## See Notes at bottom of page．

## EXAMPLES OF PASSENGERFARES

| One－way fares in light－face． Round－trip fares in bold－ face． <br> Passenger Fares Shown are From Airport Te Airport |  |  | 亳空 |  |  |  | 部咅咅 |  |  |  |  | 既 | 产 |  |  |  |  | 訔关 |  |  | $\frac{\text { 䂙 }}{\text { ¢ }}$ | 韨 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | （ ${ }_{50.78}$ | ${ }^{54.20}$ | ${ }^{48.00}$ | ${ }^{37.85}$ | 7205 | ${ }_{73}$ | ${ }^{94} 785$ | 52.50 | $\underline{59.20}$ | ${ }^{54} 9$ | ． 28 | $\underline{25.80}$ | 60.90 <br> 109.62 |  | 900． 15 |  | 75.85 | $\frac{159.20}{156}$ |  | 851．92 | ${ }^{24} 3$ |
| Butalo， $\mathbf{N} . \mathbf{Y} \ldots \ldots \ldots \ldots \ldots \mathrm{RT}_{\mathrm{RT}}^{\mathrm{O}}$ | 50．78． |  | ${ }_{46.80}^{26.00}$ | 24.80 44.64 | 19.35 | ${ }^{17} 8.12$ | 22．95 | 72．85 | 58． 28 | 131.00 | 30.75 <br> 55.35 | 54，43 97.96 | 29．00 | 41.26 74.27 | ${ }_{35}^{19.90}$ | 63．50 | $\underline{124.45}$ | 788．95 | ${ }^{131.00} \times 2$ | ${ }_{217}^{120.70}$ | 104 |  |
| ceago，III．$\ldots \ldots \ldots \ldots{ }_{\text {RT }}^{\text {Ow }}$ | 54.20 <br> 785 |  |  | ${ }^{16.00}$ | 1825 | 18.90 3402 | 13． 25 | 46．85 | 10．90 | 189.00 | 16．20 | 31.00 55.80 | 55．00 | 26.48 47.50 | ${ }_{80}^{44.95}$ | ${ }^{37} \mathbf{3 7} 50$ | 180.42 | ${ }_{23}^{12.95}$ | ${ }^{189.00} 100$ | 178．40 | 31.90 57.42 | 36.00 <br> 64.80 <br> 8.9 |
|  | 49.00 88.20 | 24．80 | 26．00 |  | $\underline{14.05}$ | （6．95 | 18．60 | ${ }^{52} 92.10$ | ${ }_{9}^{5}$ |  | ${ }^{5} 5$ | ${ }_{5}^{29} 6$ | ${ }^{559} 930$ | －${ }^{16.45}$ | 37.05 <br> 66.68 <br> 6. | 53．50 | ${ }^{196.95}$ | ${ }_{528.10}^{28.95}$ | （217．80 ${ }^{21.00}$ | 103．50 | 47．929 | 25.90 <br> 46.60 |
| $\overline{\text { clevoland，Ohio } \ldots \ldots \ldots \mathrm{OW}}$ | （37．85 | 10．75 | 182．84 | 25．25 |  | 12.75 |  | －64．40 | ${ }_{31} 17.55$ | ${ }^{22123} 8$ | ${ }^{20.00}$ | 43.70 <br> 78.65 <br> 27 | ${ }^{44.95}$ | （30．50 | ${ }^{26} 8$ | 55．201 | ${ }^{113.42}$ | 34．50 |  | 1997．95 | 89．00 | $5$ |
| $\begin{aligned} & \text { Dallas, Toxas, or } \ldots \ldots . \mathrm{OW} \\ & \text { Ft. Worth, Texas } \ldots \ldots \text { RT } \end{aligned}$ | ${ }_{2}^{94}$ | ${ }_{131.12}^{72}$ | 46.85 <br> 84.32 | 52．10 | ${ }^{64.40}$ | 107．30 | ${ }_{108}^{60}$ | 2.50 | 50， 5 | 732．50 | －51．10 | 27．40 | $1 \begin{aligned} & 180.85 \\ & 1815\end{aligned}$ | 40．55 | 82.60 <br> 18.68 <br> 8. | 10．95 | 5 | （e） 33.9 | 1926.40 | 50．40 | ${ }^{14} \mathbf{1 4 . 9 5}$ | 120．450 |
| Detroit．Mich．．．．．．．．．0w |  | ${ }^{12} 2.75$ | ${ }^{13}$ | 18．60 |  | ${ }^{12} 2.48 .4$ |  | （60.10 <br> 189 | ${ }^{23.75}$ | 118 | 24．06 | 74．23 | 41.75 | 33.90 61.02 | 52．70 | － 90.75 | 11365 | 26．20 | （12．84 | 108．65 | 81．26 | ${ }_{72} \frac{40}{} 9.95$ |
| El Paso，Toxas．$\ldots \ldots \ldots \ldots$ RT | $\begin{aligned} & 226.90 \\ & 228.42 \end{aligned}$ |  | ${ }^{7} 7$ | 853 |  | 164 | $\begin{array}{r}89.60 \\ \hline 161.28 \\ \hline 18\end{array}$ | ${ }^{34} 8.80$ | 5 |  |  | ${ }_{103}^{50.75}$ | 236． 212 | $5$ | 114 | 45．30 | $\begin{gathered} 25 \\ \hline \end{gathered}$ |  | 4 | 19.05 | ${ }_{88} 8$ | 5． 8.8 |
|  | 5．902 | ${ }_{40}^{22.35}$ | 48．35 | 43．95 | 32.00 <br> 57.60 <br> 21 | 3700 65.60 | ${ }^{35.10} 6$ | 18 |  | 153．35 | $\frac{49}{89}$ | $\begin{aligned} & 69.00 \\ & 824.20 \\ & \hline \end{aligned}$ |  | 550． 52 | ${ }^{6} 2$. | 853．10 | 124 | 108 | ${ }_{2} 7236.02$ | $\underline{52}$ | 79.35 <br> 142.82 | 19．10 |
| Angeles，Calur．$\ldots \ldots \mathrm{OW}_{\mathrm{OT}}$ | 286．56 |  |  | 114．98 | $\xrightarrow{123.25}$ |  |  | ［82．50 | $0 .$ |  |  |  | 288 | ${ }^{109}$ | 129 | 8305 |  | ${ }_{73}^{98 .}$ |  | ${ }_{54}^{30.05}$ | 5 | ${ }^{1350} 5$ |
| mphis，Tenn．$\ldots \ldots \ldots \underset{\mathbf{R T}}{\mathrm{OW}}$ |  |  | 31.00 55.80 | ${ }_{53.25}^{29}$ | $\begin{aligned} & 43.70 \\ & 78.65 \end{aligned}$ | 36．73 | $\begin{aligned} & 44.23 \\ & 79.60 \end{aligned}$ | 327．40 | 31.0 55. | $\left\lvert\, \begin{gathered} 98.50 \\ \hline 1768 \end{gathered}\right.$ | 2365 |  | （14．60 | ${ }_{23}^{13}$ | 122．24 | 1 | 148．36 |  | $\begin{aligned} & 177.05 \\ & 210.68 \end{aligned}$ | $\begin{array}{\|c\|} \hline 75.80 \\ \hline 8 \\ \hline 136.44 \\ \hline \end{array}$ |  | 80 |
| Montreal，P． $\mathbf{Q} \ldots \ldots \ldots \ldots . \mathrm{OW}$ | 25.80 46.40 | 29.00 52.20 | 55.00 99.00 | 59.30 <br> 9953 | 44.95 | 48.35 <br> 87.03 | 41．75 | 18 |  |  |  | 88.35 |  | － $\begin{array}{r}67.20 \\ \hline 12.95 \\ \hline\end{array}$ | 18．25 | 186．50 |  | 127.95 |  | 1250.40 | 86 <br> 156 <br> 182 | ${ }_{5}^{30}$ |
| Nashville，Tenn．$\ldots \ldots \ldots . \mathrm{OW}$ | $\begin{array}{r}109.90 \\ \hline 1962\end{array}$ | 41．26 | 47．50 | 16．45 | 30.50 <br> 54.90 | ＋23．10 | 33.90 <br> 61.02 | 70.55 | 21.60 <br> 31.85 <br> 8. | 109．30 | 10．50 | 13.20 <br> 23.751 <br> 1 | 127 |  | ${ }^{488.95}$ |  | － $\begin{array}{r}95.85 \\ 72.52 \\ \hline\end{array}$ |  | ${ }^{120.50}$ | 88.80 |  | ${ }_{66.15}^{36.75}$ |
| Now York，N． $\mathbf{Y} \ldots \ldots \ldots \ldots \mathrm{Ow}$ | ${ }_{21.50}^{11.95}$ | 15.9 | ${ }_{80}{ }^{44} .95$ | 37．05 | 26.70 <br> 48.06 | 30．18 | ${ }^{32}$ |  | 70．55 | 149.95 | ${ }^{43.00}$ | $5 \begin{gathered} 62.10 \\ 112 \end{gathered}$ | 18．25 | 48.95 <br> 88.10 |  | 78．20 | ${ }^{2139.90}$ | ${ }^{53}$ | 149.95 | ${ }^{133}$ | 72．45 | 21．9 |
| ahoma City，Okla．$\ldots \underset{R T}{\text { RT }}$ | $\underline{90.15}$ | （114．30 | 37．50 | 93．30 | 95．20 |  | ${ }_{91}^{50}$ | 10.95 19.70 | 48 86.40 | 149.48 |  |  | ${ }^{162.50}$ |  | 788 |  | （128．84 | $\sqrt[5]{24.7}$ | $\begin{array}{c\|c\|} 0 & 102.00 \\ 6 & 183.58 \\ \hline \end{array}$ | 16．35 | ${ }_{11}^{6}$ |  |
| $\xrightarrow[\mathrm{RT}]{\mathrm{OW}}$ | 16．30 | － 4.30 | 40．15 | 58.04 |  |  |  |  | 35．73 | $5$ | 38．2 | ［ 57.75 |  | 44.60 <br> 80.25 |  | ， 73 | 235．60 | 87 | $6$ | ${ }^{231}$ | ${ }^{67}{ }^{67}$. | 74.85 <br> 148 |
| Phoenix，Arlz．$\ldots \ldots \ldots \ldots$ | 120．60 | $224.15$ | $180.72$ | 106.95 | $\begin{array}{r} 13.40 \\ 204.12 \end{array}$ | $\begin{aligned} & 110.41 \\ & 198.7 \end{aligned}$ | ${ }^{213}$ | 657．30 | \％ 11.90 | 23.15 <br> 41.65 <br> 18 |  |  | $125$ | 172.5 | $5239$ | － |  | ${ }^{91.20}$ | 16 72.10 | ${ }_{12.40}^{6.90}$ | ${ }^{172}$ | 7．7 |
| Providence，R．IN $\ldots \ldots \ldots .0 \mathrm{Ow}$ | 2.75 <br> 4.94 | 26．80 | 52.80 <br> 5.00 | 47．00 | ［36．65 | 40.05 | 79．55 | ${ }^{5} 92.55$ | $\begin{aligned} & 50.50 \\ & 90.90 \\ & \hline \end{aligned}$ | 128．80 |  | $\begin{array}{r} 72.05 \\ 129.68 \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 58.90 \\ 106.02 \\ \hline \end{array}$ | 17.95 |  | $56$ |  | 284 |  | －82．40 |  |
| $\stackrel{.0 W}{\mathbf{R T}}$ | 44 | 3.54 <br> 6.38 <br> 8 | ${ }_{53}^{29.54}$ | － 48.34 | 25 | ${ }_{31}^{21.38}$ | ${ }_{29} 16.29$ | 76．39 ${ }^{39}$ | \％ 31.83 | ${ }^{134.54}$ | ${ }_{61}^{34.73}$ | 104．37 |  |  | 18.20 <br> 32.78 | $8$ | $6$ | ${ }^{42.46}$ | ${ }^{1} 234$ |  | ${ }_{1}{ }_{121}$ |  |
|  | $\begin{array}{r}65.45 \\ 11780 \\ \hline\end{array}$ | 38.95 <br> 78 | $\underline{23.35}$ | 28．950 | 30.50 <br> 5.90 | 3185 | 26.20 17.16 |  | 4 | 26．45 |  |  | 127：95 |  | －53．50 | 24.70 | ${ }^{0} 6$ |  | $\begin{aligned} & 105.00 \\ & 189.00 \end{aligned}$ | $\begin{array}{r\|r} 84.30 \\ 0 \\ \hline 151.74 \\ \hline \end{array}$ | 18， 18.95 | 78． |
| Syracuse， $\boldsymbol{N} . \mathbf{Y} \ldots \ldots \ldots \ldots . \mathrm{OW}_{\mathbf{R T}}$ | 20．04 |  | （34．16 | 52．96 | 18．91 | 26.00 <br> 46.80 <br> 18 |  | 818180 |  | ［239．168 |  |  |  | ${ }^{49.42}$ 86， |  | $1{ }^{71.66}$ | $6{ }^{132.31}$ | 47．178 | ${ }_{8}^{139.168}$ | ${ }^{231.9}$ | －${ }^{66.06}$ | 20． |
| Tucson，Ariz．$\ldots \ldots \ldots \ldots . \mathrm{Ow}$ | ｜las 261.05 | $\begin{aligned} & 27.70 \\ & \hline 20 \end{aligned}$ |  | $\begin{aligned} & 103.50 \\ & \hline 86.30 \end{aligned}$ |  |  | 108．65 | 50.40 <br> 90.72 |  | 30．05 | $5120$ | 75．80 | $\left\{\begin{array}{l} 150.4 \\ 270 \\ 270 \end{array}\right.$ | $\begin{aligned} & 88.95 \\ & \hline 160.10 \\ & \hline 10 \end{aligned}$ | $5 \cdot(123.15$ | $\begin{aligned} & 61.3 \\ & \hline 120.4 \\ & \hline 18 \end{aligned}$ |  | 30 | 48 |  | 65.35 117.62 |  |
| Tulsa，Okla．．．．．．．．．．．．．${ }_{\text {RT }}$ | 151.92 | 104.22 | 31.90 57.42 | 47．90 | 49．45 |  | ${ }_{81}^{45} 126$ | ${ }^{5}$ 24．95 |  |  |  |  | $\begin{aligned} & 8690 \\ & 156.92 \end{aligned}$ |  | $2720.46$ | 965 | ${ }^{0} 9$ | ${ }_{31}^{18.95}$ | ${ }^{5} 18488$ | ${ }^{117}$ |  | ${ }_{112}^{62}$ |
|  | $4$ |  |  |  |  | 22．50 |  | 70.45 |  |  | 37 |  |  |  | 12.20 | －68．40 | 27 | 43. |  |  |  |  |


| SLEEPER CHARGES |  |  |  |  |
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| Westbound THE ME | ERCURY | westbound THE SOU | ERNER Eastbound | THE PLAINSMAN |
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| TUCSON | NASHVILLE．．．．．．．．．．． 56.00 | MEMPHIS <br> FT．WORTH－DALLAS．．． 1.00 <br> el paso |  | FT．WORTH－DALLAS to：－ |
|  |  | ELPASO．．．．．．．．．．．．． $\mathbf{7} \mathbf{8 0}$PHOENIX．．．．．．．．．．．．．． 800LOS ANGELES．．．．．．．． | ASHINGTO <br> NEW YORK |  |
| NaSHVILLE to：－ |  |  |  |  |
|  | NASHVILLE ．．．．．．．．． 5.00 |  |  |  |
| LOS ANGELES．．．．．．．．． 6.00 | WASHINGTON．．．．．．．．．． 7.00 |  |  |  |
|  |  | WASHINGTON to：－ <br> FT．WORTH－DALLAS <br> EL PASO． <br> PHOENIX |  | NO REDUCTION FOR CHILDREN OR ROUND TRIPS． |
| FT WORTH－DALLAS to：－ |  |  |  |  |
|  |  |  |  |  |
|  | WASHINGTON．．．．．．．．．${ }^{4.00}$ |  |  |  |

Sorry for the small print！This is the same size as the original fare table．Use your Acrobat magnifier tool to read the numbers．

