Ar | 8.52 | 3.55 | 5.27 | 11.55 |
| New York (LaGuardia) | " | Lv | 9.15 Via Phila. | 4.15 Ex.Su. | 5.45 | 1.45 Via Wilmington |
| Boston | EST | Ar | 10.20 | 5.15 | 6.50 | 2.50 |
| | | | am | pm | pm | am |

## WASHINGTON-PHILADELPHIA-NEW YORK

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

| TABLE 28 | | | 540 | 334 | 410 | DC-6 212 | 378 | 514 | 520 | 324 | 752 | 416 | 380 | 402 | 420 | DC-6 114 | DC-6 654 Air-coach |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | am |
| Roanoke | EST | Lv | Ex. | | | | | | | | 3.20 | | | 5.27 | | | |
| Richmond | " | Lv | Sun. | | 7.20 | | | | | | – | 4.15 | | D6.27 | | | |
| Washington | " | Ar | | | 7.59 | | | | | | 4.27 | 4.54 | | 7.06 | | | |
| Washington | " | Lv | 6.45 | B7.45 | B8.10 | 10.55 | 11.05 | 2.15 | 3.50 | 3.55 | 4.40 | 5.10 | 6.15 | 7.20 | 9.55 | 10.55 | 12.20 |
| Baltimore | " | Lv | S7.20 | – | – | – | – | 2.50 | 4.22 | – | – | – | – | – | 10.27 | – | – |
| Wilmington | " | Lv | – | Ex.Su. | Ex.Su. | – | – | Ex.Su. | Ex.Sa. | – | – | – | Ex.Sa. | – | 11.09 | – | – |
| Philadelphia | " | Ar | 7.58 | 8.34 | – | 11.40 | 11.54 | – | – | 4.44 | – | – | 7.04 | 8.09 | – | 11.40 | 1.05 |
| Philadelphia | " | Lv | 8.10 | | – | 11.55 | | – | – | | – | – | D7.15 | 8.23 | – | 11.55 | 1.25 |
| New York (N.Y.Int'l.) | " | Ar | – | | – | – | | – | – | | – | – | 7.57 | – | – | 12.35 | – |
| New York (LaGuardia) | EST | Ar | 8.52 | | 9.25 | 12.35 | | 3.55 | 5.27 | | 5.55 | 6.25 | | 9.05 | 11.55 | | 2.05 |
| | | | am | am | am | pm | am | pm | pm | pm | pm | pm | pm | pm | am | am | pm |

ALL FLIGHTS DAILY EXCEPT AS NOTED

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 41



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.

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

| | | | Air-coach DC-6 607 | The Non-stop Mercury DC-7 7 | The Non-stop Mercury DC-7 5 | The Mercury DC-7 45 | Air-coach DC-6 601 | DC-7 901 | The Mercury DC-7 65 | The Non-stop Mercury DC-7 3 | The Mercury DC-7 59 | The Royal Coachman DC-7 673 | Air-coach DC-6 655 | The Non-stop Mercury DC-7 11 | The Mercury DC-7 87 | Air-coach DC-6 637 | 331- DC-6 217 | The Mercury DC-7 45 | The Mercury DC-7 41 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | Noon | Noon | pm | am | pm | pm | pm | am | am | pm | am | pm | am | am | pm | pm | |
| Boston | EST | Lv | ..... | ..... | ..... | ..... | 10.45 | ..... | ..... | j2.20 | ..... | ..... | 6.35 | ..... | ..... | ..... | j10.00 | ..... | j7.15 | |
| New York (LaGuardia) | " | Lv | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... | ..... | 8.10 | ..... | ..... | 8.40 | 12.00 | ..... | ..... | |
| New York (N. Y. Intl.) | " | Lv | ..... | ..... | ▲12.00 | ..... | Via Buffalo | ..... | ..... | ▲4.00 | ..... | 12.30 | – | ..... | ..... | – | – | ..... | ▲11.25 | |
| Washington | " | Lv | ..... | ▲12.00 | – | ▲1.45 | – | ..... | ..... | ..... | ..... | – | 10.35 | ▲12.55 | ..... | 10.30 | – | ▲1.45 | Ex. Sa. | |
| Detroit | EST | Lv | 10.55 | – | – | – | C1205 | ..... | C4.00 | – | C1220 | – | – | – | ..... | – | – | C1205 | C1220 | |
| Chicago | CST | Lv | 11.40 | – | – | r3.15 ➤ | 2.50 | ..... | ▲5.00 | – | ▲1.50 | – | – | Ex Sun | ..... | – | r2.25 ➤ | ▲3.45 | ▲1.55 | |
| Dallas | " | Lv | – | – | – | ..... | – | ..... | ..... | – | ..... | – | b3.05 | – | ▲1.40 | – | ..... | – | – | |
| Ft. Worth | CST | Lv | – | – | – | ..... | – | 6.00 | – | – | – | – | – | – | – | 3.10 | ..... | – | – | |
| Los Angeles (Intl.) | PST | Ar | 5.05 | 5.15 | 5.45 | ..... | 8.15 | 8.30 | 9.15 | 9.45 | 6.05 | 6.15 | 6.10 | 6.10 | – | – | ..... | – | – | |
| San Francisco | PST | Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5.05 | k7.10 | ..... | 8.35 | 6.45 | |
| | | | pm | pm | pm | pm | pm | pm | pm | pm | am | am | am | am | pm | pm | pm | pm | am | |

| | | | Ex Mo Th Sa | Mo Th Sa | | | | | | | | | Daily | Mo Th | | | Daily |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | | | | | | | | | am | | | | am |
| Via PAA | | | | | | | | | | | | | | | | | |
| Los Angeles | PST | Lv | 10.30 | 11.59 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.30 | ..... | ..... | ..... | ..... |
| San Francisco | PST | Lv | – | – | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | – | ..... | ..... | ..... | ..... |
| Honolulu | HST | Ar | 7.15 | 6.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5.25 | ..... | ..... | ..... | ..... |
| | | | am | am | | | | | | | | | pm | | | | |
| | | | Ex Tu Fr Su | Tu Fr Su | | | | | | | | | | | | | |

(Combination First Class and Tourist Service)

| | | | The Mercury DC-7 87 | Air-coach DC-6 637 | 331- DC-6 217 | The Mercury DC-7 45 | The Mercury DC-7 41 |
|---|---|---|---|---|---|---|---|
| | | | pm | am | am | pm | pm |
| Boston | EST | Lv | ..... | ..... | j10.00 | ..... | j7.15 |
| New York (LaGuardia) | " | Lv | ..... | 8.40 | 12.00 | ..... | ..... |
| New York (N. Y. Intl.) | " | Lv | ..... | – | – | ..... | ▲11.25 |
| Washington | " | Lv | ..... | 10.30 | – | ▲1.45 | Ex. Sa. |
| Detroit | EST | Lv | ..... | – | – | C1205 | C1220 |
| Chicago | CST | Lv | ..... | – | r2.25 ➤ | ▲3.45 | ▲1.55 |
| Dallas | " | Lv | ▲1.40 | – | ..... | – | – |
| Ft. Worth | CST | Lv | – | 3.10 | ..... | – | – |
| Los Angeles (Intl.) | PST | Ar | – | – | ..... | – | – |
| San Francisco | PST | Ar | 5.05 | k7.10 | ..... | 8.35 | 6.45 |
| | | | pm | pm | pm | pm | am |

| | | | Daily | Mo Th | | Daily |
|---|---|---|---|---|---|---|
| | | | pm | pm | | am |
| Via PAA | | | | | | |
| Los Angeles | PST | Lv | ..... | ..... | ..... | ..... |
| San Francisco | PST | Lv | 11.00 | 11.59 | ..... | 9.00 |
| Honolulu | HST | Ar | 7.15 | 8.15 | ..... | 3.20 |
| | | | am | am | | pm |
| | | | | Tu Fr | | |

(Combination First Class and Tourist Service)

# HAWAII to MAJOR U. S. CITIES

## VIA LOS ANGELES

## VIA SAN FRANCISCO

| | | | Daily | | | Tu Fr | Su Th | | | | | Mo Sa | Sun | | | Daily | Daily | | Su We | Thu | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | | | pm | pm | | | | | am | am | | | pm | pm | | am | am | | |
| Via PAA | | | | | | | | | | | | | | | | | | | | | | |
| Honolulu | HST | Lv | 9.00 | ..... | ..... | 7.00 | 7.30 | ..... | ..... | ..... | ..... | 9.00 | 10.30 | ..... | ..... | 7.30 | 10.00 | ..... | 7.30 | 8.30 | ..... | ..... |
| San Francisco | PST | Ar | – | ..... | ..... | – | – | ..... | ..... | ..... | ..... | – | – | ..... | ..... | 7.00 | 7.40 | ..... | 7.00 | 6.10 | ..... | ..... |
| Los Angeles | PST | Ar | 7.10 | ..... | ..... | 7.00 | 7.30 | ..... | ..... | ..... | ..... | 7.10 | 8.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | am | | | We Sa | Mo Fr | | | | | pm | pm | | | am | am | | pm | pm | | |
| (Combination First Class and Tourist Services) | | | | | | am | am | | | | | | | | | | | | | | | |

| | | | 40 DC-7 | 670 DC-7 | 2 DC-7 | 614 DC-6 | 44 DC-7 | 10 DC-7 | 654 DC-6 | 12 DC-7 | 678 DC-7 | 8 DC-7 | 4 DC-7 | 56 DC-7 | 602 DC-6 | 650 DC-6 | 42 DC-7 | 44 DC-7 | 38 DC-7 | 46 DC-7 | 62 DC-7 | 638 DC-6 | 88 DC-7 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | am | am | am | am | am | am | am | am | pm | pm | pm | pm | pm | pm | am | pm | am | pm | am | pm | pm |
| San Francisco | PST | Lv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ▲9.00 | ..... | ..... | ..... | ..... | ..... | ..... |
| Los Angeles (Int'l.) | PST | Lv | ▲8.15 | 8.30 | ▲9.00 | 9.00 | ▲9.45 | ▲9.40 | 11.30 | ▲11.45 | 8.45 | ▲9.45 | ▲9.00 | ▲11.15 | 11.30 | 11.55 | – | ..... | ..... | ..... | ..... | k11.00 | ▲11.45 |
| Ft. Worth | CST | Ar | ..... | ..... | ..... | – | – | – | 6.00 | – | ..... | ..... | ..... | – | – | – | – | ..... | ..... | ..... | ..... | – | – |
| Dallas | " | Ar | ..... | ..... | ..... | – | – | ▲3.45 | – | ..... | ..... | Ex. Sa. | ..... | – | – | 6.30 | – | ..... | ..... | Ex. Sa. | ..... | 6.20 | 6.30 |
| Chicago | CST | Ar | 3.40 | ..... | ..... | 5.30 | 5.10 | – | – | ..... | ..... | ..... | ..... | 6.40 | 8.00 | Two Stop | 4.45 ➤ | q535 | 7.30 | 6.30 ➤ | q815 | – | ..... |
| Detroit | EST | Ar | v6.25 | ..... | ..... | v8.25 | v8.25 | – | – | ..... | ..... | ..... | ..... | v9.30 | v1115 | ..... | v7.35 | ..... | v1015 | v9.30 | ..... | ..... | ..... |
| Washington | " | Ar | v7.35 | ..... | ..... | – | – | – | 11.50 | 9.45 | 6.45 | 7.45 | ..... | ..... | ..... | 1.40 | 8.20 | ..... | – | – | 11.20 | 12.15 | ..... |
| New York (Int'l.) | " | Ar | ..... | 6.45 | 7.15 | – | – | 9.50 | Via Phila. | ..... | ..... | ..... | 7.15 | ..... | Via Buffalo | – | ..... | ..... | 11.25 | v11.55 | ..... | ..... | ..... |
| New York (LaGuardia) | " | Ar | ..... | ..... | ..... | 9.45 | – | ..... | 2.05 | ..... | ..... | ..... | ..... | ..... | – | 3.20 | v9.45 | ..... | ..... | ..... | ..... | 1.55 | ..... |
| Boston | EST | Ar | ..... | j9.20 | j9.20 | 11.15 | 9.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1.30 | ..... | ..... | 9.25 | ..... | v1.30 | ..... | ..... | ..... |
| | | | pm | pm | pm | pm | pm | pm | am | pm | am | am | am | am | pm | pm | pm | pm | pm | pm | am | pm | am |

| | | | The Mercury | The Royal Coachman | The Non-stop Mercury | Air-coach | The Mercury | The Mercury | Air-coach | The Non-stop Mercury | The Royal Coachman | The Non-stop Mercury | The Non-stop Mercury | The Mercury | Air-coach | Air-coach | The Mercury | The Mercury | The Mercury | The Mercury | Air-coach | The Mercury |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | pm | pm | pm | pm | pm | pm | am | pm | pm | pm | pm | pm | pm | pm | pm | pm | pm | | pm | pm |

For other American Airlines flights allow 60 minutes minimum connecting time at Los Angeles or San Francisco



HAWAII FOR FAST, CONVENIENT CONNECTIONS . . . FLY AMERICAN



The AMERICAN AIRLINES System

AMERICAN AIRLINES, Inc. General Offices—100 Park Avenue, New York 17, N.Y. Cable Address—"AMAIR"
C. R. Smith, President — R. E. S. Deichler, Vice President-Customer Service — C. R. Speers, Senior Vice President-Sales

AMERICAN AIRLINES DE MEXICO, S. A. General Offices—Avenida Juarez No. 117, Mexico, D.F. Cable Address—"AMAIR"
C. R. Smith, President — F. J. Mullins, Vice President and General Manager

AMERICAN AIRLINES

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# 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 Flagship 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, 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 full fare 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 will be carried except on DC-6, DC-6B or DC-7 equipment with sixty-two or more seats, subject to a weight limitation of 80 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**—
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 reservations be cancelled as soon as it is known that space 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.

**FAMILY FARE PLAN**—Family Fares, full one way fare for the head of the family and one half 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 Aircoach fares. Round trip discount does not apply to Family 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 specific type of reaction if vaccination is passenger's first.
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 (except to Mexico where no minimum time is prescribed) 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 without charge on standard flights as indicated in timetables. For passengers using DC-6 Blue Ribbon Aircoach service, reasonably priced FLITE BUFFET meals are available for purchase at airports for in-flight dining. On Royal Coachman flights, meals are served aloft at nominal cost; passengers must purchase meal tickets before departure.

**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-overs will be allowed at any regular stop, provided reservation is made accordingly. Stop-over privileges on Royal Coachman and DC-6 Aircoach service wholly within the United States are subject to the payment of the combination of fares over the point of stop-over.

**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

EQUIPMENT—When not otherwise shown Convair Flagship is operated.

AM—Aeronaves de Mexico. B—Breakfast.

Ⓑ—Breakfast for boarding passengers.

b—Flite Buffet meals available for purchase at airports for in-flight dining.

C—Via connection at Chicago. D—Dinner.

Ⓓ—Dinner for boarding passengers.

d—Lunch served to Chicago deplaning passengers only.

E—Eastern Air Lines.

j—Via connection at New York.

k—Arrives or leaves Metropolitan Oakland Int'l. Airport.

L—Lunch. Ⓛ—Lunch for boarding passengers.

N—North Central Airlines.

n—Dinner served to Nashville and Memphis passengers only.

p—Via connection at Cincinnati.

PA—Pan American Airways.

q—Departure time. r—Arrival time.

RB—Breakfast served aloft at nominal cost. Purchase meal ticket before departure.

RL—Luncheon served aloft at nominal cost. Purchase meal ticket before departure.

S—Snack (Breakfast, Lunch or Dinner).

Ⓢ—Snack (Breakfast, Lunch or Dinner) for boarding passengers.

s—Via connection at Washington.

t—Meal served to through passengers only.

TA—TACA Airways.

v—Via connection at Chicago.

Ⓥ—Except Saturday and Sunday.

Ⓧ—Except Sunday. Ⓨ—Except Saturday.

▲—Specific seat reservations from indicated city are available at time of ticket purchase.

*—Breakfast available in restaurant during ground stop.

♀—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.

†—Local passengers will not be carried between Monterrey and Mexico City, except stop-over passengers with through tickets.

CST—Central Standard Time.

EST—Eastern Standard Time.

HST—Honolulu Standard Time.

MST—Mountain Standard Time.

PST—Pacific Standard Time.

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# ONE-WAY FLAGSHIP FARES

(U. S. CURRENCY)

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.

5% DISCOUNT ON ROUND TRIP FARES WITHIN THE U. S. A., EXCEPT ON FAMILY FARE, ROYAL COACHMAN AND AIRCOACH TICKETS. CONSULT AMERICAN AIRLINES FOR FARES NOT LISTED HEREIN. ALL FARES ARE FOR INFORMATION ONLY, SUBJECT TO CHANGE WITHOUT NOTICE.

| BETWEEN / AND | Acapulco, Mexico | Akron, Ohio | Albany, New York | Baltimore, Md. | 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/Windsor | Douglas, Ariz. | El Paso, Tex. | Elkins, W. Va. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Akron, Ohio | 133.90 | | | | | | | | | | | | | | | | | |
| Albany, N. Y. | 154.80 | 26.10 | | | | | | | | | | | | | | | | |
| Baltimore, Md. | 143.90 | | 20.30 | | | | | | | | | | | | | | | |
| Boston, Mass. | 164.90 | 34.80 | 10.10 | 23.05 | | | | | | | | | | | | | | |
| Bridgeport, Conn. | 158.70 | 29.00 | 8.40 | 14.80 | 9.55 | | | | | | | | | | | | | |
| Buffalo/Niagara Falls, N. Y. | 145.80 | 14.90 | 16.90 | 30.30 | 26.00 | 21.20 | | | | | | | | | | | | |
| Charleston, W. Va. | 128.40 | 24.55 | 34.90 | 19.45 | 41.50 | 33.25 | | | | | | | | | | | | |
| Chicago, Ill. | 123.40 | | 45.10 | 37.80 | 53.80 | 48.00 | 29.95 | 27.15 | | | | | | | | | | |
| Cincinnati, Ohio | 119.90 | 15.00 | 37.35 | 29.00 | 46.45 | 40.25 | 26.90 | 10.55 | 17.60 | | | | | | | | | |
| Cleveland, Ohio | 133.90 | 3.50 | 26.10 | | 34.80 | 29.00 | 12.90 | 24.55 | | | | | | | | | | |
| Columbus, Ohio | 127.70 | 7.40 | 31.45 | | 40.55 | 34.35 | 19.95 | 18.40 | | 8.85 | 8.05 | | | | | | | |
| Dallas/Ft. Worth, Tex. | 68.10 | 69.95 | 89.00 | 78.10 | 98.10 | 91.90 | 81.25 | 64.60 | 66.30 | 69.95 | 63.80 | | | | | | | |
| Dayton, Ohio | 123.40 | 11.50 | 35.80 | | 44.90 | 38.70 | 23.40 | 14.05 | | 4.50 | 11.50 | 5.35 | 59.45 | | | | | |
| Detroit/Windsor | 134.00 | | 30.60 | | 39.70 | 34.00 | 14.70 | | 16.25 | | | | 67.55 | | | | | |
| Douglas, Ariz. | | 106.55 | 131.65 | 121.65 | 140.35 | 134.55 | 116.75 | 105.70 | 91.80 | 96.15 | 106.55 | 101.65 | 46.90 | 97.30 | 103.05 | | | |
| El Paso, Tex. | | 94.80 | 119.90 | 109.90 | 128.60 | 122.80 | 105.00 | 93.95 | 80.05 | 84.40 | 94.80 | 89.90 | 35.15 | 85.55 | 91.30 | 12.75 | | |
| Elkins, W. Va. | 136.10 | 31.30 | 32.10 | 12.80 | 34.85 | 26.60 | | 7.75 | 33.90 | 17.30 | 31.30 | 25.15 | 71.35 | 20.80 | | 112.45 | 100.70 | |
| Hartford/Springfield, Mass. | 160.10 | 30.10 | 5.30 | 17.60 | 6.45 | 4.10 | 21.20 | 36.05 | 49.10 | 41.60 | 30.10 | 35.75 | 93.30 | 40.10 | 34.90 | 135.65 | 123.90 | 29.40 |
| Honolulu, T. H. | | 301.80 | 326.90 | 317.40 | 335.60 | 330.80 | 311.70 | | 282.80 | 291.90 | 301.80 | 297.40 | 245.30 | 293.00 | 298.00 | | | |
| Houston, Tex. | | 76.45 | 98.80 | 86.45 | 107.90 | 101.20 | 88.35 | 70.95 | 67.60 | 62.45 | 76.45 | 70.30 | | 65.95 | | | | 78.70 |
| Indianapolis, Ind. | 117.90 | | 42.25 | 34.20 | 50.95 | 45.15 | | 17.15 | 11.00 | 7.60 | | | 57.00 | | | 95.80 | | 23.90 |
| Joplin, Mo. | 92.40 | 46.80 | 71.90 | 61.90 | 80.60 | 74.80 | 57.00 | | 32.05 | | 46.80 | | 25.25 | | 43.30 | 60.75 | 49.00 | |
| Knoxville, Tenn. | 113.70 | | 49.60 | 31.20 | 53.25 | 45.00 | | | | | | | 50.40 | | | 95.65 | 83.90 | |
| Little Rock, Ark. | 84.50 | 50.35 | 72.70 | 61.00 | 81.80 | 74.80 | 62.25 | 46.00 | | 36.35 | 50.35 | 44.20 | 20.60 | 39.85 | | 66.50 | 64.75 | 61.75 |
| Los Angeles, Calif. | | 133.75 | 158.85 | 149.35 | 167.55 | 161.75 | 143.70 | 133.40 | 114.75 | 123.85 | 133.75 | 129.35 | 77.30 | 125.00 | 130.00 | 36.20 | 46.95 | 140.15 |
| Louisville, Ky. | 114.30 | 20.55 | 42.90 | 33.65 | 52.00 | 45.80 | 32.45 | 15.20 | 17.90 | 6.55 | 20.55 | 14.40 | 50.40 | 10.05 | | 92.65 | 80.90 | 21.95 |
| Memphis, Tenn. | 92.60 | 42.30 | 64.65 | 52.95 | 73.75 | 66.75 | 54.20 | 36.95 | | 28.30 | 42.30 | 36.15 | 28.65 | 31.80 | | 74.55 | 62.80 | 43.70 |
| Mexico City, D. F. | 5 | 124.50 | 145.40 | 134.50 | 155.50 | 149.30 | 136.40 | 119.00 | 114.00 | 110.50 | 124.50 | 118.30 | 68.70 | 114.00 | 124.60 | | | 126.70 |
| Midland/Odessa, Tex. | | 88.10 | 107.90 | 97.00 | 117.00 | 110.80 | 98.30 | 83.50 | 73.35 | 74.85 | 88.10 | 82.70 | 19.90 | 78.35 | 84.60 | 28.00 | 16.25 | 90.25 |
| Milwaukee, Wis. | 128.40 | | 45.10 | 40.30 | 53.80 | 48.00 | 29.95 | 32.10 | 5.95 | 22.55 | | | 61.25 | | 16.25 | 96.75 | 85.00 | 38.85 |
| Monterrey, N. L. | | 99.30 | 120.70 | 109.80 | 129.80 | 123.60 | 111.20 | 96.30 | 88.00 | 87.75 | 99.30 | 95.50 | 32.70 | 91.20 | 99.30 | | | 103.10 |
| Nashville, Tenn. | 104.90 | 29.95 | 52.30 | 40.60 | 61.40 | 54.40 | 41.85 | 24.60 | 27.30 | 15.95 | 29.95 | 23.80 | 41.00 | 19.45 | | 86.25 | 74.50 | 31.35 |
| New Haven, Conn. | 158.60 | 29.95 | 7.45 | 15.75 | 8.60 | 3.50 | 21.20 | 34.20 | 48.95 | 41.20 | 29.95 | 35.30 | 92.85 | 39.65 | 34.90 | 135.50 | 123.75 | 27.55 |
| New York, N. Y. | 154.80 | 28.10 | 9.40 | 11.90 | 12.15 | 3.90 | 19.40 | 30.35 | 45.10 | 37.35 | 26.10 | 31.45 | 89.00 | 35.80 | 31.10 | 131.65 | 119.90 | 23.70 |
| Oklahoma City, Okla. | 79.20 | 59.95 | 85.05 | 75.05 | 93.75 | 87.95 | 70.15 | 59.10 | 45.20 | 49.55 | 59.95 | 55.05 | 12.10 | 50.70 | 56.45 | 47.60 | 35.85 | 65.85 |
| Parkersburg, W. Va. | 131.40 | 25.50 | 34.90 | 19.45 | 41.50 | 33.25 | | 5.00 | 28.10 | 11.50 | 25.50 | 19.35 | 66.45 | 15.00 | | 106.65 | 94.90 | 7.75 |
| Peoria, Ill. | 116.60 | | 52.95 | 45.65 | 61.65 | 55.85 | 37.80 | | 8.85 | | | | 49.45 | | 24.10 | 84.95 | 73.20 | |
| Philadelphia, Pa. | 148.90 | | 15.25 | 6.05 | 18.00 | 9.75 | 25.25 | 24.50 | 41.55 | 34.05 | | | 83.15 | | | 126.70 | 114.95 | 17.85 |
| Phoenix, Ariz. | | 114.80 | 139.90 | 130.40 | 148.60 | 142.80 | 124.75 | 114.45 | 95.80 | 104.90 | 114.80 | 110.40 | 65.90 | 106.05 | 111.05 | 13.45 | 24.20 | 121.20 |
| Pittsburgh, Pa. | 137.60 | | | | 32.75 | 25.50 | | | 27.25 | 18.70 | | 10.85 | 73.65 | 15.20 | | 112.50 | 99.75 | |
| Providence, R. I. | 163.70 | 34.00 | 9.20 | 20.80 | 4.05 | 7.00 | 25.10 | 39.25 | 53.00 | 45.55 | 34.00 | 39.65 | 97.20 | 44.00 | 38.80 | 139.55 | 127.80 | 32.60 |
| Richmond, Va. | 137.00 | | 28.65 | 9.35 | 31.40 | 23.15 | | | 43.65 | | | | 74.75 | | | 120.00 | 108.25 | |
| Roanoke, Va. | 128.40 | | 35.20 | 15.90 | 37.95 | 29.70 | | | | | | | 65.70 | | | 110.95 | 99.20 | |
| Rochester, N. Y. | 150.00 | 18.35 | 13.45 | 28.70 | 22.55 | 20.70 | 4.45 | | 33.40 | 30.35 | 16.35 | 23.40 | 40.75 | 26.85 | 18.15 | 120.20 | 108.45 | |
| St. Louis, Mo. | 107.90 | 31.30 | 56.40 | 45.40 | 65.10 | 59.30 | 41.50 | | 16.55 | 31.30 | | | 15.70 | 74.15 | 27.80 | 76.25 | 64.50 | |
| San Antonio, Tex. | 52.40 | 82.25 | 103.70 | 92.80 | 112.80 | 106.60 | 94.15 | 79.30 | 71.00 | 70.65 | 82.25 | 78.50 | 77.30 | 125.00 | 130.00 | 32.40 | 43.15 | 86.05 |
| San Diego, Calif. | | 133.75 | 158.85 | 149.35 | 167.55 | 161.75 | 143.70 | 133.40 | 114.75 | 123.85 | 133.75 | 129.35 | | | | | | 140.15 |
| San Francisco/Oakland | 129.50 | 133.75 | 158.85 | 149.35 | 167.55 | 161.75 | 143.70 | 138.00 | 114.75 | 128.45 | 133.75 | 132.80 | 97.90 | 128.45 | 130.00 | 56.40 | 67.15 | 144.75 |
| Springfield, Ill. | 113.10 | | 56.40 | 46.40 | 65.10 | 59.30 | 41.30 | | 12.35 | | | | 45.95 | | 27.60 | 81.45 | 69.70 | |
| Springfield, Mo. | 96.10 | 43.35 | 68.45 | 58.45 | 77.15 | 71.35 | 53.55 | | 28.60 | | 43.35 | | 29.00 | | 39.85 | 64.50 | 52.75 | |
| Syracuse, N. Y. | 154.40 | 22.75 | 9.05 | 24.30 | 18.15 | 16.30 | 8.85 | | 37.80 | 34.75 | 20.75 | 27.80 | 44.70 | 31.25 | 22.55 | 124.60 | 112.85 | |
| Toronto, Ont. | 147.60 | 18.50 | 21.15 | 34.55 | 30.25 | 25.45 | 5.25 | | 31.00 | 30.50 | 17.00 | 23.55 | 85.45 | 27.00 | 18.95 | 121.00 | 109.25 | |
| Tucson, Ariz. | | 111.25 | 136.35 | 126.35 | 145.05 | 139.25 | 121.45 | 110.40 | 95.80 | 100.85 | 111.25 | 106.35 | 51.60 | 102.00 | 107.75 | 6.70 | 17.45 | 117.15 |
| Tulsa, Okla. | 86.10 | 53.10 | 78.20 | 68.20 | 86.90 | 81.10 | 63.30 | 52.25 | 38.35 | 42.70 | 53.10 | 48.20 | 18.95 | 43.85 | 49.60 | 54.45 | 42.70 | 59.00 |
| Washington, D. C. | 141.40 | | 22.80 | 3.50 | 25.55 | 17.30 | 32.80 | 16.95 | 37.80 | 26.50 | | | 78.10 | 26.50 | | 121.65 | 109.90 | 10.30 |
| Wilkes-Barre/Scranton, Pa. | 152.90 | 25.20 | | 18.55 | 18.65 | 10.55 | 12.75 | | 40.60 | 33.05 | 24.05 | 25.20 | 88.00 | 29.55 | 26.45 | 125.85 | 114.10 | |
| Wilmington, Del. | 147.40 | | 16.80 | 4.50 | 19.55 | 11.30 | 26.80 | 22.95 | 41.30 | 32.50 | | | 81.60 | | | 125.15 | 113.40 | 16.30 |

| BETWEEN / AND | Hartford/Springfield, Mass. | Honolulu, T. H. | Houston, Tex. | Indianapolis, Ind. | Joplin, Mo. | Knoxville, Tenn. | Little Rock, Ark. | Los Angeles, Calif. | Louisville, Ky. | Memphis, Tenn. | Mexico City, D. F. | Midland/Odessa, Tex. | Milwaukee, Wis. | Monterrey, N. L. | Nashville, Tenn. | New Haven, Conn. | New York, N. Y. | Oklahoma City, Okla. | Parkersburg, W. Va. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hartford/Springfield, Mass. | | 230.90 | | | | | | | | | | | | | | | | | |
| Houston, Tex. | 103.05 | 259.50 | | | | | | | | | | | | | | | | | |
| Indianapolis, Ind. | 46.25 | 286.10 | | | | | | | | | | | | | | | | | |
| Joplin, Mo. | 75.90 | | | | | | | | | | | | | | | | | | |
| Knoxville, Tenn. | 47.80 | 294.10 | 56.25 | | | | | | | | | | | | | | | | |
| Little Rock, Ark. | 77.00 | 264.90 | | | 30.80 | | | | | | | | | | | | | | |
| Los Angeles, Calif. | 162.85 | 168.00 | | 118.10 | 91.15 | 126.05 | 96.90 | | | | | | | | | | | | |
| Louisville, Ky. | 47.20 | 288.40 | 56.90 | | | 19.80 | 30.80 | 120.35 | | | | | | | | | | | |
| Memphis, Tenn. | 68.95 | 273.00 | | | | 22.75 | 9.05 | 104.95 | 22.75 | | | | | | | | | | |
| Mexico City, D. F. | 150.70 | 266.00 | | 108.50 | 83.00 | 104.30 | 75.10 | | 104.90 | 83.20 | | | | | | | | | |
| Midland/Odessa, Tex. | 112.20 | | | | 42.30 | 69.30 | 39.50 | 62.20 | 69.30 | 47.65 | | | | | | | | | |
| Milwaukee, Wis. | 49.10 | 282.80 | | 15.95 | 37.00 | | | 114.75 | | | 119.00 | 78.30 | | | | | | | |
| Monterrey, N. L. | 125.00 | | | 86.70 | 57.00 | 82.10 | 52.30 | | 82.10 | 60.40 | | | 93.00 | | | | | | |
| Nashville, Tenn. | 56.60 | 284.70 | 47.50 | 17.30 | | 10.40 | 21.40 | 116.65 | 10.40 | 13.35 | 95.50 | 69.90 | | 72.70 | | | | | |
| New Haven, Conn. | 3.50 | 330.70 | 101.20 | 46.10 | 75.75 | 45.95 | 75.75 | 162.70 | 46.75 | 67.70 | 149.20 | 111.75 | 48.95 | 124.60 | 55.35 | | | | |
| New York, N. Y. | 6.70 | 326.90 | 97.35 | 42.25 | 71.90 | 42.10 | 71.90 | 158.85 | 42.90 | 63.85 | 145.40 | 107.90 | 45.10 | 120.70 | 51.50 | 4.85 | | | |
| Oklahoma City, Okla. | 89.05 | 246.90 | | 14.15 | 49.05 | | | 78.00 | 46.05 | | 69.80 | 29.15 | 50.15 | 43.80 | 39.65 | 88.90 | 85.05 | | |
| Parkersburg, W. Va. | 36.05 | | 72.10 | 18.10 | | | 46.85 | 134.35 | 17.05 | 38.80 | 122.00 | 85.35 | 33.05 | 98.20 | 26.45 | 34.20 | 30.35 | 60.05 | |
| Peoria, Ill. | 56.95 | | | | 25.20 | | | 107.60 | | | 107.20 | 66.50 | 13.80 | 81.20 | | 56.80 | 52.95 | 38.35 | |
| Philadelphia, Pa. | 12.55 | 322.40 | 91.50 | 37.85 | 66.95 | 36.25 | 66.05 | 154.40 | 38.70 | 58.00 | 139.50 | 100.05 | 41.55 | 114.90 | 45.65 | 10.70 | 6.85 | 80.10 | 24.50 |
| Phoenix, Ariz. | 143.90 | 191.80 | | 99.15 | 70.05 | 104.95 | 76.50 | 23.75 | 101.40 | 84.55 | | 39.45 | 100.75 | | 95.55 | 143.75 | 139.90 | 55.90 | 115.40 |
| Pittsburgh, Pa. | 27.30 | 307.20 | 80.15 | 22.10 | | | 55.05 | 139.20 | 24.25 | 46.00 | 128.20 | 93.55 | | 104.40 | 33.65 | 26.45 | 21.60 | 64.90 | |
| Providence, R. I. | 4.90 | 334.80 | 106.25 | 50.15 | 79.80 | 51.00 | 80.80 | 166.75 | 51.10 | 72.75 | 154.30 | 116.10 | 53.00 | 128.90 | 60.40 | 6.05 | 9.90 | 92.95 | 39.25 |
| Richmond, Va. | 25.95 | 317.40 | 79.55 | | | 25.35 | 55.15 | 149.35 | | 47.10 | 127.60 | 93.65 | 46.15 | 106.50 | 34.75 | 24.10 | 20.25 | 73.40 | |
| Roanoke, Va. | 32.35 | | 70.95 | | | 16.30 | 46.10 | 141.35 | | 38.05 | 119.00 | 84.60 | | 97.40 | 25.70 | 30.65 | 26.80 | 64.35 | |
| Rochester, N. Y. | 17.75 | | 92.80 | | 60.45 | | 65.70 | 147.15 | 35.90 | 57.65 | 140.60 | 101.75 | 33.40 | 114.60 | 45.30 | 19.90 | 17.80 | 73.60 | |
| St. Louis, Mo. | 60.40 | 272.00 | | | 16.50 | | | 103.95 | | | 98.50 | 57.80 | 21.50 | 72.50 | | 60.25 | 56.40 | 29.65 | |
| San Antonio, Tex. | 108.00 | 251.20 | | | 39.95 | 66.10 | 35.30 | 83.20 | 66.10 | 43.35 | 43.00 | | 75.95 | 17.00 | 55.70 | 107.55 | 103.70 | 26.80 | 81.15 |



# ONE-WAY FLAGSHIP FARES (Continued)

(U. S. CURRENCY)

| BETWEEN / AND | Hartford/Springfield, Mass. | Honolulu, T. H. | Houston, Tex. | Indianapolis, Ind. | Joplin, Mo. | Knoxville, Tenn. | Little Rock, Ark. | Los Angeles, Calif. | Louisville, Ky. | Memphis, Tenn. | Mexico City, D. F. | Midland/Odessa, Tex. | Milwaukee, Wis. | Monterrey, N. L. | Nashville, Tenn. | New Haven, Conn. | New York, N. Y. | Oklahoma City, Okla. | Parkersburg, W. Va. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| San Diego, Calif. | 162.85 | 175.80 | | 118.10 | 91.15 | 126.05 | 96.90 | 7.75 | 120.35 | 104.95 | | | 58.40 | 114.75 | | 116.65 | 162.70 | 158.85 | 78.00 | 134.35 |
| San Francisco/Oakland | 162.85 | 168.00 | | 122.70 | 104.20 | 134.35 | 112.20 | | 124.95 | 120.25 | 120.10 | | 82.40 | 114.75 | 120.10 | 124.95 | 162.70 | 158.85 | 97.90 | 138.95 |
| Springfield, Ill. | 60.40 | | | | 21.70 | | | 107.60 | | | 103.70 | | 63.00 | 17.30 | 77.70 | | 60.25 | 56.40 | 34.85 | |
| Springfield, Mo. | 72.45 | | | | 4.75 | | | 94.90 | | | 86.70 | | 46.05 | 33.55 | 60.70 | | 72.30 | 68.45 | 17.90 | |
| Syracuse, N. Y. | 13.35 | 319.60 | 97.20 | | 64.85 | | 70.10 | 151.55 | 40.30 | 62.05 | 145.00 | | 106.15 | 37.80 | 119.00 | 49.70 | 15.50 | 13.40 | 78.00 | |
| Toronto, Ont. | 25.45 | 312.30 | 92.95 | | 61.25 | | 65.85 | 144.25 | 36.05 | 57.80 | 138.20 | | 102.55 | 34.20 | 114.80 | 45.45 | 25.45 | 24.00 | 74.40 | |
| Tucson, Ariz. | 140.35 | 198.50 | | 96.80 | 65.45 | 100.35 | 71.20 | 30.50 | 97.35 | 79.25 | | | 32.70 | 100.75 | | 90.95 | 140.20 | 136.35 | 52.30 | 111.35 |
| Tulsa, Okla. | 82.20 | 252.90 | | | 7.30 | 42.20 | | 84.85 | 39.20 | | | | 76.70 | 36.00 | 43.30 | 50.70 | 32.80 | 82.05 | 78.20 | 7.85 | 53.20 |
| Washington, D. C. | 20.10 | 317.40 | 83.95 | 33.10 | 61.90 | 28.70 | 58.50 | 149.35 | 31.15 | 50.45 | 132.00 | | 97.00 | 40.30 | 109.80 | 38.10 | 18.25 | 14.40 | 75.05 | 16.95 | |
| Wilkes-Barre/Scranton, Pa. | 13.35 | | 95.50 | | 66.10 | | 68.40 | 153.55 | 38.60 | 60.35 | 143.50 | | 106.90 | 41.60 | 119.70 | 48.00 | 11.50 | 7.65 | 79.25 | | |
| Wilmington, Del. | 14.10 | | 89.95 | 37.65 | 65.40 | 34.70 | 64.50 | 152.85 | 37.15 | 56.45 | 138.00 | | 100.50 | 41.55 | 113.30 | 44.10 | 12.25 | 8.40 | 78.55 | 22.95 | |

| BETWEEN / AND | 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. | Toronto, Ont. | Tucson, Ariz. | Tulsa, Okla. | Washington, D. C. | Wilkes-Barre/Scranton, Pa. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Philadelphia, Pa. | 49.40 | | | | | | | | | | | | | | | | | | | |
| Phoenix, Ariz. | 88.65 | 136.45 | | | | | | | | | | | | | | | | | | |
| Pittsburgh, Pa. | | | 120.25 | | | | | | | | | | | | | | | | | |
| Providence, R. I. | 60.85 | 16.75 | 147.80 | 30.50 | | | | | | | | | | | | | | | | |
| Richmond, Va. | | 14.40 | 129.30 | | 29.15 | | | | | | | | | | | | | | | |
| Roanoke, Va. | | 20.95 | 120.25 | | 35.70 | 10.05 | | | | | | | | | | | | | | |
| Rochester, N. Y. | 41.25 | 23.65 | 128.20 | | 21.65 | | | | | | | | | | | | | | | |
| St. Louis, Mo. | 9.70 | 51.45 | 85.00 | | 64.30 | | | 44.95 | | | | | | | | | | | | |
| San Antonio, Tex. | 64.15 | 97.85 | | 88.35 | 111.90 | 89.45 | 80.40 | 97.60 | 66.45 | | | | | | | | | | | |
| San Diego, Calif. | 107.60 | 154.40 | 19.95 | 139.20 | 166.75 | 149.35 | 141.35 | 147.15 | 103.95 | 79.40 | | | | | | | | | | |
| San Francisco, Calif. | 114.40 | 154.40 | 43.95 | 139.20 | 166.75 | 149.35 | 149.35 | 147.15 | 108.55 | 103.40 | | | | | | | | | | |
| Springfield, Ill. | 4.50 | 51.45 | 88.65 | | 64.30 | | | 44.75 | 6.20 | 60.65 | 107.60 | 113.75 | | | | | | | | |
| Springfield, Mo. | 21.75 | 63.50 | 73.80 | | 76.35 | | | 57.00 | 13.05 | 43.70 | 94.90 | 107.95 | 18.25 | | | | | | | |
| Syracuse, N. Y. | 45.65 | 19.25 | 132.60 | | 17.25 | | | 5.40 | 49.35 | 102.00 | 151.55 | 151.55 | 49.15 | 61.40 | | | | | | |
| Toronto, Ont. | 38.35 | 29.50 | 125.30 | | 29.35 | | | 8.70 | 45.75 | 97.75 | 144.25 | 144.25 | 41.85 | 57.80 | 13.10 | | | | | |
| Tucson, Ariz. | 88.65 | 131.40 | 7.75 | 117.20 | 144.25 | 124.70 | 115.65 | 124.90 | 80.95 | | 26.70 | 50.70 | 86.15 | 69.20 | 129.30 | 125.30 | | | | |
| Tulsa, Okla. | 31.50 | 73.25 | 63.75 | 58.05 | 86.10 | 66.55 | 57.50 | 66.75 | 22.80 | 33.65 | 84.85 | 97.90 | 28.00 | 11.05 | 71.15 | 67.55 | 59.15 | | | |
| Washington, D. C. | 45.65 | 8.55 | 130.40 | | 23.30 | 6.85 | 13.40 | 31.20 | 46.40 | 92.80 | 149.35 | 149.35 | 46.40 | 68.45 | 26.80 | 37.05 | 126.35 | 68.20 | | |
| Wilkes-Barre/Scranton, Pa. | 48.45 | 13.50 | 134.60 | | 16.55 | | | | 50.60 | 102.70 | 153.55 | 153.55 | 50.60 | 62.65 | | 47.00 | 130.55 | 72.40 | 21.05 | |
| Wilmington, Del. | 49.15 | 3.50 | 133.90 | | 17.30 | 12.85 | 19.40 | 25.20 | 49.90 | 96.30 | 152.85 | 152.85 | 49.90 | 61.95 | 20.80 | 31.05 | 129.85 | 71.70 | 7.00 | 15.05 | |

AMERICAN AIRLINES

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

# ONE-WAY ROYAL COACHMAN FARES – NEW YORK – LOS ANGELES $99.00 WASHINGTON – LOS ANGELES $98.00

# ONE WAY DC-6 BLUE RIBBON AIRCOACH FARES

| | | | | | | |
|---|---|---|---|---|---|---|
| Boston-Buffalo | $ 19.00 | Dallas/Ft. Worth-El Paso | $ 26.70 | Houston-Los Angeles | $ 67.80%% | Miami-Oakland/San Francisco | $124.70%% |
| Boston-Chicago | 40.00 | Dallas/Ft. Worth-Los Angeles | 57.00 | Houston-San Diego | 64.90%% | Nashville-New York | 38.80 |
| Boston-Dallas/Ft. Worth | 71.00 | Dallas/Ft. Worth-Memphis | 21.80 | Los Angeles-Memphis | 78.80 | Nashville-Oakland/San Francisco | 94.00 |
| Boston-Los Angeles | 106.00 | Dallas/Ft. Worth-Mexico City | 44.00 | Los Angeles-Miami | 114.70%% | Nashville-Washington | 28.90 |
| Boston-Mexico City | 111.15* | Dallas/Ft. Worth-Nashville | 31.00 | Los Angeles-Nashville | 87.80 | New Orleans-Oakland/San Fran. | 90.90%% |
| Boston-New York | 9.40 | Dallas/Ft. Worth-New York | 63.00 | Los Angeles-New Orleans | 80.90%% | New York-Oakland/San Francisco | 99.00 |
| Boston-Philadelphia | 13.80 | Dallas/Ft. Worth-Oakland/San Fran. | 67.00 | Los Angeles-New York | 99.00 | New York-Philadelphia | 5.40 |
| Boston-Phoenix | 101.00 | Dallas/Ft. Worth-Philadelphia | 60.70 | Los Angeles-Philadelphia | 98.00 | New York-Phoenix | 94.00 |
| Boston-San Diego | 106.00 | Dallas/Ft. Worth-San Antonio | 12.00 | Los Angeles-Phoenix | 18.00 | New York-San Antonio | 74.00 |
| Boston-Tucson | 99.00 | Dallas/Ft. Worth-Washington | 54.00 | Los Angeles-San Antonio | 61.50%% | New York-San Diego | 99.00 |
| Boston-Washington | 19.50 | Detroit-Los Angeles | 86.00 | Los Angeles-San Diego | 6.10 | New York-Tucson | 93.00 |
| Buffalo-Chicago | 22.00 | Detroit-New York | 24.00 | Los Angeles-Tampa | 105.20%% | New York-Washington | 11.10 |
| Buffalo-Los Angeles | 95.00 | Detroit-Phoenix | 80.00 | Los Angeles-Tucson | 23.20 | Oakland/San Francisco-Tampa | 115.20%% |
| Buffalo-San Diego | 95.00 | Detroit-San Diego | 86.00 | Los Angeles-Washington | 98.00 | Oakland/San Fran.-Washington | 98.00 |
| Chicago-Dallas/Ft. Worth | 39.00 | Detroit-Tucson | 76.00 | Memphis-Mexico City | 65.80 | Philadelphia-San Diego | 98.00 |
| Chicago-Detroit | 11.00 | El Paso-Los Angeles | 35.50 | Memphis-Nashville | 10.30 | Philadelphia-Washington | 6.70 |
| Chicago-Los Angeles | 76.00 | El Paso-Miami | 82.10%% | Memphis-New York | 48.20 | Phoenix-San Diego | 15.30 |
| Chicago-Mexico City | 76.00 | El Paso-New Orleans | 48.30%% | Memphis-Oakland/San Francisco | 88.80 | Phoenix-Tucson | 6.10 |
| Chicago-New York | 33.00 | El Paso-New York | 89.70 | Memphis-Washington | 38.10 | San Antonio-San Diego | 58.60%% |
| Chicago-Phoenix | 69.00 | El Paso-San Diego | 32.70 | Mexico City-Nashville | 75.00 | San Antonio-Washington | 65.00 |
| Chicago-San Antonio | 51.00 | El Paso-San Diego | 76.00 | Mexico City-New York | 99.00 | San Diego-Tucson | 20.30 |
| Chicago-San Diego | 76.00 | El Paso-Tampa | 72.60%% | Mexico City-San Antonio | 35.00 | San Diego-Washington | 98.00 |
| Chicago-Tucson | 66.00 | El Paso-Washington | 80.70 | Mexico City-Washington | 92.50 | | |

%%—Via Interchange Service

*First class travel Boston-New York

# 30 DAY ROUND TRIP AIRCOACH EXCURSION FARES †

| | | | |
|---|---|---|---|
| Boston-Los Angeles | $178.80 | New York/Newark-Oakland/San Francisco | $160.00 |
| Boston-San Diego | 178.80 | New York/Newark-San Diego | 160.00 |
| Los Angeles-New York/Newark | 160.00 | Oakland/San Francisco-Washington | 160.00 |
| Los Angeles-Philadelphia | 160.00 | Philadelphia-San Diego | 160.00 |
| Los Angeles-Washington | 160.00 | San Diego-Washington | 160.00 |

†—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.

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. δ—Fare OW $9.40, RT $16.90 — applicable only in connection with travel on American Airlines, Inc.



AMERICAN AIRLINES

AMERICAN AIRLINES

# Service Changes for the Lincoln and Washington Holiday Periods

*(For explanation of Codes see Decoding below)*

*(Flights not shown below will have normal operations)*

| Flight No. | Code | Flight No. | Code | Flight No. | Code | Flight No. | Code | Flight No. | Code | Flight No. | Code | Flight No. | Code |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 4 | 184 | 5, 7 | 311 | 4 | 364 | 4 | 481 | 4 | 594 | 4 | 762 | 4 |
| 8 | 4 | 206 | 4 | 312 | 5 | 367 | 6 | 484 | 4 | 596 | 4 | 766 | 5 |
| 11 | 5 | 214 | 5 | 316 | 1 | 368 | 4 | 485 | 5 | 607 | 6 | 770 | 2 |
| 14 | 4, 5 | 216 | 6 | 318 | 2 | 369 | 4 | 486 | 5 | 648 | 4 | 771 | 1 |
| 21 | 4 | 218 | 1 | 319 | 2 | 372 | 5, 6 | 487 | 4 | 653 | 2 | 773 | 4 |
| 26 | 6 | 220 | 5 | 320 | 1 | 373 | 6 | 500 | 6 | 658 | 2 | 778 | 6 |
| 28 | 5 | 221 | 4 | 321 | 1 | 375 | 5, 8 | 502 | 1 | 702 | 6 | 781 | 6 |
| 38 | 4, 6 | 222 | 4 | 324 | 3 | 377 | 1 | 503 | 4 | 703 | 6 | 783 | 4 |
| 40 | 5 | 223 | 1 | 328 | 1 | 379 | 5 | 504 | 3 | 705 | 6 | 787 | 7 |
| 43 | 5 | 226 | 4 | 329 | 3 | 380 | 2, 6 | 505 | 1 | 706 | 5, 6 | 793 | 1 |
| 45 | 4 | 227 | 4 | 330 | 5 | 381 | 4 | 508 | 5 | 707 | 5, 6 | 794 | 1 |
| 49 | 5 | 230 | 4 | 334 | 5 | 382 | 3 | 514 | 2 | 709 | 6 | 797 | 4 |
| 56 | 6 | 235 | 4 | 335 | 4, 6 | 383 | 1 | 517 | 3, 6 | 710 | 6 | 799 | 6 |
| 59 | 5 | 242 | 4 | 336 | 1, 5 | 384 | 4 | 520 | 4 | 715 | 6 | 800 | 4 |
| 62 | 4, 5 | 246 | 5 | 339 | 2 | 385 | 4 | 526 | 4 | 717 | 4 | 801 | 4 |
| 69 | 5 | 247 | 4 | 340 | 6 | 390 | 4 | 531 | 1 | 721 | 6 | 802 | 4 |
| 102 | 5 | 248 | 5 | 342 | 1 | 392 | 4 | 532 | 4 | 722 | 4 | 803 | 4 |
| 103 | 5 | 260 | 4 | 343 | 5, 6 | 393 | 7 | 535 | 6 | 724 | 5, 6 | 804 | 5 |
| 105 | 4 | 261 | 4 | 344 | 1 | 395 | 1 | 536 | 5, 6 | 725 | 4 | 806 | 4 |
| 106 | 4 | 262 | 4 | 345 | 5, 6 | 396 | 1 | 537 | 4, 5 | 729 | 6 | 807 | 5 |
| 116 | 5 | 271 | 4 | 346 | 4, 6 | 397 | 2 | 540 | 5, 6 | 731 | 6 | 843 | 4 |
| 119 | 4 | 273 | 2 | 347 | 3, 6 | 398 | 1 | 542 | 6 | 732 | 1 | 852 | 4 |
| 120 | 2 | 280 | 4 | 348 | 6 | 401 | 6 | 560 | 4 | 734 | 5 | 853 | 5 |
| 121 | 2 | 281 | 4, 5 | 349 | 3 | 403 | 6 | 565 | 6 | 739 | 5, 6 | 855 | 6 |
| 122 | 5 | 282 | 5 | 351 | 6 | 410 | 5, 6 | 569 | 6 | 740 | 4 | 856 | 4 |
| 123 | 5 | 283 | 2 | 353 | 4 | 412 | 4 | 572 | 5 | 742 | 4 | | |
| 124 | 4 | 284 | 2 | 354 | 1 | 414 | 3, 6 | 578 | 5, 6 | 743 | 1 | | |
| 126 | 4 | 286 | 4 | 355 | 1 | 416 | 6 | 580 | 6 | 746 | 5 | | |
| 128 | 4 | 287 | 4 | 356 | 3 | 419 | 6 | 584 | 4 | 749 | 2 | | |
| 129 | 4 | 295 | 4 | 357 | 4 | 426 | 6 | 585 | 5 | 750 | 2 | | |
| 159 | 6 | 296 | 4 | 358 | 5 | 431 | 5 | 586 | 6 | 753 | 4 | | |
| 161 | 6 | 301 | 4, 5, 6 | 359 | 4 | 435 | 1 | 587 | 4 | 756 | 5 | | |
| 170 | 4 | 304 | 4 | 361 | 5 | 467 | 6 | 588 | 5, 6 | 758 | 5 | | |
| 174 | 4 | 305 | 2, 6 | 362 | 6 | 470 | 5 | 591 | 4 | 759 | 6 | | |
| 175 | 4 | 310 | 2 | 363 | 4 | 472 | 6 | 593 | 4 | 760 | 3 | | |

## DECODING

1—Will not operate Tuesday, February 12; Friday, February 22.

2—Will not operate Tuesday, February 12; Saturday, February 23.

3—Will not operate Tuesday, February 12.

4—Will not operate Friday, February 22.

5—Will not operate Saturday, February 23.

6—Portion of flight will not operate during certain days February 12, February 22 or February 23. — Consult American Airlines for details.

7—Will operate Friday, February 22.

8—Will not operate Wednesday, February 13.

FOR LUXURY FLY THE Mercury

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

AMERICAN AIRLINES



FOR SERVICE CHANGES DURING LINCOLN AND WASHINGTON HOLIDAY PERIODS REFER TO PAGE 44.

# AMERICAN AirFreight SERVICE

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

| DC-6A 807 Ex Sun. & Mon. | DC-6 853 Ex Sun. & Mon. | DC-4 843 Ex Sat. & Sun. | DC-6A 855 Sat. Only | DC-6A 855 Ex Sa Su & Mon. | DC-6A 801 Ex Sat. & Sun. | DC-6A 803 Ex Sat. & Sun. | AIRFREIGHTERS | | DC-6A 800 Ex Sat. & Sun. | DC-6A 804 Ex Sun. & Mon. | DC-6A 802 Ex Sat. & Sun. | DC-6A 856 Ex Sa Su & Mon. | DC-6A 806 Ex Sat. & Sun. | DC-6A 858 Sun. Only | DC-4 852 Ex Sat. & Sun. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| am | pm | pm | am | am | pm | pm | READ DOWN | READ UP | pm | pm | pm | pm | am | pm | am |
| . . . . | . . . . | 10.30 | . . . . | . . . . | 10.00 | . . . . | Lv **Boston** | EST Ar | 3.09 | . . . . | . . . . | . . . . | . . . . | . . . . | 7.20 |
| . . . . | . . . . | – | . . . . | . . . . | 10.41 | . . . . | Ar **Hartford** | " Lv | ↑ | . . . . | . . . . | . . . . | . . . . | . . . . | 6.35 |
| . . . . | . . . . | – | . . . . | . . . . | 11.25 | . . . . | Lv **Hartford** | " Ar | ↑ | . . . . | . . . . | . . . . | . . . . | . . . . | 5.53 |
| . . . . | ↗7.30 | ↗7.30 | . . . . | . . . . | ↓ | . . . . | Lv Bridgeport | " Ar | ↑ | . . . . | . . . . | . . . . | . . . . | . . . . | ↑ |
| . . . . | – | 11.45 | . . . . | . . . . | ↓ | . . . . | Ar **New York** (LaGuardia) | " Lv | ↑ | . . . . | . . . . | . . . . | . . . . | . . . . | ↑ |
| . . . . | – | – | . . . . | . . . . | ↓ | . . . . | Ar **New York** (Newark) | " Lv | 2.00 | . . . . | . . . . | . . . . | . . . . | . . . . | ↑ |
| . . . . | – | – | . . . . | . . . . | ↓ | . . . . | Lv **New York** (Newark) | " Ar | 1.10 | . . . . | . . . . | . . . . | . . . . | . . . . | ↑ |
| 3.20 | 1.30 | 1.00 | 12.05 | 12.05 | ↓ | 10.30 | Lv **New York** (LaGuardia) | " Ar | ↑ | 2.57 | 6.10 | . . . . | 12.52 | . . . . | ↑ |
| ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Ar Baltimore | " Lv | ↑ | ↑ | 5.08 | . . . . | ↑ | . . . . | ↑ |
| ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Lv Baltimore | " Ar | ↑ | ↑ | 4.09 | . . . . | ↑ | . . . . | ↑ |
| ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Ar Washington | " Lv | ↑ | 1.45 | ↑ | . . . . | ↑ | . . . . | ↑ |
| ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Lv Washington | " Ar | ↑ | 1.06 | ↑ | . . . . | ↑ | . . . . | ↑ |
| ↓ | ↓ | 2.55 | ↓ | ↓ | ↓ | ↓ | Ar **Buffalo** | " Lv | ↑ | ↑ | ↑ | . . . . | ↑ | . . . . | 4.05 |
| ↓ | ↓ | 3.50 | ↓ | ↓ | ↓ | ↓ | Lv **Buffalo** | " Ar | ↑ | ↑ | ↑ | . . . . | ↑ | . . . . | 3.27 |
| ↓ | ↓ | – | 2.33 | 2.33 | ← 2.09 | ↓ | Ar **Detroit** | " Lv | 11.05 | ↑ | ↑ | . . . . | ↑ | . . . . | 2.00 |
| ↓ | ↓ | – | 3.45 | 3.45 | 3.10 | ↓ | Lv **Detroit** | " Ar | 10.16 | ↑ | ↑ | . . . . | ↑ | . . . . | 1.00 |
| ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Ar Cincinnati | " Lv | ↑ | 11.15 | ↑ | . . . . | ↑ | . . . . | ↑ |
| ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | Lv Cincinnati | EST Ar | ↑ | 10.36 | ↑ | . . . . | ↑ | . . . . | ↑ |
| 5.50 | 3.55 | 5.49 | 4.00 | 4.00 | 3.25 | ↓ | Ar **Chicago** (Midway) | CST Lv | 8.05 | 8.15 | ↑ | . . . . | 9.00 | . . . . | 10.40 |
| . . . . | . . . . | . . . . | 5.40 | 5.40 | 4.25 | ↓ | Lv **Chicago** (Midway) | " Ar | 6.47 | . . . . | ↑ | 6.05 | ↑ | 9.20 | . . . . |
| . . . . | . . . . | . . . . | ↓ | ↓ | ↓ | ↓ | Ar Nashville | " Lv | ↑ | . . . . | 12.40 | ↑ | . . . . | ↑ | . . . . |
| . . . . | . . . . | . . . . | ↓ | ↓ | ↓ | ↓ | Lv Nashville | " Ar | ↑ | . . . . | 12.07 | ↑ | . . . . | ↑ | . . . . |
| . . . . | . . . . | . . . . | ↓ | ↓ | ↓ | ↓ | Ar Memphis | " Lv | ↑ | . . . . | 11.05 | ↑ | . . . . | ↑ | . . . . |
| . . . . | . . . . | . . . . | ↓ | ↓ | ↓ | ↓ | Lv Memphis | " Ar | ↑ | . . . . | 10.31 | ↑ | . . . . | ↑ | . . . . |
| . . . . | . . . . | . . . . | ↓ | ↓ | ↓ | ↓ | Ar Tulsa | " Lv | ↑ | . . . . | ↑ | ↑ | . . . . | ↑ | . . . . |
| . . . . | . . . . | . . . . | ↓ | ↓ | ↓ | ↓ | Lv Tulsa | " Ar | ↑ | . . . . | ↑ | ↑ | . . . . | ↑ | . . . . |
| . . . . | . . . . | . . . . | ↓ | ↓ | ↓ | ↓ | Ar Oklahoma City | " Lv | ↑ | . . . . | ↑ | ↑ | . . . . | ↑ | . . . . |
| . . . . | . . . . | . . . . | ↓ | ↓ | ↓ | ↓ | Lv Oklahoma City | " Ar | ↑ | . . . . | ↑ | ↑ | . . . . | ↑ | . . . . |
| . . . . | . . . . | . . . . | 9.05 | 9.05 | ↓ | ↓ | Ar **Dallas** | " Lv | ↑ | . . . . | 8.45 | 2.45 | . . . . | 6.00 | . . . . |
| . . . . | . . . . | . . . . | 11.15 | . . . . | ↓ | ↓ | Lv **Dallas** | " Ar | ↑ | . . . . | 7.36 | ↑ | . . . . | 5.21 | . . . . |
| . . . . | . . . . | . . . . | – | . . . . | ↓ | m3.38 | Ar Ft. Worth | " Lv | ↑ | . . . . | – | ↑ | . . . . | – | . . . . |
| . . . . | . . . . | . . . . | – | . . . . | ↓ | m4.03 | Lv Ft. Worth | " Ar | ↑ | . . . . | – | ↑ | . . . . | – | . . . . |
| . . . . | . . . . | . . . . | 12.28 | . . . . | ↓ | – | Ar San Antonio | " Lv | ↑ | . . . . | – | ↑ | . . . . | 4.10 | . . . . |
| . . . . | . . . . | . . . . | 1.43 | . . . . | ↓ | – | Lv San Antonio | " Ar | ↑ | . . . . | – | ↑ | . . . . | 2.36 | . . . . |
| . . . . | . . . . | . . . . | 4.32 | . . . . | ↓ | – | Ar Mexico City | CST Lv | ↑ | . . . . | – | ↑ | . . . . | 11.50 | . . . . |
| . . . . | . . . . | . . . . | . . . . | . . . . | 10.00 | 7.13 | Ar **Los Angeles** (International Airport) | PST Lv | 10.30 | . . . . | 12.55 | ↑ | . . . . | . . . . | . . . . |
| . . . . | . . . . | . . . . | . . . . | . . . . | 11.00 | . . . . | Lv **Los Angeles** (International Airport) | " Ar | . . . . | . . . . | 11.53 | ↑ | . . . . | . . . . | . . . . |
| . . . . | . . . . | . . . . | . . . . | . . . . | 12.40 | . . . . | Ar **San Francisco** | PST Lv | . . . . | . . . . | 10.10 | ↑ | . . . . | . . . . | . . . . |
| am | am | am | pm | am | pm | am | | | pm | am | pm | pm | pm | am | pm |

EXPLANATION OF REFERENCE MARKS FOR AIRFREIGHTER SCHEDULES

m—Operational and mail stop only.
CST—Central Standard Time.
EST—Eastern Standard Time.
PST—Pacific Standard Time.
↗—Via motor connection to New York except Sat. and Sun.

## ψ SAMPLE AIRFREIGHT RATES (PER 100 POUNDS)

| TO: ☞ / FROM ☞ | Boston | Buffalo | Chicago | Dallas/ Ft. Worth | Detroit | Los Angeles | New York | Philadelphia | St. Louis | San Francisco | Washington |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Boston | ..... | ..... | $ 8.70 | $ 9.50 | $ 6.45 | $26.00 | ..... | ..... | $11.20 | $27.00 | ..... |
| Buffalo | ..... | ..... | ..... | ..... | ..... | 22.00 | ..... | ..... | ..... | 23.00 | ..... |
| Chicago | $ 8.70 | ..... | ..... | 6.20 | ..... | 17.75 | $ 7.50 | $ 7.10 | ..... | 18.80 | $ 6.10 |
| Dallas/Ft. Worth | 17.05 | ..... | 8.95 | ..... | ..... | 13.45 | 14.03 | 13.95 | 7.10 | 15.90 | ..... |
| Detroit | 6.45 | ..... | ..... | 6.70 | ..... | 20.00 | 5.90 | 5.90 | ..... | 20.95 | ..... |
| Los Angeles | 26.00 | $22.00 | 17.75 | 12.40 | 20.00 | ..... | 24.55 | 23.95 | 16.55 | ..... | 23.00 |
| New York | ..... | ..... | 7.50 | 8.40 | 5.90 | 24.55 | ..... | ..... | 8.75 | 25.75 | ..... |
| Philadelphia | ..... | ..... | 7.10 | 8.00 | 5.90 | 23.95 | ..... | ..... | 8.15 | 25.25 | ..... |
| St. Louis | 11.20 | ..... | ..... | 5.60 | ..... | 16.55 | 8.75 | ..... | ..... | 18.45 | ..... |
| San Francisco | 27.00 | 23.00 | 18.80 | 16.45 | 20.95 | ..... | 25.75 | 25.25 | 18.45 | ..... | 24.45 |
| Washington | ..... | ..... | 6.00 | 7.20 | ..... | 23.00 | ..... | ..... | ..... | 24.45 | ..... |

ψ—Applicable on certain commodities. Sample rates shown are subject to a minimum weight of 100 lbs.
Consult your nearest American Airlines office for full information. Rates are for information only and are subject to change without notice.

AMERICAN AIRLINES

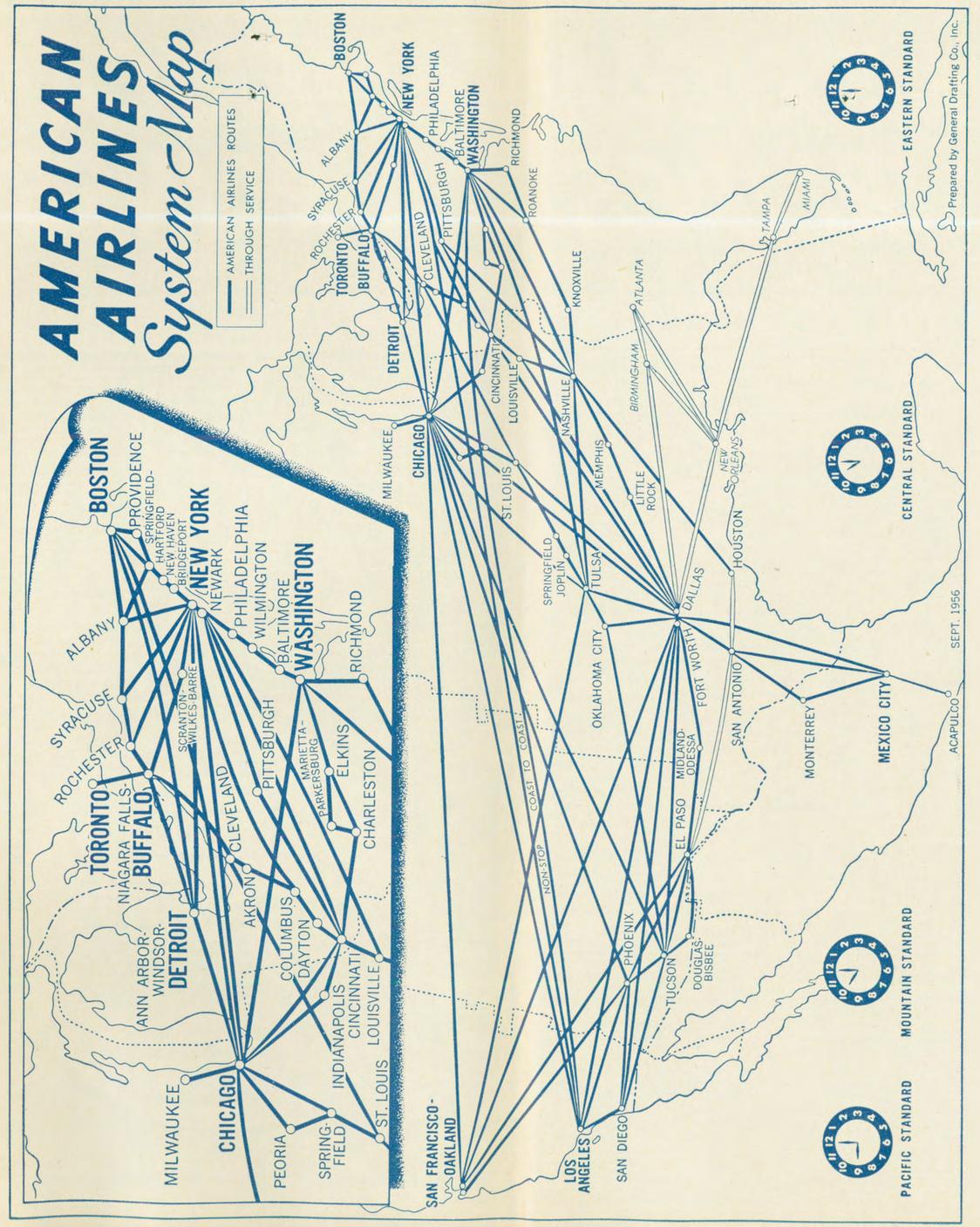
FOR YOUR CONVENIENCE, Arrivals and Departures are shown in LOCAL TIME as observed in each city.

AMERICAN AIRLINES

AA AMERICAN AIRLINES

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

# TELEPHONES • TICKET and AIRFREIGHT OFFICES • *GROUND TRANSPORTATION

| CITY | RESERVATION | TICKET OFFICES | AIRFREIGHT | AIRPORT | MILES | | ∅ TIME | ◉ Conveyance | FARE |
|---|---|---|---|---|---|---|---|---|---|
| **Akron 8, Ohio** | Tyler 6-2315 | Sheraton-Mayflower Hotel Lobby | Tyler 6-2315 | Akron-Canton | 16 | S | 45 | Limousine | $1.65 |
| **Albany 7, N. Y.** | 3-5551 | Hotel Ten Eyck | UNion 9-5321 | Albany | 9 | NW | 35 | Taxi | 1.15 |
| **Atlanta, Ga.** | LAmar 3242 | Piedmont & Biltmore Hotels | LAmar 3242 | Atlanta | 8½ | SW | 50 | Taxi | 1.25 |
| **Baltimore 2, Md.** | SAratoga 7-3210 | Emerson Hotel | SAratoga 7-0526 | Friendship Int'l. | 8 | SW | 40 | Limousine | 1.15 |
| **Birmingham, Ala.** | 59-9601 | 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 Hotel and 152 Federal St. | LIberty 2-1717 | Logan International | 3 | E | 15 | Taxi | K1.60 |
| **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 | 45 | Limousine | 1.35 |
| **Burbank, Calif.** | THornwall 6-4111 | Lockheed Air Terminal | THornwall 6-4111 | Lockheed Air Terminal | 3 | NW | 15 | Taxi | .75 |
| **Canton, Ohio** | North Canton 9-2511 | Airport Terminal | North Canton 9-2511 | Akron-Canton | 8½ | NW | 30 | Limousine | 1.65 |
| **Charleston, W. Va.** | 6-0361 | Daniel Boone Hotel | 6-0361 | Kanawha County | 4 | NE | 30 | Limousine | .75 |
| **Chicago, Ill.** | FRanklin 2-8000 | (55 E. Monroe St. & Conrad Hilton Hotel<br>Morrison and Sheraton Hotels (Y)<br>Prudential Bldg. Lobby | REliance 5-8100 | Midway | 12 | SW | E | Coach | 1.35 |
| Also see Evanston | | | | O'Hare Field | 23 | NW | H | Coach | 1.95 |
| | | | *between* | *Midway & O'Hare* | *22* | *N* | *60* | *Coach* | *1.95* |
| **Cincinnati 2, Ohio** | MAin 1-6200 | 4th & Walnut Sts.; Netherland Plaza | DIxie 5600 | Greater Cincinnati | 12 | SW | 50 | Coach | 1.25 |
| **Cleveland 14, Ohio** | TOwer 1-0660 | Union Commerce Bldg., 923 Euclid Ave. | ORchard 1-5421 | Hopkins Municipal | 12 | SW | 50 | Coach | 1.20 |
| **Columbus 15, Ohio** | BEImont 5-3461 | Deshler-Hilton Hotel, Broad & High Sts. | BEImont 1-5277 | Port Columbus | 9 | NE | 40 | Limousine | 1.20 |
| **Dallas 1, Texas** | ANdrews 2-3292 | Baker & Statler-Hilton Hotels | ANdrews 2-1392 | Love Field | 7 | NW | 40 | Limousine | 1.00 |
| | | | *Love Field to* | Amon Carter Field | 18 | W | 55 | Limousine | 1.50 |
| | | | *Amon Carter Field* | *13* | *W* | *30* | *Limousine* | *1.25* |
| **Dayton 2, Ohio** | MO. 4-4655 | Biltmore Hotel, 210 N. Main St. | MO. 4-4655 | Jas. M. Cox Municipal | 12½ | N | 50 | Limousine | 1.15 |
| **Detroit 26, Mich.** | WOodward 5-1000 | 1265 Wash. Blvd. General Motors Bldg.<br>Concourse & Penobscot Bldg. Lobby | WOodward 2-5776 | Willow Run | 32 | W | 60 | Coach | 1.50 |
| **Douglas, Ariz.** | EMpire 4-3437 | Airport Terminal | EMpire 4-3437 | Bisbee/Douglas Int'l. | 11 | N | 35 | Limousine | 1.25 |
| **Elkins, W. Va.** | 1100 | Airport Terminal | 1160 | Municipal | 3 | S | 20 | Taxi | .75 |
| **El Paso, Texas** | PRospect 8-3381 | Hilton Hotel | 2-1211 | International | 7 | NE | X40 | Limousine | 1.05 |
| **Evanston, Ill.** | FRanklin 2-8000 | Carlson Bldg., Orrington & Church | REliance 5-8100 | Midway (D) | 22 | SW | 90 | Coach | 2.50 |
| **Fort Worth, Texas** | ATlas 4-2511 | Texas Hotel, Main & 8th St. | ATlas 4-2551 | Amon Carter Field | 19 | E | 60 | Limousine | 1.50 |
| | | | | Love Field | 31 | E | 75 | Limousine | 2.00 |
| | | | *Amon Carter* | *Field to Love Field* | *13* | *E* | *30* | *Limousine* | *1.25* |
| **Frankfurt, Germany** | Not a reservation or ticket office† | | | | | | | | |
| **Hamilton, Ont., Canada** | JAckson 8-6701 | 22 King St., West—Toronto | JAckson 8-6701 | Malton | 39½ | NE | 75 | Limousine | 3.00 |
| **Hartford, Conn.** | JAckson 7-5141 | Hotel Statler | JAckson 7-0212 | Bradley Field | 14 | N | 45 | Coach | G1.25 |
| **Honolulu, T. H.** | 6-3581 | 1021 Bishop St. | 6-3581 | | | | | | |
| **Houston 2, Texas** | CApitol 2-9873 | 805 Walker Ave. | CApitol 2-9873 | Houston International | 10 | SE | 40 | Limousine | 1.35 |
| **Indianapolis 4, Ind.** | MElrose 7-1501 | Claypool Hotel, 14 N. Illinois | CHapel 1-2545 | Municipal | 8 | SW | 45 | Coach | 1.25 |
| **Joplin, Mo.** | MAyfair 3-7086 | Airport Terminal | MAyfair 3-7085 | Municipal | 4 | N | 20 | Limousine | .75 |
| **Knoxville, Tenn.** | 7-4411 | Farragut Hotel, 530 So. Gay St. | 7-6264 | Municipal | 12 | SW | 60 | Limousine | 1.35 |
| **Little Rock, Ark.** | FRanklin 4-0395 | 108 E. Capitol Ave. | FRanklin 4-0395 | Municipal | 2½ | SE | 30 | Limousine | .70 |
| **London W1, England** | | Not a reservation or ticket office † | | | | | | | |
| **Los Angeles, Calif.** | MAdison 6-3811 | Statler Center, 906 Wilshire Blvd. and<br>521 West 6th St. | ORegon 8-7251 | Los Angeles Int'l. | 14 | SW | 60 | Coach | 1.20 |
| Also see Burbank | THornwall 6-4111 | | THornwall 6-4111 | Lockheed Air Terminal | 15 | NW | 60 | Coach | 1.20 |
| **Beverly Hills, Calif.** | Crestview 4-6185 | Beverly Hilton Hotel, 9868 Wilshire | Crestview 4-6185 | Los Angeles Int'l. | 12 | S | | | |
| **Hollywood 28, Calif.** | MAdison 6-3811 | Hollywood Roosevelt Hotel and<br>Hollywood & Vine | ORegon 8-7251 | Los Angeles Int'l. | 15 | S | 60 | Coach | 1.20 |
| | | | | Lockheed Air Terminal | 7 | NW | 45 | Coach | 1.20 |
| **Huntington Park, Cal.** | MAdison 6-3811 | 2624½ Saturn Ave. | ORegon 8-7251 | Los Angeles Int'l. | 1 | W | | | |
| **Long Beach, Calif.** | HEmlock 5-8971 | Wilton Hotel, 222 E. Ocean Blvd. | HEmlock 5-8971 | Los Angeles Int'l. | 25 | NW | 55 | Limousine | M2.40 |
| **Pasadena, Calif.** | SYcamore 5-4225 | 626 E. Colorado Blvd. | SYcamore 5-4225 | Los Angeles Int'l. | 30 | SW | 55 | Limousine | N2.50 |
| **Louisville 2, Ky.** | EMerson 8-1633 | 319 West Walnut Street<br>(See Parkersburg) | EMerson 8-1666 | Standiford Field | 6 | S | 30 | Taxi | 1.00 |
| **Marietta, Ohio** | HUdson 5-5541 | | HUdson 5-5541 | | | | (See Parkersburg) | | |
| **Memphis 3, Tenn.** | WHitehall 8-3311 | Peabody Hotel, 145 Union Ave. | WHitehall 8-3374 | Municipal | 8½ | SE | 40 | Limousine | 1.25 |
| **Mexico City, D. F. Mex.** | ♦35-79-35 | Avenida Juarez No. 117 | 22-12-22 | Central | 7½ | S | 90 | Taxi | W .80 |
| **Miami, Fla.** | FR.1-9661, FR.9-7546 | 1640 Du Pont Bldg. | FR. 1-9661 | Miami International | 7 | W | 45 | Limousine | .85 |
| **Midland, Texas** | MUtual 4-8281 | Airport Terminal | MUtual 4-8281 | Midland-Odessa | 10 | W | 20 | Limousine | 1.50 |
| **Milwaukee 2, Wis.** | HUmboldt 3-8200 | 110 E. Wisconsin Bldg., Room 311 | SHeridan 4-9855 | General Mitchell | 6 | SE | 60 | Limousine | 1.05 |
| **Mpls. 2, St. Paul, Minn.** | FEderal 8-7043 | 1655 Northwestern Bank Bldg. | FEderal 8-7043 | | | | | | |
| **Monterrey, N. L. Mex.** | 3-8100 | Colonial Hotel | 3-8100 | del Norte | 15 | N | 90 | Limousine | .40 |
| **Nashville 3, Tenn.** | CHapel 2-6321 | Hermitage Hotel, 239 6th Ave. N. | CHapel 2-6336 | Municipal | 8½ | SE | 40 | Taxi | Z1.25 |
| **Newark 2, N. J.** | MItchell 2-8570 | 12 Commerce Street | MArket 3-4062 | Municipal | 2½ | S | 15 | Taxi | K .90 |
| **New Haven, Conn.** | Hobart 7-1667 | Hotel Taft, College & Chapel Sts. | Hobart 7-1667 | Municipal | 4½ | E | 20 | Taxi | K1.60 |
| **New Orleans, La.** | Canal 5410 TUlane | 8592 St. Charles Hotel | Canal 5410 | Moisant International | 11 | NW | 60 | Limousine | 1.25 |
| | | (Airlines Building, 80 E. 42nd St. (C)<br>East Side Airlines Terminal,<br>1st Ave., bet. 37th & 38th Sts. (C)<br>West Side Airlines Terminal,<br>42nd Street and 10th Ave. (C)<br>Astor Hotel Lobby | | | | | | | |
| **New York, N. Y.** | LOngacre 4-2000 | | HAvemeyer 4-7600 | La Guardia | 9½ | E | 40 | {Coach | |
| In New Jersey Call | MItchell 2-8570 | N. Y. Coliseum, 10 Columbus Circle | MArket 3-4062 | N. Y. Int'l. (Idlewild) | 16½ | SE | 55 | (C) | 1.35 |
| In Westchester Call | WHite Plains 6-5603 | New Yorker Hotel Lobby | WHite Plains 6-5603 | Newark | 12 | W | 40 | Coach | *1.35* |
| In Nassau and Suffolk Call | IVanhoe 9-5566 | Rockefeller Center, 18 W. 49th St.<br>Statler Hotel<br>Waldorf-Astoria Hotel Lobby<br>120 Broadway<br>200 Livingston St. (Opp. A&S) Bklyn<br>241 Main St., White Plains, N. Y. | *Between* | *LaGuardia & N. Y. Int'l.* | *8* | *S* | *40* | | |
| **Niagara Falls, N. Y.** | Niagara Falls 2-1281 | Niagara Hotel | Plaza 6007 (Buffalo) | Municipal-Buffalo | 25 | SE | 65 | Limousine | 2.20 |
| **Oakland, Calif.** | HIghgate 4-6065 | 1420 Broadway | HIghgate 4-6056 | Metrop. Oakland Int'l. | 9 | SE | 40 | Coach | 1.15 |
| **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 Northwest First St. | REgent 6-0541 | Will Rogers Field | 9 | SW | 40 | Limousine | 1.50 |
| **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.** | KIngsley 6-2900 | 1423 Walnut St. | SAratoga 7-7977 | Philadelphia Int'l. | 7½ | SW | 50 | Limousine | 1.20 |
| **Phoenix, Ariz.** | ALpine 2-1721 | 15 East Adams St. | Bridge 5-5421 | Sky Harbor Municipal | 3½ | SE | 35 | Limousine | 1.25 |
| **Pittsburgh 22, Pa.** | SPalding 1-4437 | Wm. Penn Hotel | SPalding 1-2255 | Greater Pittsburgh | 17½ | W | 60 | Coach | 1.25 |
| **Providence, R. I.** | UNion 1-1200 | Sheraton-Biltmore Hotel | JAckson 1-3773 | Rhode Island State | 6½ | S | 35 | Limousine | 1.10 |
| **Richmond, Va.** | 86-1234 | John Marshall Hotel | 97-2872 | Byrd Field | 8 | SE | 45 | Limousine | 1.20 |
| **Roanoke, Va.** | 6-3451 | Patrick Henry Hotel | 6-3451 | Woodrum Field | 6 | N | 25 | Limousine | 1.10 |
| **Rochester 4, N. Y.** | BAker 8000 | Seneca Hotel Lobby | GEnesee 0364 | Municipal | 5 | SW | 35 | Limousine | 1.00 |
| **St. Louis 1, Mo.** | GArfield 1-2400 | Jefferson Hotel, Statler Hotel | PArkview 5-5510 | Lambert Municipal | 15 | NW | 60 | Coach | 1.40 |
| **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.** | BElmont 4-6131 | U. S. Grant Hotel, 330 Broadway | CYpress 6-6128 | Lindbergh Field | 1½ | NW | 20 | Taxi | K .80 |
| **San Francisco, Calif.** | YUkon 2-1234 | Sheraton-Palace & St. Francis Hotels | JUniper 6-2434 | International | 13 | SE | 60 | Coach | 1.20 |
| In San Jose Call | REgent 9-2303 | 65 W. Santa Clara St. | REgent 9-2303 | | | | | | |
| **Schenectady, N. Y.** | FRanklin 7-3381 | Van Curler Hotel | FRanklin 7-3381 | Albany | 8 | E | 40 | Taxi | 1.15 |
| **Scranton, Pa.** | GLenwood 7-5403 | Hotel Casey | Scranton 5297 | Wilkes-Barre/Scranton | 8 | SE | 30 | Limousine | 1.30 |
| **Springfield, Ill.** | 8-3464 | Airport Terminal | 8-3464 | Capital | 4 | NW | 25 | Taxi | .90 |
| **Springfield 3, Mass.** | STate 8-4571 | Sheraton-Kimball Hotel | REpublic 7-3774 | Bradley Field | 14 | SW | 50 | Coach | 1.50 |
| **Springfield, Mo.** | 4-1871 | Airport Terminal | 4-1871 | Municipal | 7 | NW | 30 | Limousine | 1.00 |
| **Syracuse, N. Y.** | 74-3311 | Onondaga Hotel Lobby<br>Merchants Bank-Fayette & State | 54-2423 | Hancock Field | 6 | NE | 40 | Limousine | 1.25 |
| **Tampa, Fla.** | 2-3611 | 311 Twiggs St. | 2-3611 | Tampa International | 5 | NW | | Taxi | 1.00 |
| **Tokyo, Japan** | 59-0833 | Imperial Hotel | 59-0833 | | | | | | |
| **Toronto 1, Ont., Canada** | EMpire 6-3951 | 22 King St., West | EMpire 8-4365 | Malton | 18½ | NW | 70 | Coach | T1.25 |
| **Troy, N. Y.** | ARsenal 3-3461 | Hotel Ten Eyck, Albany | ARsenal 3-3461 | Albany | 7 | W | 35 | Taxi | 1.75 |
| **Tucson, Ariz.** | MAin 4-8792 | 64 South Stone Avenue | MAin 3-4911 | Municipal | 7½ | S | 40 | Limousine | 1.25 |
| **Tulsa 3, Okla.** | DIamond 3-8173 | 507 South Boston | TEmple 8-3361 | Municipal | 7 | NE | 40 | Limousine | 1.25 |
| **Washington, D. C.** | EXecutive 3-2345 | 710 14th St., N. W., 1733 DeSales St.,<br>N. W. and Statler Hotel | EXecutive 3-6460 | Washington National | 4 | S | 30 | Limousine | 1.00 |
| **White Plains, N. Y.** | 6-5603 | 241 Main St. | 22-1000 | See New York | | | | | |
| **Wilkes-Barre, Pa.** | OLympic 4-6708 | Sterling Hotel | 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) | | |

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