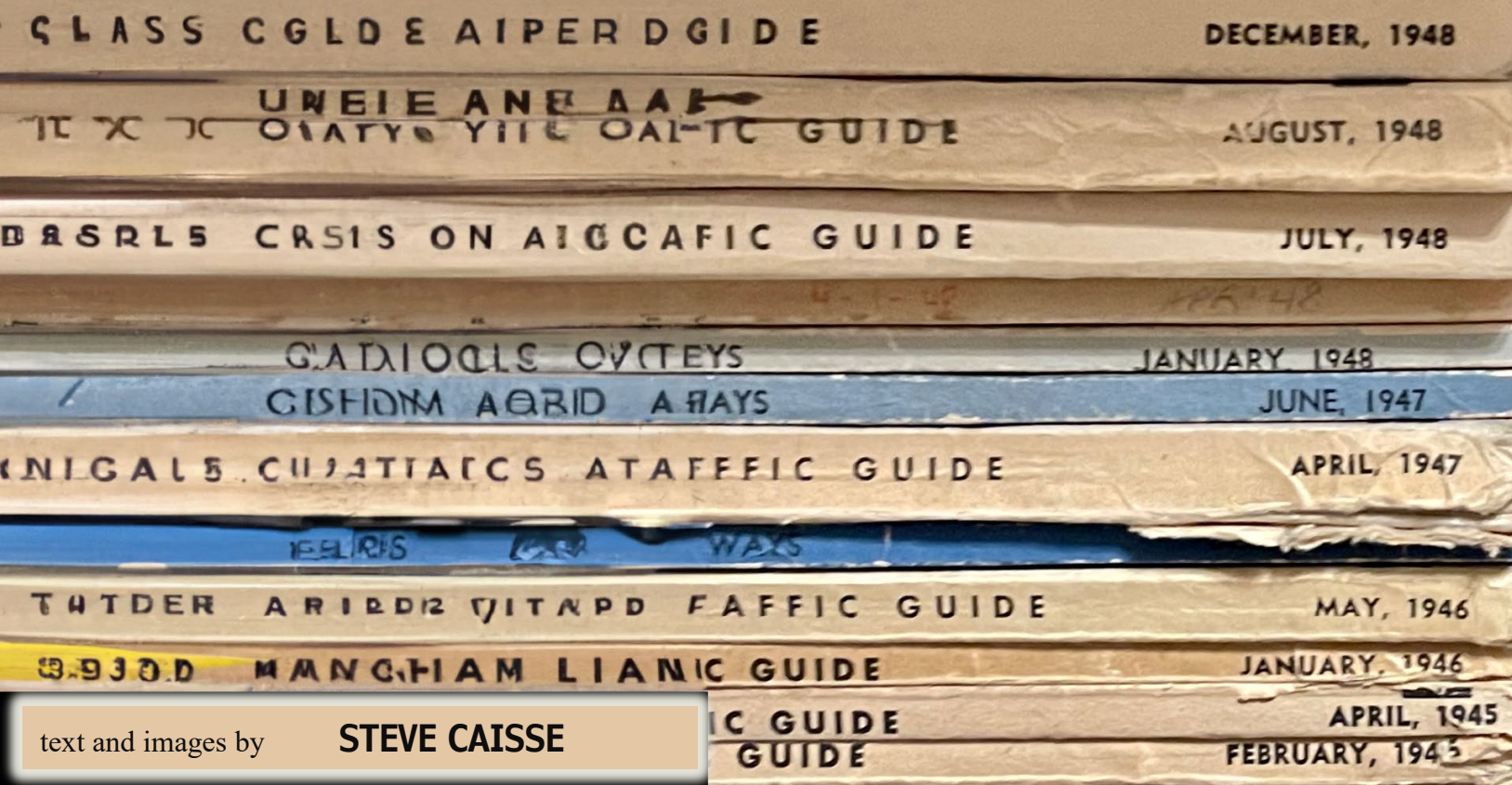


# AIRLINE SCHEDULE GUIDES

## A Wealth of Information

For collectors and historians



text and images by

STEVE CAISSE

During 2023, the Captain's Log will introduce a new "Flight Manifest" topic which explores airline scheduling practices across the decades as found in the pages of vintage airline schedule guides. Once a requisite item at all airline ticket counters and travel agencies, these guides contain vast information resources of interest to many of our members.

Contributing author Steve Caisse will explore historic route and fleet inaugurals, providing competitive airline market analysis and scheduling practices as found in his large collection of airline schedule guides.

Steve worked for Delta Air Lines from 1978-2007, a career which included assignments as a Senior Schedules Analyst in Delta's Marketing Development Department.

To introduce, or perhaps reacquaint readers, especially younger members, with this valuable resource, we've asked Steve to relate how and why he came to collect these guides. This introductory article will set the stage for this new feature.

If the graphic on the right looks compelling and prompts some curiosity, you can look forward to deep dives into airline scheduling practices, aircraft fleetings, flight itineraries and many other topics based on this type of information. - Phil Brooks

To	Freq.	Leave	Arrive	Flight	Class	Eq	MI	S
CHICAGO, ILL.								
C-CGX (MEIGS FIELD)								
M-MDW (MIDWAY)								
CDT CHI								
O-ORD (O'HARE)								
LOS ANGELES, CALIF.								
L-LAX								
B-BUR								
O-ONT								
F	OW	124.00	RT	248.00				
Y	OW	106.00	RT	212.00				
K	OW	91.00	RT	182.00				
AA/CO/TW/UA	MR	OW	71.00					
AA/CO/TW/UA	M	OW	53.00					
AA/CO/TW/UA	KU	OW	60.00					
EX/1	30	DAY	\$160.00					
12:15a	L	5:45a	O	AA	186	F/Y/K	B2F	S 0
12:30a	L	5:55a	O	CO	766	F/Y/K	B2F	S 0
12:30a	L	6:05a	O	UA	118	F/Y/K	B7F	S 0
12:45a	L	6:15a	O	AA	196	F/Y/K	B7F	S 0
12:45a	L	8:10a	O	CO	12	F/Y/K	B2F	B 2
@ 1:15a	L	8:17a	O	TW	104	FN/YN	72S	SB 1
TW	104	FN/YN	MKC-F/Y					
7:00a	L	1:15p	O	CO	80	F/Y/K	B2F	B 1
7:30a	L	1:00p	O	CO	760	F/Y/K	B2F	B 0
7:30a	L	2:22p	O	AA	630	F/Y/K	B7F	BL 1
7:30a	L	2:25p	O	AA	208	F/Y/K	727	BL 1
7:45a	L	1:23p	O	UA	100	F/Y/K	D8S	B 0
8:00a	L	2:50p	O	TW	22	F/Y/K	880	B 1
@ 8:00a	L	2:59p	O	TW	278	F/Y/K	727	BL 1
EFFECTIVE	JUL 8							
@ 8:00a	L	2:59p	O	TW	342	F/Y/K	727	BL 1
DIS	AFTER JUL 7							
@ 8:30a	L	2:05p	O	AA	190	F/Y/K	B2F	* 0

Growing up in Manchester, NH, I lived 3/4 mile from the threshold of runway 17 at Grenier Field.. During my childhood, I developed an early curiosity for New Hampshire National Guard C-119's which thundered over our house with regularity. My passion for aviation went into overdrive in February 1968 however, when I flew for the first time. During winter break, we travelled from Boston to Miami onboard a brand-new Northeast Airlines 727-295 Yellowbird. Peering down at the lights of south Florida after a magical 180 minutes above the clouds, the uniqueness of flight and more broadly, the excitement of the airline industry itself instantly became a source of fascination, and ultimately, a lifelong passion for me.

That glorious summer, I began a daily pilgrimage to the airport, discovering all I could about my newfound obsession.

MANCHESTER, N.H.									
5.0 MI SE 15 MIN T \$1.50 R									
FROM BOSTON, MASS.									
T OW 9.00 RT 18.00									
NE M OW 8.00									
1	640A	701A	NE 963	T	FH			0	
X17	645A	707A	NE 953	T	FH			0	
NEW YORK, N.Y.									
L-LGA, E-EWR, J-JFK									
NE T OW 21.00 RT 42.00									
NE M OW 11.00									
	920A	L 1020A	NE 958	T	FH			0	
	1205P	J 132P	NE 966	T	FH	S		1	
	410P	J 514P	NE 972	T	FH			0	
6	725P	L 852P	NE 950	T	FH			1	
X6	800P	L 858P	NE 976	T	FH			0	
X7	1030P	J 1201A	NE 978	T	FH			1	
CONNECTIONS									
1	400A	J 701A	TW 96	F/Y	707			0	
			NE 963	T	FH			0	
			457A	BOS	640A				
X17	400A	J 707A	TW 96	F/Y	707			0	
			NE 953	T	FH			0	
			457A	BOS	645A				
WORCESTER, MASS.									
NE T OW 11.00 RT 22.00									
NE M OW 8.00									
	110P	132P	NE 966	T	FH			0	
6	830P	852P	NE 950	T	FH			0	
X7	1140P	1201A	NE 978	T	FH			0	

I quickly became acquainted with the guys working the Northeast Airlines counter and soon was allowed to "help out" with various basic tasks, one of which was taking the trash out to the dumpster behind the terminal. One fateful day, the trash included a thick, heavy pictureless book labeled OAG. Being a curious lad, I asked station manager Carl Dixon if I could have it. He replied, "I don't know why you would want such a thing, but sure, take it."

That same year, I'd received a Radio Shack "Realistic Jetstream" VHF transistor radio which allowed me to monitor air traffic control communications in the region.



I really enjoyed listening to busy Boston approach control and quickly discovered that the OAG which I had rescued, contained lots of useful information about the flights I was hearing. The more I explored, the more I came to appreciate the many discoveries within the pages.

Well, I still have that Official Airline Guide, the June 1 1968 North American Edition. The cover is missing, and the pages are fragile and faded, but It is the cherished cornerstone of my airline memorabilia collection; the first collectable I ever acquired. Over the years, I've managed to amass a collection of more than 450 airline schedule guides. These references contain a staggering amount of information for airline aficionados.

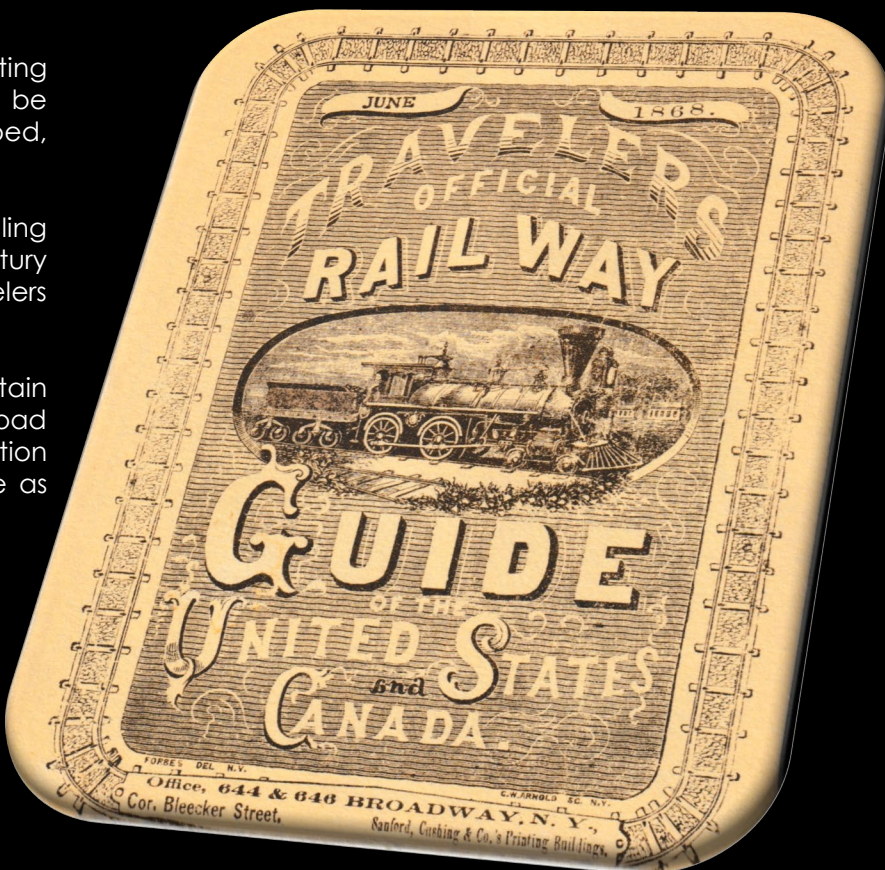
Rare, unique, industry specific advertising, news features, maps, diagrams, and most fundamentally, a complete collection of all airline's scheduling information is the reason why I have can confidently say. "Airline schedule guides are a goldmine of information for historians, collectors, and hobbyists". Let's learn more about this sometimes-overlooked, powerhouse reference source.

This article is not intended to be a history of the evolution of airline guides around the world. That is another story for another day.

The leadership of The World Airline Historical Society asked me to write something which explains why I collect airline schedule guides. So what you will be reading here are my personal thoughts about the merits, and also the logistical challenges of amassing a large collection of airline guides.

I'll hope these words Inspire some future researcher 2 dive into the fascinating story commercial aviation's 1st century.

Not surprisingly, among the first publications to contain airline schedule information were actually railroad guides! In fact, selected airline schedule information can be found in Railroad guides published as late as the 1970's.

[illegible]

# CHICAGO & SOUTHERN AIR LINES, Inc.

## "The Valley Level Route"

Lambert Field-Robertson, Mo.

GENERAL OFFICES

CHICAGO-ST. LOUIS-MEMPHIS-JACKSON-NEW ORLEANS

### SERVING

### SCHEDULES

NORTHBOUND  
Read Up

City	FARES		Per Day Includes Breakfast Lunch Dinner Taxes	Flight Time	SOUTHWEST Read Down		Flight Time	EASTWIND Read Up		Flight Time
	Chicago	St. Louis			Chicago	St. Louis		Chicago	St. Louis	
Chicago	\$12.00	\$12.00	1:00	1:00	\$12.00	\$12.00	1:00	\$12.00	\$12.00	1:00
Springfield	\$15.00	\$15.00	1:15	1:15	\$15.00	\$15.00	1:15	\$15.00	\$15.00	1:15
St. Louis	\$18.00	\$18.00	1:30	1:30	\$18.00	\$18.00	1:30	\$18.00	\$18.00	1:30
Memphis	\$21.00	\$21.00	1:45	1:45	\$21.00	\$21.00	1:45	\$21.00	\$21.00	1:45
Jackson	\$24.00	\$24.00	2:00	2:00	\$24.00	\$24.00	2:00	\$24.00	\$24.00	2:00
New Orleans	\$27.00	\$27.00	2:15	2:15	\$27.00	\$27.00	2:15	\$27.00	\$27.00	2:15

**Notes:** All schedules are subject to change without notice.

Passenger must have tickets checked and be ready to board plane five minutes before scheduled departure.

**Flight stop to pick up or discharge passengers.**

**Stop, meals on all flights.**

**Mail**

Passengers

Express

**Multi-motored**

**LOCKHEED**

**3 mile**

**minute**

**ON ALL SCHEDULES**

**Full-metal**

**ELECTRAS**

**ON ALL SCHEDULES**

**Memphis**

**Air Tram**

**Conferer**

# Air Mail Service

OPERATED UNDER CONTRACT.

Express, Supermarket, Railway Mail Service, Air Mail Service.

S. A. Ciesler, General Superintendent, Air Mail Service.

S. C. S. S. S.

**NEW YORK AND CHICAGO.**

Chicago Airport.

New York.

Springfield, Mo.

St. Louis, Mo.

Memphis, Tenn.

Detroit, Mich.

Seattle, Wash.

Knox, Tenn.

Chicago Airport.

New York.

Springfield, Mo.

St. Louis, Mo.

Memphis, Tenn.

Detroit, Mich.

Seattle, Wash.

Knox, Tenn.

Chicago Airport.

New York.

Springfield, Mo.

St. Louis, Mo.

Memphis, Tenn.

Detroit, Mich.

Seattle, Wash.

Knox, Tenn.

Chicago Airport.

New York.

Springfield, Mo.

St. Louis, Mo.

Memphis, Tenn.

Detroit, Mich.

Seattle, Wash.

Knox, Tenn.

[illegible]

Consult American A

Leadership teams from all airline companies, including the names of many ledangs, such as Jack Frye from TWA in 1936 (below)

[illegible]

## EXECUTIVE AND GENERAL OFFICES...MUNICIPAL AIR

**H. W. Beck**, Ass't Gen. Traf  
York, N. Y.  
**J. C. Graves**, Traf. Mgr., 33 H  
**C. E. Fleming**, Cent. Region  
cipal Airport, Kansas City, M  
**G. T. Cussen**, Traf. Mgr., 540

**DOUGLAS SKYLINERS ON ALL FLIGHTS  
COMPLETE SCHEDULES—COAST TO COAST**

**WESTBOUND—Read Down**

Dly. Sun Racer 1	Dly. 21-1	Dly. 11	Dly. 15-9	Dly. 1st Sky Chief 9-5	Dly. 2nd Sky Chief 5	e 19	e 3rd Sky Chief 7	Dly. Sky Mas- ter 3	23-24 COMBINED SCHEDULES July 1, 1936				Dly. Sky Queen 2	Dly. 2-12	Ad- vance Sky Chief 8e	Dly. 2nd Sky Chief 6
AM	AM	AM 10 00	PM 1 00	PM 2 45	PM 2 45	PM 3 50	PM 3 50	PM 8 00					AM 9 09	PM	AM a11 27	PM 2 2
7 45	b 8 05	*12 30	3 25	*4 30	*5 00	e 5*45	e 7*00	11 45	Lv BOSTON (ET) AA..... Ar				5 47		8 40	10 53
8 25			4 05					12 25	Lv NEW YORK (Newark) .. Ar				5 11			
8 35	c 8 35		4 15		\$4 15			12 35	Ar PHILADELPHIA (Camden) Lv				5 06			
10 23	10 05	2 30	6 03		7 00	7 45	9 00	2 23	Lv PHILADELPHIA (Camden) Ar				3 30		*6 55	9
a 8 50	a 8 50		3 35	NON-STOP	5 30			5 30	Lv PITTSBURGH. (ET) Lv							
a 8 45	a 8 45	12 40	4 45		5 45			5 45	Lv WASHINGTON via CEN Ar				a 4 35			
*10 22	*10 22							11 20	Lv WASHINGTON							

DECEMBER  
1931

*The*  
**OFFICIAL  
AVIATION  
GUIDE**

TRADE MARK  
MADE IN U.S.A. (PAUL LEROY)

**OF THE  
AIRWAYS**

ACCURATE AND AUTHENTIC INFORMATION OF THE  
PASSENGER, MAIL AND EXPRESS AIR LINES  
— OF —  
NORTH, CENTRAL AND SOUTH AMERICA

REVISED MONTHLY THROUGH  
OFFICIAL SOURCES

PUBLISHED MONTHLY BY  
**THE OFFICIAL AVIATION GUIDE COMPANY, INC.**  
105 WEST ADAMS STREET  
CHICAGO, ILLINOIS

SUBSCRIPTION PRICE \$1.00  
PER YEAR  
SINGLE COPIES 10 CENTS

# AIR MAIL SERVICE



The historic flight of "Spirit of St. Louis" in 1927 accelerated the public's acceptance of commercial aviation as a viable transportation option. Soon, the need for a more specific consolidated schedules guide resulted in the development of "The Official Aviation Guide". Volume 1 Number 1 was issued in February 1929, seeding the genesis of what would become "The Official Airline Guides" series of products and services.



# TABLE OF CONTENTS

## *The Official Aviation Guide*

Publisher: JOHN R. FLETCHER

Volume 1, Number 1: *February 1929*

Volume 1, Number 6: *August 1929*

Publisher: THE OFFICIAL AVIATION GUIDE COMPANY, INC.

Volume 2, Number 5: *August 1930*

Volume 3, Number 2: *May 1931*

Volume 4, Number 4: *July 1932*

Volume 5, Number 5: *August 1933*

Volume 6, Number 5: *August 1934*

Volume 7, Number 5: *August 1935*

Volume 8, Number 4: *July 1936*

Volume 9, Number 5: *August 1937*

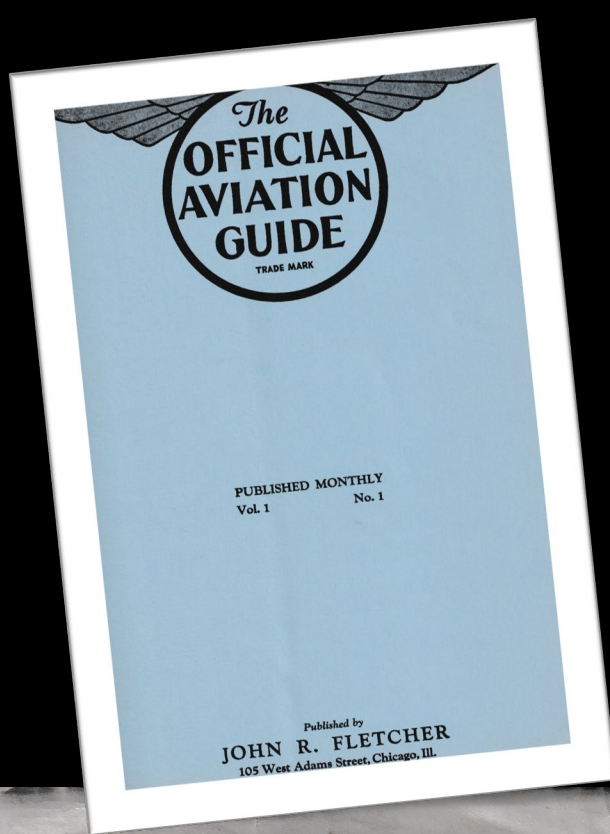
Volume 10, Number 5: *August 1938*

Volume 11, Number 5: *August 1939*

For someone hoping to quick start their collection of the oldest airline schedule guides, I'll highly recommend searching airliner conventions and online auction sites for "Birth of An Industry a nostalgic collection of airline schedules for the years 1929 through 1939".

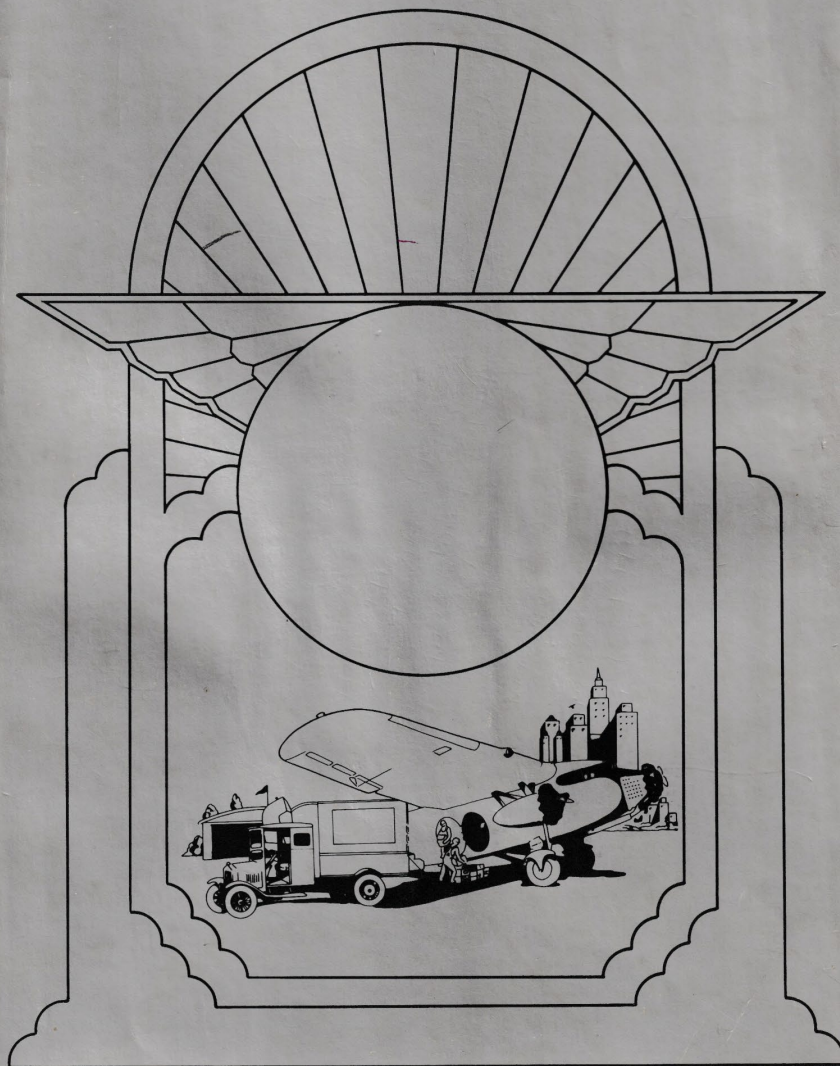
Today's collectors are fortunate to have many opportunities available for purchase. The book can routinely be found online for between \$30-\$50. I obtained my copy of the book way back in 1980 and paid 10 times that amount of money. So I would consider this treasure trove of extremely significant airline history to be a highly worthwhile objective for any researcher focused on airline operations in the 1930's.

The thick, heavy, well bound book includes "The Official Aviation Guide Volume 1 Number 1" from February 1929. This collection was released by the Reuben H Donnelly Corporation in 1969 to celebrate the 30th anniversary of the guide. They were the long-time publisher of the Official Airline Guide and based in Oakbrook, Illinois.



## BIRTH OF AN INDUSTRY

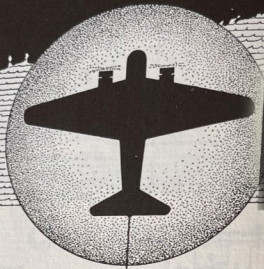
A NOSTALGIC COLLECTION OF AIRLINE SCHEDULES 1929-1939  
WITH A FOREWORD BY ROBERT J. SERLING



Specify

"THE TRANS-SOUTHERN ROUTE"

ACROSS DIXIE



A server to be frequent vacation spots all winter via Braniff Airways to the warm South, where the sun is shining and the air is warm and a place to give every vacation an unforgettable holiday.

One of the world's most fascinating sports, deep sea fishing, is available with a few hours and in the heart of Florida, off the coast of Tampa, where the fishing is so good and the scenery so beautiful that it is a must for every vacationer.

One of the country's greatest sports, the hunt for the elusive quail, is available in the heart of Texas, where the quail is so plentiful and the scenery so beautiful that it is a must for every vacationer.

The thrill of deep water sport is fully available in the heart of Texas, where the fishing is so good and the scenery so beautiful that it is a must for every vacationer.

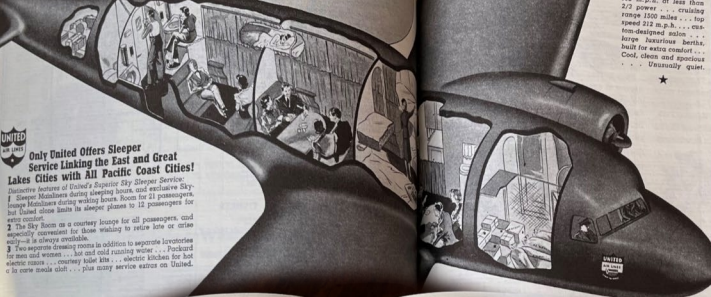
The thrill of deep water sport is fully available in the heart of Texas, where the fishing is so good and the scenery so beautiful that it is a must for every vacationer.

The thrill of deep water sport is fully available in the heart of Texas, where the fishing is so good and the scenery so beautiful that it is a must for every vacationer.

SERVING a land rich in traditional aristocracy, Delta Air Lines—with the flight equipment across the entire Trans-Southern Route—has definitely elevated travel luxury... best distinguished as SOUTHERN AIR-ISTOCRACY. • Between Dallas and New Orleans, passenger, all-metal LOCKHEED ELECTRAS—outstanding product of a designer of time-proven aircraft—offer high speed transportation in luxurious, sound-proofed cabins. Between Atlanta and Charleston, low wing, eight passenger, STINSON "A" multi-motored airliners are operated. • Frequent and convenient schedules—coordinated with those of other airlines—bring all major cities within a few hours of any point on the Trans-Southern Route. • Delta Air Lines is a friendly host... true Southern hospitality prevails.

☆☆ DELTA'S FOUR STAR SELLING POINTS ☆☆☆  
★ SOUTHERN HOSPITALITY ★ DE LUXE EQUIPMENT  
★ HIGH SPEED SCHEDULES ★ DIRECT CONNECTIONS  
**DELTA AIR LINES**  
TRANS-SOUTHERN ROUTE

UNITED'S SERVICE IS REALLY DIFFERENT!



**SLEEPER MAINLINER**  
Facts...  
Only planes in U. S. equipped with 147,000 sq. ft. of sleeping space...  
• Cruising speed 132 m.p.h. or less than 100 m.p.h. in cruising...  
• Speed 112 m.p.h. in cruising...  
• One-time-discard toilet...  
• Large luxurious berths, built for extra comfort...  
• Cool, clean and spacious...  
• Utterly quiet.

There Are No Larger Cities Between  
**CHICAGO** and **NEW YORK**  
American Airlines INC. OPERATES THE MOST FREQUENT ALL-DOUGLAS SERVICE

6 ROUND TRIP DOUGLAS FLIGHTS DAILY 2 FLIGHTS NON-STOP DETROIT-NEW YORK

EASTBOUND				WESTBOUND			
Douglas Plane	No. 10	No. 11	No. 12	Douglas Plane	No. 13	No. 14	No. 15
CHICAGO (CT) 14	10:00	11:00	12:00	NEW YORK (ET) 14	10:00	11:00	12:00
DETROIT (DT) 14	10:30	11:30	12:30	DETROIT (DT) 14	10:30	11:30	12:30
BUFFALO (BU) 14	11:00	12:00	1:00	BUFFALO (BU) 14	11:00	12:00	1:00
NEW YORK (NY) 14	11:30	12:30	1:30	NEW YORK (NY) 14	11:30	12:30	1:30

OUR FASTEST TIME 4 1/3 HOURS EASTBOUND

TO "AMERICAN" PASSENGERS, THESE EXTRA FEATURES APPEAR:  
• Skyline Dinner or Evening Meal  
• Free service on Douglas Airlines  
• Free baggage allowance

LARGEST AIRLINE IN THE UNITED STATES

BEAT LAKE TO THE GULF

CT—Chicago  
T—Dallas  
D—Detroit  
A—Atlanta

I've enjoyed many aspects of the airline hobby over my lifetime.

I have file cabinets full of airline timetables in addition to my guide collection. I love a timetable's multi-color content, heavyweight glossy paper, splendid advertisements, and many other interesting things most collectors appreciate about those once indispensable tools.

Collecting airline guides can't achieve that same level of visual and tactile quality. But, this doesn't mean that airline guides aren't chock full of fascinating advertising.

In fact, the guides often contain very rare advertisements not generally seen by the public. Remember that advertisements in airline guides were targeted toward the primary users of the guide, airline ticketing and travel agent professionals, to assist in the booking process. Therefore, much of the guide advertising speaks to the special interests of professionals.

Each of these classic 2 page advertising spreads can be found in guides from the 1930's

# THE OFFICIAL GUIDE OF THE AIRWAYS

FOUNDED 1929

NOVEMBER 1946

TIME TABLES  
FARES  
ROUTES  
PUBLISHED MONTHLY

COMPLETE AIRLINE LIST.....3

AEROVIA BRANIFF	33
ALASKA AIRLINES	4
ALASKA COASTAL	4
ALL AMERICAN AVIATION	7
AMERICAN AIRLINES	5
AMERICAN OVERSEAS AIR	14
BRANIFF AIRWAYS	20
BRITISH OVERSEAS AIR	22
CANADIAN PACIFIC AIR LINES	27
CHICAGO AND SOUTHERN	30
COLONIAL AIRLINES	34
CONTINENTAL AIR LINES	36
DELTA AIR LINES	38
EASTERN AIRLINES	40
HAWAIIAN AIRLINES, LTD.	10
INLAND AIR LINES	76
K. L. M. ROYAL DUTCH	80
MARITIME CENTRAL AIRWAYS	45
MICHAEL CENTRAL AIRLINES	31
MID-CONTINENT AIRLINES	46
NATIONAL AIRLINES	48
NORTHEAST AIRLINES	43A
NORTHWEST AIRLINES	50
PACIFIC NORTHWEST AIRLINES	56
PAN AMERICAN AIRWAYS	59
PENNSYLVANIA-CENTRAL	72
PIONEER AIR LINES	45
ROBINSON AIRLINES	71A
SOUTHWEST AIRWAYS	71B
TACA	107C
TRANS-CANADA AIR LINES	76
TRANS WORLD AIRLINE	78
UNITED AIR LINES	86
WESTERN AIR LINES	76
EUROPE, AFRICA, ASIA	3

HOTELS. NEXT PAGE

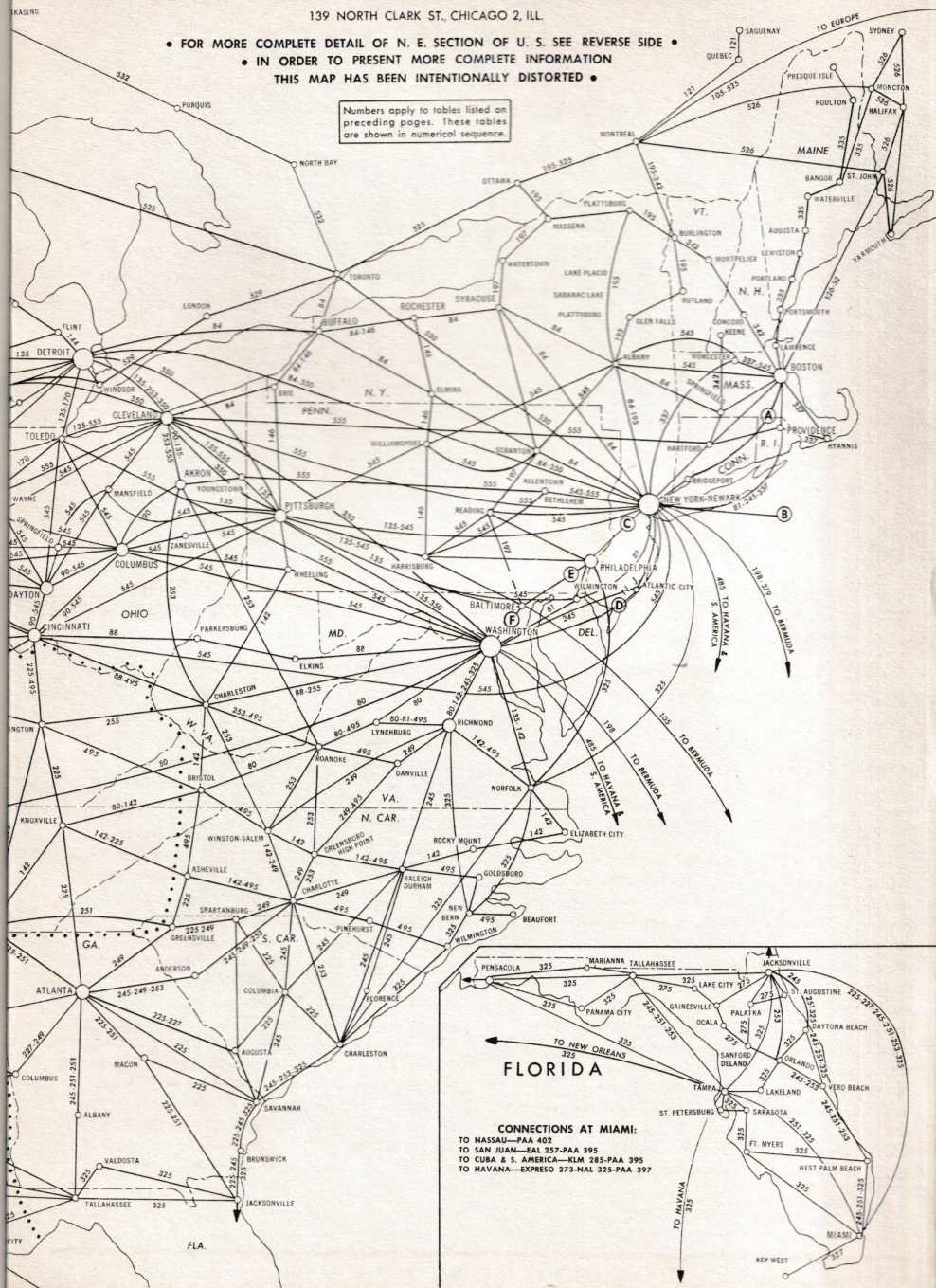
18th Year

## THE AIR TRAFFIC GUIDE

139 NORTH CLARK ST., CHICAGO 2, ILL.

- FOR MORE COMPLETE DETAIL OF N. E. SECTION OF U. S. SEE REVERSE SIDE •
- IN ORDER TO PRESENT MORE COMPLETE INFORMATION THIS MAP HAS BEEN INTENTIONALLY DISTORTED •

Numbers apply to tables listed on preceding pages. These tables are shown in numerical sequence.



### FLORIDA

CONNECTIONS AT MIAMI:  
TO NASSAU—PAA 402  
TO SAN JUAN—EAL 357-PAA 395  
TO CUBA & S. AMERICA—KLM 285-PAA 395  
TO HAVANA—EXPRESS 273-NAL 325-PAA 397

*Let's Go!*

**FEATI**

**INTERNATIONAL LINES**  
WEEKLY SERVICE  
EQUIPMENT: DC-4 Douglas Skyliners

MANILA	OAKLAND
SHANGHAI	HONOLULU
HONGKONG	BANGKOK

**INTER-ISLAND LINES**  
DAILY SERVICE  
EQUIPMENT: DC-3 Douglas C-47's & Boeacraft-18's

BACOLOD	DANSAHAN	LUCENA
BAGUIO	DAYAO	MUSAMIS
BALIC	DIPLOLO	NABA
BASCO	SUMASQUETE	PUERTO PRINCESA
BULAN	IBA	SAN FERNANDO
CABANATUAN	IOLO	SAN JOSE
CAGAYAN	KORONADAL	TACLOBAN
CALAPAN	LACAS	TAGBILARAN
CEBU	LEGASPI	YBASAN
COTABATO	ZAMBOANGA	

ACCEPTING PASSENGERS & EXPRESS

*The Eastern Air Transport, Inc.*

PEATI TERMINAL  
Pasay, Manila  
Part of the Cebu-Pasay Route

Telephone:  
Cebu: 2-2444  
Manila: 2-2444  
Pasay: 2-2444  
Zamboanga: 2-2444

PEATI AIRPORT  
Zamboanga  
Zamboanga

## WYOMING-MONTANA AIR LINES

General Offices—Casper, Wyoming, P. O. Box 1807

### TICKET OFFICES

DENVER, COLO.—Western Flying Service, Tel. York 8273; Night Tel. York 4055M.  
CHEYENNE, WYO.—Cheyenne Air Service, Tel. 7481; Night Tel. 4338.  
CASPER, WYO.—Salt Creek Trans. Co., Tel. 144.  
SHERIDAN, WYO.—Municipal Airport, Tel. 381 and 237.  
BILLINGS, MONT.—Municipal Airport, Tel. 30585 and 3-0593.

ALL HOTELS, TRAVEL BUREAUS AND WESTERN UNION OFFICES

**TABLE 110**

DENVER-BILLINGS

Passengers

Northbound Read Down	Daily	Miles	Mountain Standard Time	Southbound Read Up	
				Daily	Daily
8 15AM	.....	Lv. ....	Denver.....Ar	3 00PM	.....
9 35AM	.....	Lv. ....	Cheyenne.....Lv	2 00PM	.....
11 40AM	.....	Ar. ....	Casper.....Lv	12 15PM	.....
12 10PM	.....	Lv. ....	Casper.....Lv	12 00M	.....
2 00PM	.....	Lv. ....	Sheridan.....Lv	10 20AM	.....
3 15PM	.....	Ar. ....	Billings.....Lv	9 00AM	.....

Flag Stops—Greeley, Ft. Collins, Wheatland, Douglas, Buffalo.

### FARES

	Denver	Cheyenne	Casper	Sheridan	Billings
Denver.....		\$ 9.95	\$19.80	\$31.40	\$39.90
Cheyenne.....	\$ 9.95		14.95	26.55	35.05
Casper.....	19.80	14.95		11.60	20.10
Sheridan.....	31.40	26.55	11.60		8.50
Billings.....	39.90	35.05	20.10	8.50	

10 PER CENT REDUCTION ON ROUND TRIP TICKETS

### TRANSPORTATION TO AND FROM AIRPORTS

At Casper, furnished free. At Cheyenne, bus fare 10 cents.  
Denver, Billings and Sheridan Taxi Service 50c.  
Baggage—30 pounds of baggage will be carried free. Excess over 30 pounds will be carried, total weight allowance of plane permitting, at the rate of 10 cents per pound.  
Equipment—Stinson cabin planes.  
Airports—Points of departure and arrival are all Municipal Airports.

## ALASKA-WASHINGTON AIRWAYS

General Office—418 University St., Seattle, Washington, Tel. Main 2840

### OFFICERS

J. L. Carman, Jr., President and Treasurer  
Ross L. Cunningham, Vice-President-Traffic  
Ansel C. Eckmann, Vice-President-Operations

### DIRECTORS

H. F. Alexander G. W. Skinner W. G. Taggart  
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### OFFICES

SEATTLE—418 University St., Main 2840.  
KETCHIKAN, ALASKA—Larry Parks.  
JUNEAU, ALASKA—Burford and Company.

**TABLE 112**

SEATTLE-ALASKA

Passenger

Northbound Read Down	Pacific Standard Time	Southbound Read Up
8 00AM	Lv. ....	Seattle.....Ar
3 00PM	Ar. ....	Ketchikan.....Lv
5 00PM	Ar. ....	Juneau.....Lv

### FARES

AND BETWEEN	Seattle	Ketchikan	Wrangell	Petersburg	Juneau
Seattle.....		\$75.00	\$90.00	\$90.00	\$105.00
Ketchikan.....	75.00		20.00	22.50	35.00
Wrangell.....	90.00	20.00		7.50	20.00
Petersburg.....	90.00	22.50	7.50		20.00
Juneau.....	105.00	35.00	20.00	20.00	

REDUCTION OF FIVE PER CENT ALLOWED FOR ROUND TRIP.

### ALASKA CHARTER SERVICE

Six passenger Lockheed Vega seaplanes and Ireland Amphibian available at Ketchikan and Juneau, Alaska, for charter service to any point in Alaska. Deluxe sight-seeing and fishing trips to inland lakes. Prospectors carried. Trips to all villages and canneries in southeastern Alaska made at regular intervals during summer months.

### GENERAL INFORMATION

Reservations may be made at any Western Union office or all leading travel bureaus or by wiring to general office.  
Ground Transportation arranged at all terminals at minimum cost to passenger.  
Baggage Allowance of thirty pounds per passenger. Excess charge of one per cent of passenger fare levied.  
Customs and Emigration requirements of Canada very simple. No passport required. Equipment on scheduled services, Lockheed-Vegas seaplanes, seven place type.

## ROBERTSON AIR LINES

General Offices—Lambert-St. Louis Field, Robertson, Mo.

### OFFICERS

President—Frank H. Robertson. Secretary—H. C. Willson.  
Vice President—William B. Robertson. Treasurer—J. D. Livingston.  
Traffic Manager—Robert Sands.

### TICKET OFFICES

ST. LOUIS, MO.—Municipal Airport—Robertson Airplane Service Co., Robertson, Missouri. Phone Avery 511.  
Hotel Statler, night reservations, Phone Central 7588.  
Consolidated Air Ticket Office, Jefferson Hotel, Chestnut 5569.  
Co-operative Air Ticket Office, Jefferson Hotel, Tel. Central 9100.  
Or any leading Hotel.  
MEMPHIS, TENN.—Mid South Aviation Co., Municipal Airport, Phone 3-3041.  
Peabody Steamship & Tourist Agency, Hotel Peabody, Phone 8-2657.  
Wm. Len Travel Bureau, Tel. 6-1500.  
Or any leading Hotel.  
GREENWOOD—Barrett's Drug Store, Phone 554, 115.  
JACKSON, MISS.—Jackson Airport, Phone 5231.  
NEW ORLEANS, LA.—New Orleans Transfer Company, Roosevelt Hotel, Phone Main 3627.

Airways Ticket Office, Tel. Raymond 6046  
Wedell-Williams Airport.  
Bennetts U-drive Car Co., Phone Main 3508.  
Motor League of La., Phone Raymond 6897.  
Hibernia Bank Travel Bureau, Phone Main 6900.  
New Orleans Air Transport, Inc., Phone Main 6754.  
Teche Air Transfer Co., Tel. Main 3636.  
Or any leading Hotel.  
CHICAGO, ILL.—Air Passenger Bureau, Palmer House.  
ATLANTA, GA.—Hoxsey Travel Service, Phone Jackson 0791.  
KANSAS CITY, MO.—Airways Ticket Office, Tel. Grand 1830.  
ANY WESTERN UNION OFFICE

**TABLE 114**

ST. LOUIS-MEMPHIS  
—NEW ORLEANS

Passenger

Southbound Read Down	Central Standard Time	Northbound Read Up
10 00AM	Lv. ....	St. Louis.....Ar
12 50PM	Lv. ....	Memphis.....Lv
1 50PM	Lv. ....	*Greenwood.....Lv
3 00PM	Lv. ....	Jackson.....Lv
4 45PM	Ar. ....	New Orleans.....Lv

\*Flag Stop.

### FARES

	St. Louis	Memphis	Greenwood	Jackson
Memphis.....	\$13.00			
Greenwood.....	18.50	\$ 5.50		
Jackson.....	23.00	10.00	\$ 4.75	
New Orleans.....	31.50	18.75	13.50	\$5.75

Express—Call Western Union for St. Louis-New Orleans Air Express service.

## INTER-ISLAND AIRWAYS, LTD.

(Subsidiary of Inter-Island Steam Navigation Co., Ltd.)  
Inter-Island Building, Honolulu, Hawaii, Phone 4941  
Flying Field, Rodgers Airport, Honolulu, Phone 7 Blue 643

### OFFICERS

A. H. Armitage, President S. C. Kennedy, 3rd Vice-President and General Manager  
G. P. Wilcox, 1st Vice-President H. S. Turner, Secretary and Treasurer  
C. R. Hemenway, 2nd Vice-President

### DIRECTORS

A. G. Budge Atherton Richards C. R. Hemenway A. H. Armitage  
G. P. Wilcox J. W. Waldron S. C. Kennedy

General Traffic Manager—M. W. Mitchell.

**TABLE 120**

HONOLULU-HILO

(Daily except Sunday)

Read Down	Honolulu	Hilo	Read Up
8 00	Lv. ....	.....Ar	4 45
10 30	Ar. ....	.....Lv	2 30

Calls at Upolu Point on request and at Maui for passengers between Hawaii and Maui.

**TABLE 122**

HONOLULU-KAUAI ROUTE

(Monday, Thursday and Saturday)

Read Down	Honolulu	Kauai	Read Up
8 15	Lv. ....	.....Ar	11 00
9 30	Ar. ....	.....Lv	9 35

### HONOLULU-MOLOKAI-MAUI

Read Down	Honolulu	Molokai	Maui	Read Up
2 00	Lv. ....	.....Ar	.....	4 50
2 40	Ar. ....	.....Lv	.....	4 15
3 25	Ar. ....	.....Lv	.....	3 30

Calls at Lanai on request.

### PASSENGER FARES

	Honolulu	Molokai	Maui
Molokai.....	\$15.00		
Lanai.....	17.50	\$15.00	\$15.00
Maui.....	20.00	15.00	
Hilo.....	30.00	25.00	\$20.00
Kauai.....	20.00		

Baggage—Twenty-five pounds of baggage free. Excess baggage will be carried at express rate.  
Packages and Express will be accepted and carried between Honolulu and Hilo, Honolulu and Kauai, or any way points en route at the rate of 25c per pound—minimum charge 25c.  
Equipment—Storovsky Twin-Motored eight-passenger amphibian planes.



## AIR TRAVEL NEWS

EDITED BY WALLACE I. LONGSTRETH

OCTOBER, 1953

### NEW SERVICES

#### Domestic

The September 27 schedule change, which affects every scheduled domestic airline, brought about scheduled service for a number of new points:

**Benefit Airways** inaugurated service to Brookings, S. D., Fargo, N. D., and Owatona, Minn.;

**Pioneer Air Lines** re-inaugurated service for Mineral Wells, Tex., and started service for Breckenridge and Snyder, Tex., on its Dallas/Ft. Worth-Midland/Odessa route. PAL's Mineral Springs service was suspended in 1952 because of inadequate airport facilities;

**United Air Lines** began operating into Scottsbluff, Nebr., and extended its Convair-Liner 340 services to Washington, D. C., Baltimore, Md., Bradford, Pa., Lincoln, Nebr., and Ogden, Utah.

UAL's plans call for replacement of all DC-3's east of Chicago by the first of the year and east of Salt Lake City by April of 1954. Eventually, United hopes to replace all of its DC-3 equipment, but because of airport conditions in the west, will undoubtedly retain some DC-3 operations for a long time.

Last month also found UAL doubling the number of tourist flights between Honolulu and the West Coast. Four round-trip per week were scheduled out of Los Angeles and San Francisco. First class flights were reduced from four to three per week out of each city.

#### International

##### SABENA Starts Passenger Helicopter Service

SABENA Belgian Airlines inaugurated the first scheduled international helicopter flights in September with three services: three daily round-trip flights, Brussels—Antwerp—

Rotterdam; two daily, Brussels—Lille; and one daily, Brussels—Liege—Maastricht. Early this month, the Brussels—Liege—Maastricht route will be extended to Cologne and Bonn.

SABENA is charging the same fare per mile as on regular tourist flights within Europe, but children over two years of age will pay full fare. Free baggage allowance is 22 pounds. At all points on the helicopter network, except Antwerp, the rotorcraft uses special heliports located as follows: Brussels, Allee Verte; Bonn, am Somerbad (Romerstrasse); Cologne, Venloerstrasse; Liege, Quai Frere Orban; Lille, Place des Buisseries; Maastricht, de Griend (Franciscus Romanus Weg); Rotterdam, Katshoek (Hofdijk). At Antwerp, Deurne airport is used.

##### PAB Jetliner Service Next Year

Panair Do Brasil plans to inaugurate de Havilland Comet Service between South America and Europe in September, 1954. PAB has four Comet II's on order for delivery early next year and holds options for two Comet III's.

**Aerolinas Argentinas** is scheduled to begin a Buenos Aires—Montevideo City service in October. According to a report from Argentina, Quito and Guatemala City are included among the points via which the flights are to be routed.

**British European Airways** will restore service on the London—Lisbon route on October 6, with a weekly Viscount first-class flight. BEA will also introduce Viscounts on several more routes under its winter schedules: Frankfurt, Madrid—Gibraltar, Barcelona—Palma, Glasgow, and Belfast. Ambassadors will take over the Manchester—Amsterdam—Dusseldorf and Manchester—Birmingham—Paris runs.

Panair Do Brasil has begun serving Hamburg as a ter-

In the back of this Guide...

NEW, HELPFUL MAP SAVES YOU TIME and EFFORT



This map shows all U. S. airline routes for fast, easy reference... and all the places where passengers can rent cars from Hertz at more than 500 cities throughout the world.

Remind your passengers of the famous Hertz Plane-Auto Plan—all major airlines support this plan which is switching thousands of motorists every year from driving their own cars to Plane-Auto travel. It's the easier, faster, more comfortable way to travel. In making plane reservations, ask

your passengers: "May I reserve a car from Hertz at your destination?"

Low rates include all gasoline and oil... Public Liability, Property Damage, Fire and Theft Insurance and \$100.00 deductible collision protection are included in the low rate—at no extra cost.

Hertz stations accept Air Travel Cards which serve as identification, eliminate deposit requirements, and provide charge privileges, if desired.

Always urge your passengers to fly... and then rent a car from Hertz at their destination.

**HERTZ Rent-A-Car SYSTEM**

218 South Wabash Avenue, Chicago 4, Illinois, phone: WEBster 9-5165

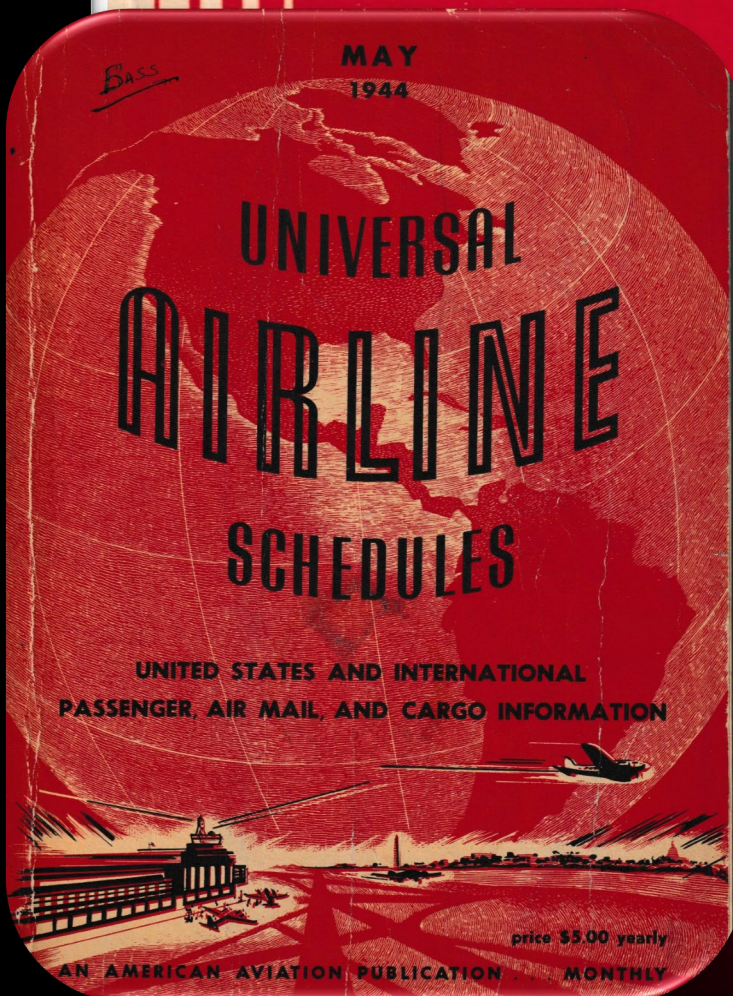
Another favorite feature in airline guides are the news stories which appear in a condensed section at the front of each issue. Flipping through these provide a nostalgic journey back in time. For any hobbyist who is interested in tracking down route or aircraft inaugurals, this is a fantastic source. Root awards new services and aircraft inaugurals make up the bulk of the information in these stories.

**APRIL**

**1948**

Incorporating  
THE  
OFFICIAL GUIDE  
OF  
THE AIRWAYS  
Starting This Issue  
See Page 4

**Amer  
Avia**



In April 1948, The Official Airline Guide was inaugurated by Wayne W Parrish, founder and publisher of American Aviation Publications Incorporated, a competitor to Official Aviation Guides Inc. Mr. Parrish may be familiar to many readers. He went on to a distinguished career writing monthly news and opinion articles for a number of very prominent airline and aerospace publications. On the occasion of the release of *Birth of An Industry*, Mr. Parrish wrote that he "wanted to preserve these historical and fascinating early pages from aviation history for the enjoyment of anyone who has a serious interest in aviation history in America they hope that in some small way the volume will acknowledge the pioneering spirit and vision of those individuals whose early efforts led America into the dramatic transportation age of today". Parrish closed by describing *Birth Of An Industry* as "a time machine built up print in numbers names and maps". Guides from

**CONVAIR**

The world's leading airlines choose the world's most popular aircraft...

AS A TRANSPORT-TRAINER FOR THE U.S. AIR FORCE, THE CONVAIR IS SETTING NEW RECORDS FOR VERSATILITY AND PERFORMANCE. ANOTHER EVIDENCE OF CONVAIR'S ENGINEERING TO THE "IN" POWER.



AUGUST, 1959

# air travel

News Supplement of

Official  
Airline  
Guide

Volume 15, No. 11  
In Two Parts—Part 2

In addition to schedule centric airline guides, I also enjoy and find value in many of the other companion products offered. The air travel guide news supplement of The Official Airline Guide is chest full of wonderful airport diagrams, maps, interline advertising and special features not found among other collectables. These are hard to find and usually carry a premium price.

Even something as basic as the quick reference page at the front of each guide provides a wonderful snapshot of the particular time frame being examined. Here for example, when American jets were brand new and jet codes were only two digits, we can glean a great cross section of airliners that were filling the skies of the United states in 1958 ..

## QUICK REFERENCE EDITION

Abbreviations and Reference Marks

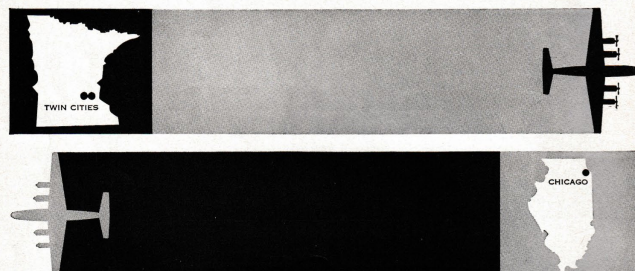
CODE	AIRLINE	CODE	EQUIPMENT
AA	AMERICAN AIRLINES	46	C-46
AF	AIR FRANCE	47	C-47
AG	GUEST AIRWAYS	6B	DC-6B
AL	ALLEGHENY AIRLINES	7B	DC-7B
AM	AERONAVES	7C	DC-7C
AS	ALASKA AIRLINES	AC	AMPHIBIAN CANSO
BA	BRITISH OVERSEAS AIRWAYS	B7	BOEING 707
BH	BAHAMAS AIRWAYS	BR	BRITANNIA
BL	BONANZA AIR LINES	BS	STRATOCRUISER
BN	BRANIFF INTERNATIONAL AIRWAYS	CS	CONSTELLATION
CA	CAPITAL AIRLINES	CV	CONVAIR
CH	CHICAGO HELICOPTER AIRWAYS	D3	DC-3
CH	CENTRAL AIRLINES	D4	DC-4
CO	CONTINENTAL AIR LINES	D6	DC-6
CP	CANADIAN PACIFIC AIRLINES	D7	DC-7
CU	CUBANA AIRLINES	F7	F-27
DL	DELTA AIR LINES	GG	GRUMMAN GOOSE
EA	EASTERN AIR LINES	JS	JETSTREAM L-1649A
EB	EAGLE AIRWAYS (BERMUDA)	LE	LOCKHEED ELECTRA
ES	ELLIS AIR LINES	LS	LODESTAR
FL	FRONTIER AIRLINES	M	MARTIN
FT	FLYING TIGER LINE	NS	NORTH STAR
KL	KLM	RS	CONVAIR 540

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## CAPITAL LAUNCHES THE FIRST JET-POWERED SERVICE BETWEEN CHICAGO AND MINNEAPOLIS, ST. PAUL



Seven jet-prop non-stops each direction. No vibration, no faster way.

Now for the first time you can fly Capital Viscounts —jet-powered by Rolls Royce—between Chicago and Minneapolis-St. Paul. Choose from seven non-stop flights in each direction daily. Each one smoother and quieter than you have ever experienced before.

Departures from Chicago at 8:45 am, 11:00 am, 1:35 pm, 2:55 pm, 5:20 pm, 8:00 pm, and 10:40 pm. Originating departures from Minneapolis-St. Paul at 7:15 am, 8:55 am, 12:00 Noon, 1:45 pm, 4:30 pm, 5:40 pm, and 8:20 pm.

Also, Capital now offers the first direct service from the Twin Cities to Buffalo and Rochester and the

only jet-powered flights between the Twin Cities and Cleveland, New York, Washington, Pittsburgh, Baltimore, and Philadelphia.

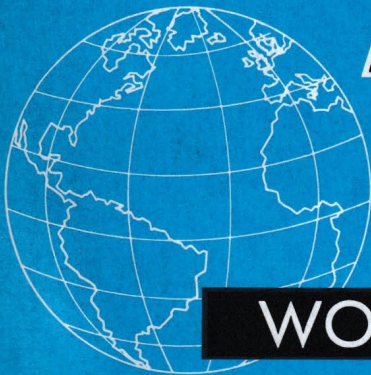


Jet-powered  
by Rolls Royce

THIS ISSUE INCLUDES SCHEDULES  
EFFECTIVE APRIL 26, 1959

MAY, 1959

# Official Airline Guide



WORLD-WIDE EDITION

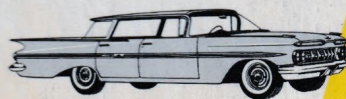
WORLD-WIDE AIRLINE SCHEDULES,  
FARES AND INFORMATION

AN AMERICAN AVIATION PUBLICATION

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For a happy ending to every flight, have Hertz on hand when your passengers land. Just phone and tell us where and when they'll arrive. We'll be there to meet them with a beautiful new Chevrolet or other fine car of their choice. Help The Hertz Habit get around the world.



**HERTZ**  
Rent a car

218 S. Wabash Ave., Chicago 4, Illinois

AL I have great appreciation for timetable collecting. As mentioned, I have amassed a fair amount myself.

BN For me, it's been interesting to contrast the value of investing in airline guides versus timetables. My goal as a researcher has always been to build a diverse aviation reference pool. When it comes to value, airline guides are tops for me.

FL This guide at the left could be purchased for about \$65-75 (in 2023). On the other hand, buying individual timetables of all the carriers contained within this guide, certainly a daunting task, if even possible today, could cost hundreds of dollars - and not avail features like industry news round ups for example.

OZ Even more important to me as a researcher is the obscure and sometimes exclusive schedule information that lurks deep within the worldwide editions. Here, researchers can find tabulated snapshots of various markets and their schedules such as seen here.

PC

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BELFAST—LEEDS/BRADFORD—MANCHESTER—

B. K. S. AIR TRANSPORT (BK)—◇—Douglas DC-3.

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# AIR CARGO ONLY

ANCHORAGE, ALASKA				AST	ANC	BOSTON, MASS.—Cont'd.				EDT	BOS	BURBANK, CALIF.—Cont'd.				PDT	BUR
FROM SEATTLE, WASH.				PDT	SEA	X17 740A MDW 347P A A824 A D7 2						CHICAGO, ILL.				CDT	CHI
X1 100A 350A NW581 A 6B 0						7 @1040A MDW 530A FT382 A SH 3						X17 @ 130A MDW 630A FT181 A SH 0					
						X17 @1050A MDW 600P UA 74 A 7A 2						CLEVELAND, OHIO				EDT	CLE
ATLANTA, GA.				EST	ATL	7 1220P MDW 806P A A814 A D7 2						X17 @ 440A 1130A FT283 A SH 1					
FROM CHARLOTTE, N.C.				EST	CLT	X567@1000P MDW 852A UA 68 A 6A 4						DETROIT, MICH.				EST	DTT
X17 354A 522A DL 29 A CU 0						CLEVELAND, OHIO				EDT	CLE	X17 @ 540A DTW 1130A FT283 A SH 0					
CHICAGO, ILL.				CDT	CHI	X17 @ 720A 1210P UA 66 A 6A 1						HARTFORD, CONN.				EDT	BDL
X17 500A MDW 722A EA925 A SC 0						X17 @ 205P 600P UA 74 A 7A 1						X67 @1100P 1130A FT283 A SH 3					
X6 1100P MDW 350A RD401 A CU 1						X671@ 135A 852A UA 68 A 6A 3						NEW YORK, N.Y.				EDT	NYC
X17 100A MDW 407A DL 25 A CU 0						DALLAS, TEXAS				CST	DAL	X67 @1030P EWR 630A FT181 A SH 1					
CLEVELAND, OHIO				EDT	CLE	6 420A 606P A A802 A D7 4						X17 @ 110A EWR 1130A FT283 A SH 2					
X17 435A 650A RD453 A CU 0						7 700A 806P A A814 A D7 3						SAN FRANCISCO, CALIF.				PDT	SFO
X17 200A 420A RD451 A CU 0						DETROIT, MICH.				EST	DTT	X67 @ 800P 930P FT282 A SH 0					
DALLAS, TEXAS				CST	DAL	X167 620A DTW 1151A A A816 A D7 1						CARACAS, VENEZUELA				CCS	
6 1000A 236P DL 24 A CU 0						7 @1230P DTW 530A FT382 A SH 2						FROM MIAMI, FLA.				EST	MIA
X67 830P 432A DL 22 A CU 2						7 240P DTW 806P A A814 A D7 1						X67 @ 730A 240P PA 4 0					
DETROIT, MICH.				EST	DTT	HARTFORD, CONN.				EDT	BDL						
X67 1105P DTW 420A RD451 A CU 1						X167@ 810A 852A UA 68 A 6A 0											
X17 200A DTW 650A RD453 A CU 1						LOS ANGELES, CALIF.				PDT	LAX						
HOUSTON, TEXAS				CST	HOU	X67 1030P 347P A A802 A D7 2											
X67 @ 800P 221A EA922 A SC 2																	
EA922 DIS AFTER 7/9																	
X67 @ 800P 237A EA922 A SC 2																	
EA922 EFFECTIVE 7/10																	
X67 1041P 432A DL 22 A CU 1																	
INDIANAPOLIS, IND.				EST	IND												
X7 115A 350A RD401 A CU 0																	
MIAMI, FLA.				EST	MIA												
X67 630P 901P DL 22 A CU 0																	

## TRANS-ATLANTIC SCHEDULES - AUGUST

TRANS-ATLANTIC SCHEDULE												
CLASS	FLIGHT	EQUIP.	STOP	BERTH	FREQ.	LEAVE	ARRIVE	CLASS	FLIGHT	EQUIP.	STOP	BERTH
LON					To LONDON, ENGLAND—Cont'd.							
INDO. BOS					FROM MONTREAL, QUEBEC							
BA 512 CM 0					MON							
PA 102 B7 0					1800 1-1035 Y BA 646 BR 2							
					2030 1-0900 FY BA 602 CM 0							
					2355 1-1100 FY TC 850 D8 0							
PA 54 7C 1					TUE							
BA 560 BR 2					1530 1-0825 FY TC 522 SG 1							
BA 512 CM 0					1800 1-1115 FY BA 632 BR 2							
PA 102 B7 0					2030 1-0900 FY BA 602 CM 0							
431.00/ 775.80					WED							
245.00/ 441.00					1800 1-1035 Y BA 636 BR 2							
4.31/KG					1930 1-0810 Y BA 612 B7 1							
ORD					2000 1-0800 FY BA 606 CM 0							
					2355 1-1100 FY TC 850 D8 0							
BA 570 BR 2					THU							
PA 58 B7 2					2030 1-0900 FY BA 602 CM 0							
					2355 1-1100 FY TC 850 D8 0							
BA 564 BR 2					FRI							
PA 58 B7 2					1530 1-0855 FY TC 506 SG 1							
					2000 1-0800 FY BA 606 CM 0							
BA 576 BR 1					2115 1-0820 FY BA 608 BR 0							
PA 58 B7 2					SAT							
					2030 1-0900 FY BA 602 CM 0							
BA 564 BR 2					2115 1-0920 Y BA 616 BR 1							
PA 58 B7 2					2355 1-1100 FY TC 850 D8 0							
					SUN							
BA 570 BR 2					1900 1-1355 Y TC 530 SG 2							
PA 58 B7 2					1930 1-0810 Y BA 612 B7 1							
					2000 1-0800 FY BA 606 CM 0							
BA 564 BR 2					2359 1-1550 FY BA 648 BR 1							
PA 58 B7 2					FJ 486.00/ 874.80 F 426.00/ 766.80							
					YJ 254.00/ 457.20 Y 234.00/ 421.20							
					To LONDON, ENGLAND—Cont'd.							
					FROM NEW YORK/IDLEWILD, NEW YORK - CONTD. IDL							
					FRI							
					1000 2120 FY BA 510 B7 0							
					1000 2130 FY PA 100 B7 0							
					1500 1-0955 FY PA 54 7C 2							
					1600 1-1015 FY BA 560 BR 3							
					1830 1-0920 FY BA 684 BR 0							
					1900 1-0725 FY BA 526 B7 1							
					1900 1-0935 FY LY 208 BR 0							
					2000 1-0935 FY PA 2 B7 0							
					2000 1-0730 FY TW 700 B7 0							
					2000 1-0730 FY AZ 629 D8 0							
					E 5 2000 1-0735 FY BA 508 CM 0							
					2000 1-0815 FY BA 502 CM 0							
					2030 1-0845 FY PA 102 B7 1							
					2100 1-0940 FY A1 110 B7 0							
					2130 1-0900 FY TW 702 B7 0							
					2130 1-0900 FY BA 510 B7 0							
					SAT							
					1000 2120 FY PA 100 B7 0							
					1000 2130 FY PA 54 7C 1							
					1500 1-0900 FY BA 558 BR 2							
					1600 1-0910 FY BA 688 BR 0							
					1730 1-0820 FY BA 526 B7 1							
					E13 1900 1-0725 FY PA 2 B7 0							
					2000 1-0730 FY TW 700 B7 0							
					2000 1-0730 FY AZ 633 D8 0							
					2000 1-0735 FY BA 508 CM 0							
					E 6 2000 1-0815 FY PA 102 B7 1							
					2000 1-0940 FY A1 112 B7 0							
					2100 1-0900 FY TW 702 B7 0							
					2130 1-0900 FY BA 504 BR 0							
					2200 1-1250 FY BA 582 BR 0							
					2300 1-1350							

## FLIGHT ITINERARIES

FLIGHT	CLASS	EQUIP.	STOPS	FLIGHT	CLASS	EQUIP.	STOPS	FLIGHT	CLASS	EQUIP.	STOPS	FLIGHT	CLASS	EQUIP.	STOPS
BH—BAHAMAS				BL—BONANZA				BN—BRANIFF				BN—BRANIFF			
AIRWAYS				INTERNATIONAL				INTERNATIONAL				INTERNATIONAL			
347	T	A0	NAS FPO	408	K	DC9	LAX LAS	140	A/T	LE	DAL TUL	323	A	C3	MSP SUX
348	T	A0	PBI FPO	410	K	DC9	LAX LAS	141	F/Y	727	ORD ICT	324	A	C3	MKC DSM
349	T	A0	NAS FPO	411	K	DC9	LAX LAS	142	F/Y	727	SAT HOU	325	A/T	LE	MKC ICT
350	T	A0	FPO NAS	414	K	DC9	LAX LAS	143	F/Y	727	ORD HOU	327	A/T	LE	ORD MKC
351	T	A0	NAS FPO	416	K	DC9	LAX LAS	144	F/Y	727	HOU ORD	335	A	C3	DSM MKC
352	T	A0	FPO NAS	417	K	DC9	LAX LAS	145	F/Y	727	ORD HOU	336	A	C3	MKC OMA
353	T	D3	NAS ELH	418	K	DC9	LAX LAS	146	A/T	LE	HOU DAL	337	A	C3	DSM MKC
355	T	D3	NAS ELH	419	K	DC9	LAX LAS	147	A/T	LE	HOU DAL	338	A/T	LE	HOU DAL
356	T	D3	ELH NAS	432	Y	DC9	LAX LAS	148	F/Y	727	TUM HOU	341	A/T	LE	MSP FSD
357	T	D3	NAS GHB	433	Y	DC9	RNO LAS	149	F/Y	727	ORD MKC	342	A	C3	DSM MKC
358	T	D3	GHB NAS	440	C	F7	LAX ONT	152	A/T	LE	DAL OKC	344	A	C3	DSM MKC
359	T	D3	NAS GGT	441	C	F7	LAX ONT	153	A/T	LE	DAL OKC	345	A	C3	DSM MKC
360	T	D3	GGT NAS	442	C	F7	LAX ONT	154	A/T	LE	DAL OKC	346	A	C3	STL DSM
361	T	D3	NAS GGT	443	C	F7	LAX ONT	155	A/T	LE	DAL OKC	347	A	C3	DSM STL
362	T	D3	LGI GGT	444	C	F7	LAX ONT	156	A/T	LE	DAL OKC	348	A	C3	MKC DSM
363	T	D3	NAS GGT	445	C	F7	LAX ONT	157	A/T	LE	DAL OKC	349	A	C3	MSP RST
364	T	D3	LGI GGT					158	A/T	LE	DAL OKC	350	A	C3	DSM MKC
365	T	D3	NAS GGT					159	A/T	LE	DAL OKC	351	A	C3	DSM MKC
366	T	D3	LGI GGT					160	A/T	LE	DAL OKC	352	A	C3	DSM MKC
367	T	D3	NAS GGT					161	A/T	LE	DAL OKC	353	A	C3	DSM MKC
368	T	D3	NAS GGT					162	A/T	LE	DAL OKC	354	A	C3	DSM MKC
369	T	D3	NAS GGT					163	A/T	LE	DAL OKC	355	A	C3	DSM MKC
370	T	D3	NAS GGT					164	A/T	LE	DAL OKC	356	A	C3	DSM MKC
371	T	D3	NAS GGT					165	A/T	LE	DAL OKC	357	A	C3	DSM MKC
372	T	D3	NAS GGT					166	A/T	LE	DAL OKC	358	A	C3	DSM MKC
373	T	D3	NAS GGT					167	A/T	LE	DAL OKC	359	A	C3	DSM MKC
374	T	D3	NAS GGT					168	A/T	LE	DAL OKC	360	A	C3	DSM MKC
375	T	D3	NAS GGT					169	A/T	LE	DAL OKC	361	A	C3	DSM MKC
376	T	D3	NAS GGT					170	A/T	LE	DAL OKC	362	A	C3	DSM MKC
377	T	D3	NAS GGT					171	A/T	LE	DAL OKC	363	A	C3	DSM MKC
378	T	D3	NAS GGT					172	A/T	LE	DAL OKC	364	A	C3	DSM MKC
379	T	D3	NAS GGT					173	A/T	LE	DAL OKC	365	A	C3	DSM MKC
380	T	D3	NAS GGT					174	A/T	LE	DAL OKC	366	A	C3	DSM MKC
381	T	D3	NAS GGT					175	A/T	LE	DAL OKC	367	A	C3	DSM MKC
382	T	D3	NAS GGT					176	A/T	LE	DAL OKC	368	A	C3	DSM MKC
383	T	D3	NAS GGT					177	A/T	LE	DAL OKC	369	A	C3	DSM MKC
384	T	D3	NAS GGT					178	A/T	LE	DAL OKC	370	A	C3	DSM MKC
385	T	D3	NAS GGT					179	A/T	LE	DAL OKC	371	A	C3	DSM MKC
386	T	D3	NAS GGT					180	A/T	LE	DAL OKC	372	A	C3	DSM MKC
387	T	D3	NAS GGT					181	A/T	LE	DAL OKC	373	A	C3	DSM MKC
388	T	D3	NAS GGT					182	A/T	LE	DAL OKC	374	A	C3	DSM MKC
389	T	D3	NAS GGT					183	A/T	LE	DAL OKC	375	A	C3	DSM MKC
390	T	D3	NAS GGT					184	A/T	LE	DAL OKC	376	A	C3	DSM MKC
391	T	D3	NAS GGT					185	A/T	LE	DAL OKC	377	A	C3	DSM MKC
392	T	D3	NAS GGT					186	A/T	LE	DAL OKC	378	A	C3	DSM MKC
393	T	D3	NAS GGT					187	A/T	LE	DAL OKC	379	A	C3	DSM MKC
394	T	D3	NAS GGT					188	A/T	LE	DAL OKC	380	A	C3	DSM MKC
395	T	D3	NAS GGT					189	A/T	LE	DAL OKC	381	A	C3	DSM MKC
396	T	D3	NAS GGT					190	A/T	LE	DAL OKC	382	A	C3	DSM MKC
397	T	D3	NAS GGT					191	A/T	LE	DAL OKC	383	A	C3	DSM MKC
398	T	D3	NAS GGT					192	A/T	LE	DAL OKC	384	A	C3	DSM MKC
399	T	D3	NAS GGT					193	A/T	LE	DAL OKC	385	A	C3	DSM MKC
400	T	D3	NAS GGT					194	A/T	LE	DAL OKC	386	A	C3	DSM MKC
401	T	D3	NAS GGT					195	A/T	LE	DAL OKC	387	A	C3	DSM MKC
402	T	D3	NAS GGT					196	A/T	LE	DAL OKC	388	A	C3	DSM MKC
403	T	D3	NAS GGT					197	A/T	LE	DAL OKC	389	A	C3	DSM MKC
404	T	D3	NAS GGT					198	A/T	LE	DAL OKC	390	A	C3	DSM MKC
405	T	D3	NAS GGT					199	A/T	LE	DAL OKC	391	A	C3	DSM MKC
406	T	D3	NAS GGT					200	A/T	LE	DAL OKC	392	A	C3	DSM MKC
407	T	D3	NAS GGT					201	A/T	LE	DAL OKC	393	A	C3	DSM MKC
408	T	D3	NAS GGT					202	A/T	LE	DAL OKC	394	A	C3	DSM MKC
409	T	D3	NAS GGT					203	A/T	LE	DAL OKC	395	A	C3	DSM MKC
410	T	D3	NAS GGT					204	A/T	LE	DAL OKC	396	A	C3	DSM MKC
411	T	D3	NAS GGT					205	A/T	LE	DAL OKC	397	A	C3	DSM MKC
412	T	D3	NAS GGT					206	A/T	LE	DAL OKC	398	A	C3	DSM MKC
413	T	D3	NAS GGT					207	A/T	LE	DAL OKC	399	A	C3	DSM MKC
414	T	D3	NAS GGT					208	A/T	LE	DAL OKC	400	A	C3	DSM MKC
415	T	D3	NAS GGT					209	A/T	LE	DAL OKC	401	A	C3	DSM MKC
416	T	D3	NAS GGT					210	A/T	LE	DAL OKC	402	A	C3	DSM MKC
417	T	D3	NAS GGT					211	A/T	LE	DAL OKC	403	A	C3	DSM MKC
418	T	D3	NAS GGT					212	A/T	LE	DAL OKC	404	A	C3	DSM MKC
419	T	D3	NAS GGT					213	A/T	LE	DAL OKC	405	A	C3	DSM MKC
420	T	D3	NAS GGT					214	A/T	LE	DAL OKC	406	A	C3	DSM MKC
421	T	D3	NAS GGT					215	A/T	LE	DAL OKC	407	A	C3	DSM MKC
422	T	D3	NAS GGT					216	A/T	LE	DAL OKC	408	A	C3	DSM MKC
423	T	D3	NAS GGT					217	A/T	LE	DAL OKC	409	A	C3	DSM MKC
424	T	D3	NAS GGT					218	A/T	LE	DAL OKC	410	A	C3	DSM MKC
425	T	D3	NAS GGT					219	A/T	LE	DAL OKC	411	A	C3	DSM MKC
426	T	D3	NAS GGT					220	A/T	LE	DAL OKC	412	A	C3	DSM MKC
427	T	D3	NAS GGT					221	A/T	LE	DAL OKC	413	A	C3	DSM MKC
428	T	D3	NAS GGT					222	A/T	LE	DAL OKC	414	A	C3	DSM MKC
429	T	D3	NAS GGT					223	A/T	LE	DAL OKC	415	A	C3	DSM MKC
430	T	D3	NAS GGT					224	A/T	LE	DAL OKC	416	A	C3	DSM MKC
431	T	D3	NAS GGT					225	A/T	LE	DAL OKC	417	A	C3	DSM MKC
432	T	D3	NAS GGT					226	A/T	LE	DAL OKC	418	A	C3	DSM MKC
433	T	D3	NAS GGT					227	A/T	LE	DAL OKC	419	A	C3	DSM MKC
434	T	D3	NAS GGT					228	A/T	LE	DAL OKC	420	A	C3	DSM MKC
435	T	D3	NAS GGT					229	A/T	LE	DAL OKC	421	A	C3	DSM MKC
436	T	D3	NAS GGT					230	A/T	LE	DAL OKC	422	A	C3	DSM MKC
437	T	D3	NAS GGT					231	A/T	LE	DAL OKC	423	A	C3	DSM MKC
438	T	D3	NAS GGT					232	A/T	LE	DAL OKC	424	A	C3	DSM MKC
439	T	D3	NAS GGT					233	A/T	LE	DAL OKC	425	A	C3	DSM MKC
440	T	D3	NAS GGT					234	A/T	LE	DAL OKC	426	A	C3	DSM MKC
441	T	D3	NAS GGT					235	A/T	LE	DAL OKC	427	A	C3	DSM MKC
442	T	D3	NAS GGT					236	A/T	LE	DAL OKC	428	A	C3	DSM MKC
443	T	D3	NAS GGT					237	A/T	LE	DAL OKC	429	A	C3	DSM MKC
444	T	D3	NAS GGT					238	A/T	LE	DAL OKC	430	A	C3	DSM MKC
445	T	D3	NAS GGT					239	A/T	LE	DAL OKC	431	A	C3	DSM MKC
446	T	D3	NAS GGT					240	A/T	LE	DAL OKC	432	A	C3	DSM MKC
447	T	D3	NAS GGT					241	A/T	LE	DAL OKC	433	A	C3	DSM MKC
448	T	D3	NAS GGT					242	A/T	LE	DAL OKC	434	A	C3	DSM MKC
449	T	D3	NAS GGT					243	A/T	LE	DAL OKC	435	A	C3	DSM MKC
450	T	D3	NAS GGT					244	A/T	LE	DAL OKC	436	A	C3	DSM MKC
451	T	D3	NAS GGT					245	A/T	LE	DAL OKC	437	A	C3	DSM MKC
452	T	D3	NAS GGT					246	A/T	LE	DAL OKC	438	A	C3	DSM MKC
453	T	D3	NAS GGT					247	A/T	LE	DAL OKC	439	A	C3	DSM MKC
454	T	D3	NAS GGT					248	A/T	LE	DAL OKC	440	A	C3	DSM MKC
455	T	D3	NAS GGT					249	A/T	LE	DAL OKC	441	A	C3	DSM MKC
456	T	D3	NAS GGT					250	A/T	LE	DAL OKC	442	A	C3	DSM MKC
457	T	D3	NAS GGT					251	A/T	LE	DAL OKC	443	A	C3	DSM MKC
458	T	D3	NAS GGT					252	A/T	LE	DAL OKC	444	A	C3	DSM MKC
459	T	D3	NAS GGT					253	A/T	LE	DAL OKC	445	A	C3	DSM MKC
460	T	D3	NAS GGT					254	A/T	LE	DAL OKC	446	A	C3	DSM MKC
461	T	D3	NAS GGT					255	A/T	LE	DAL OKC	447	A	C3	DSM MKC

		To		DALLAS, TEXAS—Cont'd.			
CST	DAL	OKLAHOMA CITY, OKLA.		CST			
CDT	MKE	FJOW	17.50	RT	35.00		
•35/LB		F OW	15.40	RT	30.80		
C2 E 4		T OW	13.10	RT	26.20		
DT MSP		RJOW	15.50	RT	31.00		
		N OW	12.10	RT	24.20		
		AA/BN/CN	M OW	7.75			
		437A	538A	BN565			
		525A	616A	BN525	N	C3	
		630A	825A	CN109	F	7C	
		650A	825A	CN109	F	D3	
		745A	825A	AA 27	FR	C2	
		955A	1037A	BN135	FT	B7F	
		1035A	1233P	CN 1	F	LE	
		1115A	1200N	AA395	FT	D3	
		100P	142P	BN131	FT	LE	
		205P	400P	CN 91	F	LE	
		210P	255P	AA489	FT	D3	
		530P	700P	CN115	F	LE	
		530P	707P	CN115	F	C2	
		540P	717P	CN 15	F	D3	
		545P	643P	AA285	F	D6	
		603P	704P	BN329	F	C3	
		710P	804P	BN265	FT	D6	
		830P	915P	AA495	FT	LE	
		855P	937P	BN139	FT	LE	
		OMAHA, NEBR.		CST			
		CONEX VIA MKC					
		F OW	51.85	RT	103.70		
		T OW	40.65	RT	81.30		
		BN M OW	22.05				
		206P	704P	BN329	F	C3	
		446P	737P	BN137	FT	LE	
		446P	805P	BN137	FT	LE	
		702P	1102P	BN247	FT	D6	
		ORLANDO, FLA.		EST		ORL	
		FJOW	79.30	RT	158.60		
		F OW	73.10	RT	146.20		
		T OW	56.65	RT	113.30		
		RJOW	62.85	RT	125.70		
		DL/EA M OW	31.45				
		920A	135P	EA202	T	7B	
		400P MCO	511P	DL889	FR	880	
		PANAMA CITY, PANAMA		EST		PTY	
		FJOW	223.00	RT	433.00		
		FJOW	206.00	RT	399.00		
					2.06		

I occasionally get asked about the fair market value of various airline guides. I am not a dealer and don't sell any items from my own collection. My plan is to donate the entire collection to a museum with which I am closely affiliated upon my passing.

However, I understand that many readers might be curious about the cost of obtaining these guides. In a general sense, based on my buying experience, one can expect to pay about \$1.00 - \$1.50 per year for the age of the guy they are purchasing. So, a 50-year-old guide from 1973 would roughly cost about \$50-\$75 not including shipping. Of course, scarcity, availability and market demand always greatly impact price. The smaller, pocket quick reference guides are generally worth about \$0.75 per year of age.

I think it's fair to say that any guide from the years 1958 to 1960, at the dawn of the jet age in the United States, guides from the World War 2 era, guides from the late 1960s into the early 1970s covering the wide body revolution will all carry a premium. Certain unique issues such as the merger issue shown earlier in this article are even more valuable. One of the great things about our hobby is that buyers and sellers share a common interest and can certainly workout agreeable pricing terms for these treasures.



# OFFICIAL AIRLINE GUIDE<sup>®</sup>

## QUICK REFERENCE

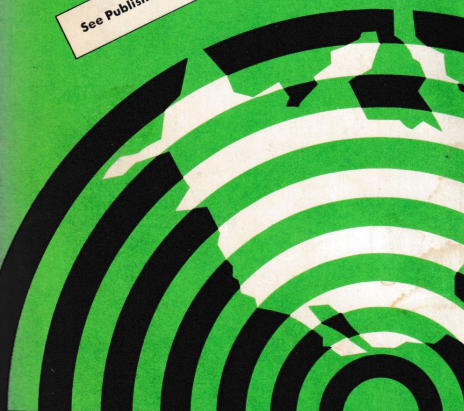
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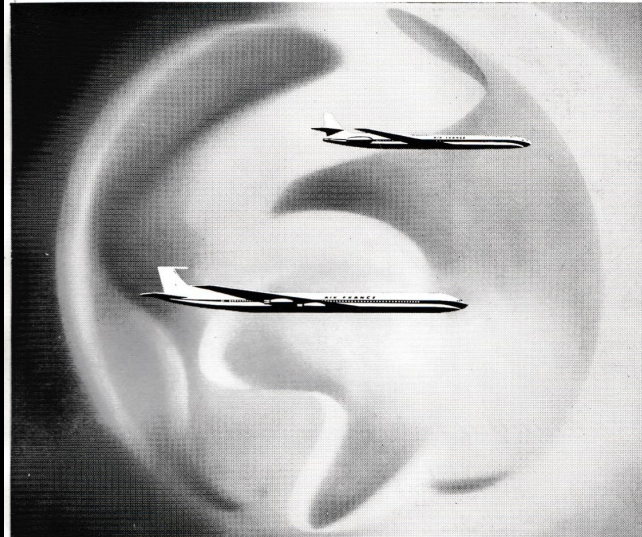
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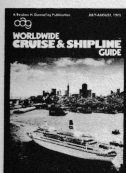
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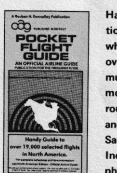
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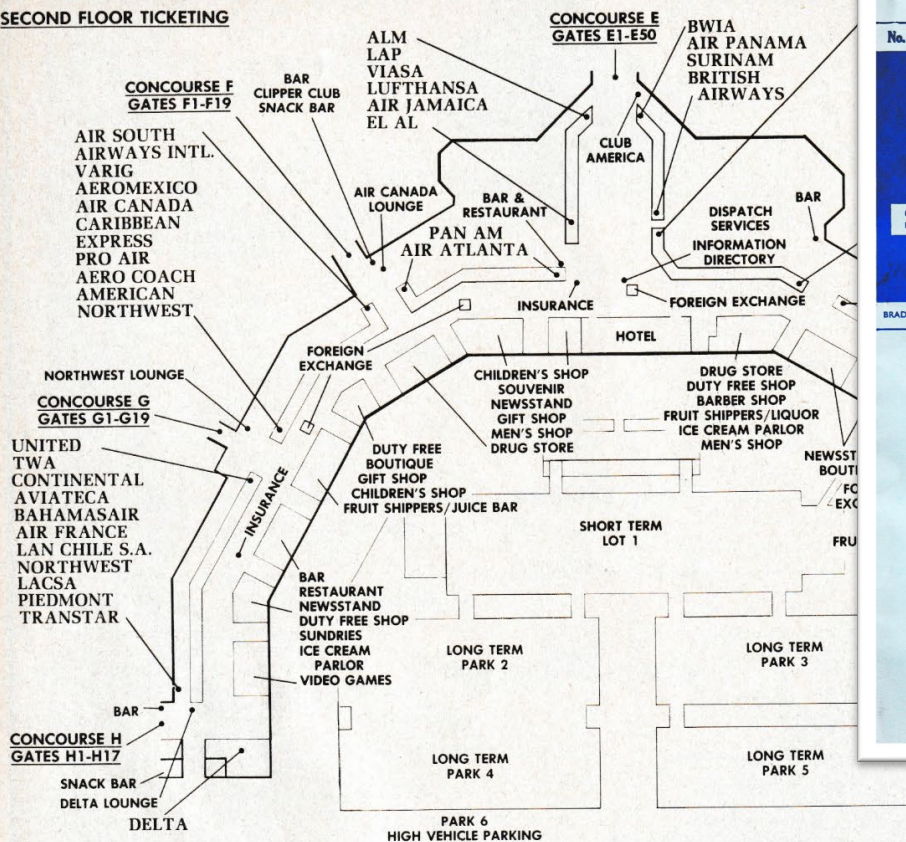
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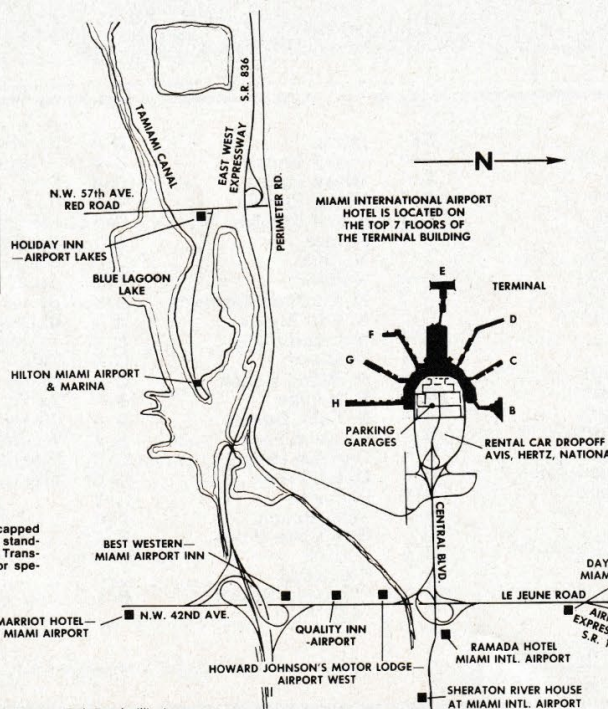
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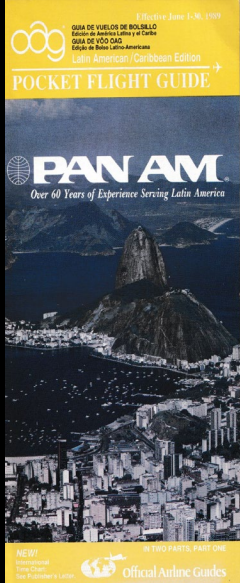
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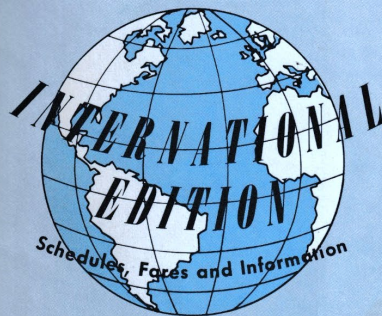


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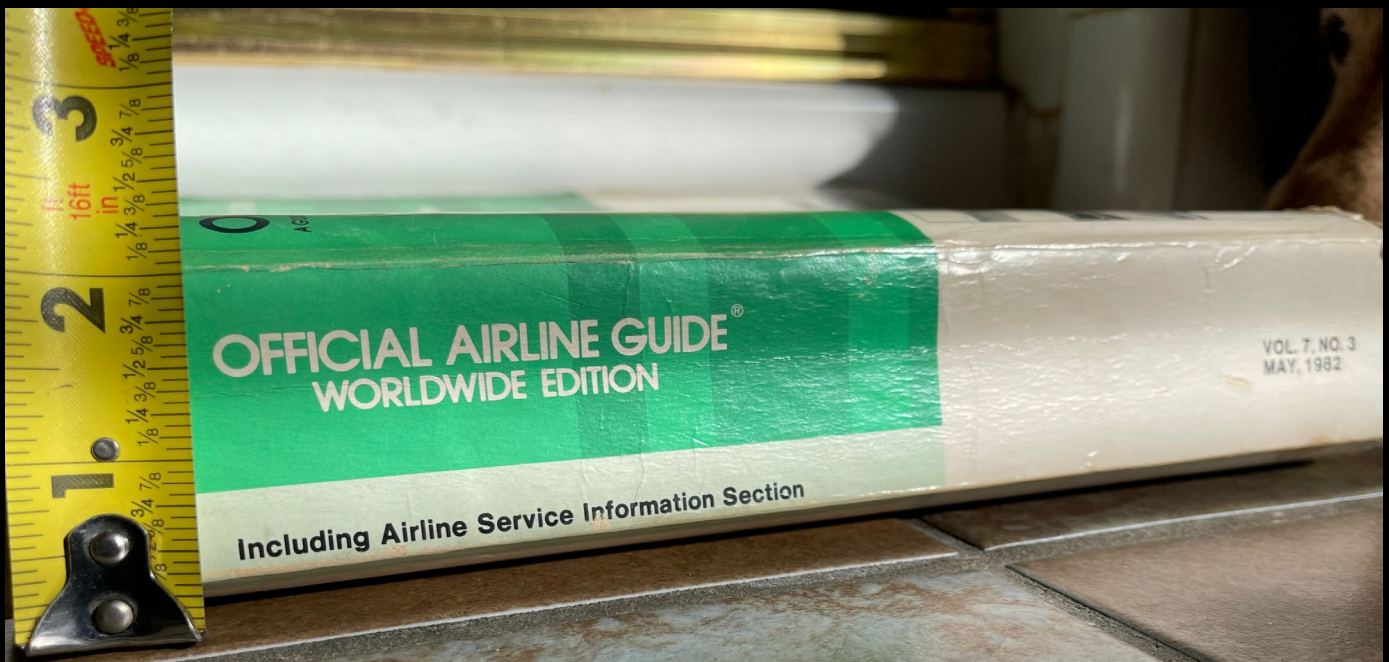
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