EMPLOYEES' TIMETABLE

# NORTHWEST *Orient* AIRLINES — COMPLETE SYSTEM W

## COAST-TO-COAST... HAWAII... FLORIDA... ALASKA... CA

WESTBOUND — READ DOWN

| Hours From G.M.T. (a) | Flight | 401 | 401 | 111 | 407 | 411 | 415 | 305 | 55 | 611 | 303 | 21 | 635 | 419 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Equipment | △ | △ | Electra II | △ | JET | Electra II | Electra II | △ | △ | △ | Electra II | △ | △ |
| | | Fr. | Ex. Fr. | | Ex. Su. | | Ex. Sa. Su. | Ex. Sa. Su. | | Ex. Sa. | | | | |
| +4 | NEW YORK (Intl.) ....EDT Lv | | | | | | | | B 8 00 B | | | S 9 10 S | | |
| +4 | NEWARK ....EDT Ar | | | | | | | | | | | | | Minneapolis-St. Paul to Grand Forks Portion Will Not Operate on Saturday |
| +5 | MIAMI† ....EST Lv | | | | | | | | | | | | | |
| +5 | Ft. Lauderdale/Hollyw'd. Ar | | | | | | | | | | | | | |
| +5 | Ft. Lauderdale/Hollyw'd† Lv | | | | | | | | | | | | | |
| +5 | St. Petersburg/Cl'water ....Ar | | | | | | | | | | | | | |
| +5 | St. Petersburg/Cl'water ....Lv | | | | | | | | | | | | | |
| +5 | Tampa ....Ar | | | | | | | | | | | | | |
| +5 | Tampa ....Lv | | | | | | | | | | | | | |
| +5 | Atlanta ....Ar | | | | | | | | | | | | | |
| +5 | Atlanta ....EST Lv | | | | | | | | | | | | | |
| +4 | WASHINGTON ....EDT Lv | Chicago/Minneapolis-St. Paul Portion Will Not Operate Sat., Sun., or July 4. Entire Flight Will Not Operate July 3 | | JET-PROP | | 720B JET | JET-PROP | JET-PROP | | | 7 30 | JET-PROP | | |
| +4 | Baltimore ....Ar | | | | | | | | | | 7 48 | | | |
| +4 | Baltimore ....Lv | | | | | | | | | | B 8 00 | | | |
| +4 | Pittsburgh ....Ar | | | | | | | | | | 9 07 | | | |
| +4 | Pittsburgh ....Lv | | | | | | | | | | 9 25 | | | |
| +4 | Cleveland ....Ar | | | | | | | | | | 10 15 | | | |
| +4 | Cleveland ....EDT Lv | | | | | | | | | | 10 30 | | | |
| +5 | DETROIT (Metrop.) ....EST Ar | | | | | | | | | | 10 10 | | | |
| +5 | DETROIT (Metrop.) ....EST Lv | | | | | | | | | | | | | |
| +5 | CHICAGO (Midway) ....CDT Ar | | | | B8 15 | | | | 10 45 | | | | | 11 15 |
| +5 | CHICAGO (Midway) ....Lv | | | | | | | | L 11 10 L | | | | | |
| +5 | CHICAGO (O'Hare) ....Ar | | | | | | | | | to 419 | | | | |
| +5 | CHICAGO (O'Hare) ....Lv | 7 00 | 7 00 | B 8 00 B | | 10 00 | L 11 15 L | Will Not Operate July 4 | | | | 11 35 | | 11 50 |
| +5 | MILWAUKEE ....Ar | 7 31 | 7 31 | | 9 05 | | | | | | | L 11 55 L | | 12 05 |
| +5 | MILWAUKEE ....Lv | B 7 50 | B 7 50 | | 9 20 | | | | | | | | | 12 40 |
| +5 | Madison ....Ar | | | | 10 15 | | | | | | | | | L12 55 |
| +5 | Madison ....Lv | | | | 10 30 | | | | | | | | | 1 50 |
| +5 | Rochester ....Ar | | | | 11 02 | | | | | | | | | 2 05 |
| +5 | Rochester ....Lv | | | | | | | | | | | | | 2 37 |
| +5 | MPLS.-ST. PAUL ....Ar | 9 22 | 9 22 | 9 15 | | 10 56 | 12 30 | | | | | 1 00 | | |
| +5 | MPLS.-ST. PAUL ....CDT Lv | 9 55 | 9 55 | 9 50 | | | | | | | | 1 35 | | 3 15 |
| +6 | Fargo ....CST Ar | 10 10 | 10 10 | | to 21 | to 21, 419 | to, 21 419 | | | | | | | 3 30 |
| +6 | Fargo ....Lv | 10 35 | 10 35 | | | | | | | | | | | 3 55 |
| +6 | Grand Forks ....Ar | | | | | | | | | | | | | 4 21 |
| +6 | Grand Forks ....CST Lv | | | | | | | | | | | | | |
| +5 | WINNIPEG ....CDT Ar | | | | | | | | | | | | | |
| +5 | WINNIPEG† ....CDT Lv | | | | | | | | | | | | | |
| +7 | Edmonton ....MST Ar | | | | | | | | | | | 1 55 | | |
| +7 | Edmonton ....MST Lv | | | | | | | | | | | 2 15 | | |
| +6 | Jamestown ....CST Ar | 11 08 | 11 08 | | | | | | | | | 2 30 | | |
| +6 | Jamestown ....Lv | 11 20 | 11 20 | | | | | | | | | | | |
| +6 | Bismarck-Mandan ....Ar | 11 57 | 11 57 | | | | | | | | | | | |
| +6 | Bismarck-Mandan ....CST Lv | L12 15 | | | | | | | | | | | | |
| +7 | BILLINGS ....MST Ar | 1 00 | | 10 10 | | | | | | | | | | |
| +7 | BILLINGS ....Lv | to 21, 635 | | | | | | | | | | 3 00 | | |
| +7 | Bozeman ....Ar | | | 10 35 | | | | | | | | | | |
| +7 | Bozeman ....MST Lv | | | | to 21, 635 | | | | | | | | | |
| +6 | Butte ....MDT Ar | | | | | | | | | | | | | |
| +6 | Butte ....MDT Lv | | | | | | | | | | | | | |
| +7 | Helena ....MST Ar | | | | | | | | | | | | | |
| +7 | Helena ....Lv | | | | | | | | | | | | | |
| +7 | Great Falls ....Ar | | | 11 20 | | | | | | | | 3 45 | | |
| +7 | Great Falls ....Lv | | | L 11 40 L | | | | | | | | 4 05 | | |
| +7 | Missoula ....Ar | | | | | | | | | | | | | |
| +7 | Missoula ....MST Lv | | | | | | | | | | | | | |
| +7 | SPOKANE ....PDT Ar | | | | | | | | 3 00 | | | 5 05 | | |
| +7 | SPOKANE ....Lv | | | | | | | | 3 25 | S 5 00 | | D 5 35 D | | 8 20 |
| +7 | Yakima ....Ar | | | | | | | | 4 50 | | | 6 13 | | 9 20 |
| +7 | Yakima ....Lv | | | | | | | | 5 16 | | | 6 25 | | 9 35 |
| +7 | PORTLAND ....Ar | | | 1 25 | | | | | 6 00 | 6 15 | | | | 10 30 |
| +7 | PORTLAND ....Lv | | | 1 50 | | | | | | | | 6 55 | | 10 55 |
| +7 | SEATTLE-Tacoma ....Ar | | | 2 25 | | | | | | | | | | 11 45 |
| +7 | SEATTLE-Tacoma ....Lv | | | to 25 | | | | | to 1, 581 | to 1, 581 | to 25 | to 1, 581 | to 581 | |
| +7 | PORTLAND ....Ar | | | | | | | | | | | | | |
| +7 | PORTLAND ....PDT Lv | | | | | | | | | | | | | |
| +10 | HONOLULU ....Ar | | | | | | | | | | | | | |
| +10 | ANCHORAGE ....Ar | | | | | | | | | | | | | |
| +10 | ANCHORAGE ....Lv | | | | | | | | | | | | | |
| | International Date Line | | | | | | | | | | | | | |
| −9 | TOKYO ....Ar | | | | | | | | | | | | | |
| −9 | TOKYO ....Lv | | | | | | | | | | | | | |
| −8½ | SEOUL ....Ar | | | | | | | | | | | | | |
| −9 | Okinawa ....Ar | | | | | | | | | | | | | |
| −9 | Okinawa ....Lv | | | | | | | | | | | | | |
| −9 | Taipei ....Ar | | | | | | | | | | | | | |
| −9 | Taipei ....Lv | | | | | | | | | | | | | |
| −8 | MANILA ....Ar | | | | | | | | | | | | | |
| −9 | HONG KONG (*) ....Ar | | | | | | | | | | | | | |
| | | △ 401 | △ 401 | ★ 111 | △ 407 | 720B 411 | ★ 415 | ★ 305 | ▲ 55 | △ 611 | △ 303 | ★ 21 | △ 635 | △ 419 |

| Hours From G.M.T. (a) | Flight | 25 | 207 | 903 | 421 | 423 | 77 | 703 | 307 | 1 | 425 | 427 | 211 | 429 | 431 | 217 | 85 | 581 | 435 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Equipment | JET | Electra II | Coach Cargo △ | △ | △ | Electra II | Electra II | △ | JET | Electra II | △ | ▲ | △ | △ | ▲ | Electra II | Coach Cargo △ | △ |
| | | Ex. Fr. | | Ex. Su. Mo. | Ex. Sa. Su. | | | | Ex. Sa. | | | Ex. Sa. | | Ex. Sa. | | | | Ex. Mo. | |
| +4 | NEW YORK (Intl.) ....EDT Lv | S 11 00 S | L 12 00 L | L11 30 | | | | | | S 3 15 S | | | | | | S 3 00 S | | | |
| +4 | NEWARK ....EDT Ar | INTERCONTINENTAL DC-8C JET | JET-PROP | | | | | | | INTERCONTINENTAL DC-8C JET | JET-PROP | | S 1 35 S Newark/Minneapolis-St. Paul Portion Will Not Operate July 4 | Will Not Operate July 2, 3 | | | | | |
| +5 | MIAMI† ....EST Lv | | | | | | | 8 25 | | | | | | | | | | | |
| +5 | Ft. Lauderdale/Hollyw'd. Ar | | | | | | | 8 40 | | | | | | | | | | | |
| +5 | Ft. Lauderdale/Hollyw'd† Lv | | | | | | | S 8 55 S | | | | | | | | | | | |
| +5 | St. Petersburg/Cl'water ....Ar | | | | | | | 9 45 | | | | | | | | | | | |
| +5 | St. Petersburg/Cl'water ....Lv | | | | | | | 10 05 | | | | | | | | | | | |
| +5 | Tampa ....Ar | | | | | | | | | | | | | | | | | | |
| +5 | Tampa ....Lv | | | | | | | 11 25 | | | | | | | | | | | |
| +5 | Atlanta ....Ar | | | | | | | L 11 50 L | | | | | | | | | | | |
| +5 | Atlanta ....EST Lv | | | | | | | | | | | | | | | | | | |
| +4 | WASHINGTON ....EDT Lv | | | | | | L 1 00 L | | L12 15 | | | | | | | | D 5 30 D | | |
| +4 | Baltimore ....Ar | | | | | | | | 1 25 | | | | | | | | | | |
| +4 | Baltimore ....Lv | | | | | | | | 1 40 | | | | | | | | | | |
| +4 | Pittsburgh ....Ar | | | | | | | | 2 30 | | | | | | | | | | |
| +4 | Pittsburgh ....Lv | | | | | | | | 2 45 | | | | | | | | | | |
| +4 | Cleveland ....Ar | | | | | | | | 3 25 | | | | | | | | | | |
| +4 | Cleveland ....EDT Lv | | | | | | | | | | | | | | | | | | |
| +5 | DETROIT (Metrop.) ....EST Ar | | | | | | | | | | | | | | | | | | |
| +5 | DETROIT (Metrop.) ....EST Lv | | | | | | | | to 217 | | | | | | | | | | |
| +5 | CHICAGO (Midway) ....CDT Ar | | | | 1 25 | | | | | | | | | | | | | | |
| +5 | CHICAGO (Midway) ....Lv | | | | | | | | | | | | | | | | | | |
| +5 | CHICAGO (O'Hare) ....Ar | | | | | 1 50 | | | | D 4 30 D | | | | | | | | | D 6 30 |
| +5 | CHICAGO (O'Hare) ....Lv | L 12 15 | to 423 | | | | | | | D 6 15 D | | S 4 00 | | | D 5 46 | | | | |
| +5 | MILWAUKEE ....Ar | L 1 00 L | 1 25 | 2 58 | | | | | | | S 3 00 | | | D 5 30 | | 5 50 | | | |
| +5 | MILWAUKEE ....Lv | | 1 45 | 3 40 | | | | | | | | | | | | D 6 15 D | | | |
| +5 | Madison ....Ar | | | | | | | | | | | | | | | | | | |
| +5 | Madison ....Lv | | | | | | | | | | | | | | | | | | |
| +5 | Rochester ....Ar | | | | | | | | | | | | | | | | | | |
| +5 | Rochester ....Lv | | | | | | | | | | | | | | | | | | |
| +5 | MPLS.-ST. PAUL ....Ar | | 2 50 | 5 05 | 3 07 | 3 32 | 3 40 | 3 45 | | | 4 15 | 5 42 | 5 35 | 7 12 | 7 27 | 7 40 | 7 35 | | 8 12 |
| +5 | MPLS.-ST. PAUL ....CDT Lv | | | 5 33 | | | | | | | | | | | | | | | |
| +6 | Fargo ....CST Ar | | to 419, 77 | 6 07 | to 77 211 | to 77 211 | D 4 15 D | to 77, 211 | to 85 435 | | to 211 | | D 6 15 D | to 85 | to 85 435 | to 85 435 | S 8 10 S | | 8 55 |
| +6 | Fargo ....Lv | | | | | | | | | | | | | | | | | | 9 10 |
| +6 | Grand Forks ....Ar | | | | | | | | | | | | | | | | | | 9 30 |
| +6 | Grand Forks ....CST Lv | | | | | | | | | | | | | | | | | | 9 56 |
| +5 | WINNIPEG ....CDT Ar | | | | | | | | | | | | | | | | | | 10 10 |
| +5 | WINNIPEG† ....CDT Lv | | | | | | | | | | | | | | | | | | 11 56 |
| +7 | Edmonton ....MST Ar | | | | | | | | | | | | 8 00 | | | | | | |
| +7 | Edmonton ....MST Lv | | | | | | | | | | | | 8 25 | | | | | | |
| +6 | Jamestown ....CST Ar | | | | | | | | | | | | | | | | | | |
| +6 | Jamestown ....Lv | | | | | | | | | | | | | | | | | | |
| +6 | Bismarck-Mandan ....Ar | | | | | | | | | | | | 9 15 | | | | | | |
| +6 | Bismarck-Mandan ....CST Lv | | | | | | | | | | | | | | | | | | |
| +7 | BILLINGS ....MST Ar | | | | | | | | | | | | | | | | | | |
| +7 | BILLINGS ....Lv | | | | | | | | | | | | | | | | | | |
| +7 | Bozeman ....Ar | | | | | | | | | | | | | | | | | | |
| +7 | Bozeman ....MST Lv | | | | | | | | | | | | | | | | | | |
| +6 | Butte ....MDT Ar | | | | | | | | | | | | | | | | | | |
| +6 | Butte ....MDT Lv | | | | | | | | | | | | | | | | | | |
| +7 | Helena ....MST Ar | | | | | | | | | | | | | | | | | | |
| +7 | Helena ....Lv | | | | | | | | | | | | | | | | | | |
| +7 | Great Falls ....Ar | | | | | | | | | | | | | | | | | | |
| +7 | Great Falls ....Lv | | | | | | | | | | | | | | | | | | |
| +7 | Missoula ....Ar | | | | | | | | | | | | | | | | | | |
| +7 | Missoula ....MST Lv | | | | | | | | | | | | | | | | | | |
| +7 | SPOKANE ....PDT Ar | | | | | | | | | | | | | | | | | | |
| +7 | SPOKANE ....Lv | | | | | | | | | | | | | | | | | | |
| +7 | Yakima ....Ar | | | | | | | | | | | | | | | | | | |
| +7 | Yakima ....Lv | | | | | | | | | | | | | | | | | | |
| +7 | PORTLAND ....Ar | | | | | | | | | | | | | | | | | | |
| +7 | PORTLAND ....Lv | | | | | | | | | | | | | | | | | | |
| +7 | SEATTLE-Tacoma ....Ar | | | | | | | | | | | | | | | | | | |
| +7 | SEATTLE-Tacoma ....Lv | | | | | | | | | | | | | | | | | | |
| +7 | PORTLAND ....Ar | | | | | | | | | | | | | | | | | | |
| +7 | PORTLAND ....PDT Lv | | | | | | | | | | | | | | | | | | |
| +10 | HONOLULU ....Ar | | | | | | | | | | | | | | | | | | |
| +10 | ANCHORAGE ....Ar | | | | | | | | | | | | | | | | | | |
| +10 | ANCHORAGE ....Lv | | | | | | | | | | | | | | | | | | |
| | International Date Line | | | | | | | | | | | | | | | | | | |
| −9 | TOKYO ....Ar | | | | | | | | | | | | | | | | | | |
| −9 | TOKYO ....Lv | | | | | | | | | | | | | | | | | | |
| −8½ | SEOUL ....Ar | | | | | | | | | | | | | | | | | | |
| −9 | Okinawa ....Ar | | | | | | | | | | | | | | | | | | |
| −9 | Okinawa ....Lv | | | | | | | | | | | | | | | | | | |
| −9 | Taipei ....Ar | | | | | | | | | | | | | | | | | | |
| −9 | Taipei ....Lv | | | | | | | | | | | | | | | | | | |
| −8 | MANILA ....Ar | | | | | | | | | | | | | | | | | | |
| −9 | HONG KONG (*) ....Ar | | | | | | | | | | | | | | | | | | |
| | | DC-8C 25 | ★ 207 | △ 903 | △ 421 | △ 423 | ★ 77 | ★ 703 | △ 307 | DC-8C 1 | ★ 425 | △ 427 | ▲ 211 | △ 429 | △ 431 | ▲ 217 | ★ 85 | △ 581 | △ 435 |

| Hours From G.M.T. (a) | Flight | 309 | 309 | 225 | 439 | 229 | 311 | 227 | 235 | 70 |
|---|---|---|---|---|---|---|---|---|---|---|
| | Equipment | △ | △ | Electra II | Electra II | JET | Electra II | ▲ | JET | Electra |
| | | Su. | Ex. Su. | | Ex. Sa. | | Ex. Sa. | Ex. Sa. | | |
| +4 | NEW YORK (Intl.) ....EDT Lv | | | D 5 00 D | | D 6 00 D | | | D 7 30 D | |
| +4 | NEWARK ....EDT Ar | | | | | | | D 6 15 D | INTERCONTINENTAL DC-8C JET | |
| +5 | MIAMI† ....EST Lv | | | | | | | | | |
| +5 | Ft. Lauderdale/Hollyw'd. Ar | | | | | | | | | |
| +5 | Ft. Lauderdale/Hollyw'd† Lv | | | | | | | | | |
| +5 | St. Petersburg/Cl'water ....Ar | | | | | | | | | |
| +5 | St. Petersburg/Cl'water ....Lv | | | | | | | | | |
| +5 | Tampa ....Ar | | | | | | | | | |
| +5 | Tampa ....Lv | | | | | | | | | |
| +5 | Atlanta ....Ar | | | | | | | | | |
| +5 | Atlanta ....EST Lv | | | | | | | | | |
| +4 | WASHINGTON ....EDT Lv | 5 00 | 5 00 | JET-PROP | JET-PROP | 720B JET | | | | |
| +4 | Baltimore ....Ar | 6 20 | 6 20 | | | | | | | |
| +4 | Baltimore ....Lv | D 6 40 | D 6 40 | | | | | | | |
| +4 | Pittsburgh ....Ar | 7 30 | 7 30 | | | | | | | |
| +4 | Pittsburgh ....Lv | 7 50 | 7 50 | | | | | | | |
| +4 | Cleveland ....Ar | 7 30 | 7 30 | | | | | | | |
| +4 | Cleveland ....EDT Lv | 8 10 | | | | | | | | |
| +5 | DETROIT (Metrop.) ....EST Ar | | | | | | | | | |
| +5 | DETROIT (Metrop.) ....EST Lv | | to 227 | | | | | | | |
| +5 | CHICAGO (Midway) ....CDT Ar | | | | | | | | | |
| +5 | CHICAGO (Midway) ....Lv | | | | | | | | | |
| +5 | CHICAGO (O'Hare) ....Ar | | | 6 30 | | | | | | |
| +5 | CHICAGO (O'Hare) ....Lv | | | 7 00 | 7 30 | | | | | |
| +5 | MILWAUKEE ....Ar | | | | | | 8 00 | | | |
| +5 | MILWAUKEE ....Lv | | | 7 32 | | 6 55 | 8 20 | 9 15 | | |
| +5 | Madison ....Ar | | | 7 50 | | 7 35 | 8 44 | 9 40 | | |
| +5 | Madison ....Lv | | | | | | 9 00 | | | |
| +5 | Rochester ....Ar | | | | | | | 10 50 | | |
| +5 | Rochester ....Lv | | | | | | | 11 05 | | |
| +5 | MPLS.-ST. PAUL ....Ar | 10 40 | | 8 35 | 9 08 | 8 25 | 9 45 | 11 35 | 9 05 | 10 |
| +5 | MPLS.-ST. PAUL ....CDT Lv | | | | | | | | | |
| +6 | Fargo ....CST Ar | | | to 597 | to 597 | to 435 597 | to 597 | to 105 | to 597 | to 5 |
| +6 | Fargo ....Lv | | | | | | | | | |
| +6 | Grand Forks ....Ar | | | | | | | | | |
| +6 | Grand Forks ....CST Lv | | | | | | | | | |
| +5 | WINNIPEG ....CDT Ar | | | | | | | | | |
| +5 | WINNIPEG† ....CDT Lv | | | | | | | | | |
| +7 | Edmonton ....MST Ar | | | | | | | | | |
| +7 | Edmonton ....MST Lv | | | | | | | | | |
| +6 | Jamestown ....CST Ar | | | | | | | | | |
| +6 | Jamestown ....Lv | | | | | | | | | |
| +6 | Bismarck-Mandan ....Ar | | | | | | | | | |
| +6 | Bismarck-Mandan ....CST Lv | | | | | | | | | |
| +7 | BILLINGS ....MST Ar | | | | | | | | | |
| +7 | BILLINGS ....Lv | | | | | | | | | |
| +7 | Bozeman ....Ar | | | | | | | | | |
| +7 | Bozeman ....MST Lv | | | | | | | | | |
| +6 | Butte ....MDT Ar | | | | | | | | | |
| +6 | Butte ....MDT Lv | | | | | | | | | |
| +7 | Helena ....MST Ar | | | | | | | | | |
| +7 | Helena ....Lv | | | | | | | | | |
| +7 | Great Falls ....Ar | | | | | | | | | |
| +7 | Great Falls ....Lv | | | | | | | | | |
| +7 | Missoula ....Ar | | | | | | | | | |
| +7 | Missoula ....MST Lv | | | | | | | | | |
| +7 | SPOKANE ....PDT Ar | | | | | | | | | |
| +7 | SPOKANE ....Lv | | | | | | | | | |
| +7 | Yakima ....Ar | | | | | | | | | |
| +7 | Yakima ....Lv | | | | | | | | | |
| +7 | PORTLAND ....Ar | | | | | | | | | |
| +7 | PORTLAND ....Lv | | | | | | | | | |
| +7 | SEATTLE-Tacoma ....Ar | | | | | | | | | |
| +7 | SEATTLE-Tacoma ....Lv | | | | | | | | | |
| +7 | PORTLAND ....Ar | | | | | | | | | |
| +7 | PORTLAND ....PDT Lv | | | | | | | | | |
| +10 | HONOLULU ....Ar | | | | | | | | | |
| +10 | ANCHORAGE ....Ar | | | | | | | | | |
| +10 | ANCHORAGE ....Lv | | | | | | | | | |
| | International Date Line | | | | | | | | | |
| −9 | TOKYO ....Ar | | | | | | | | | |
| −9 | TOKYO ....Lv | | | | | | | | | |
| −8½ | SEOUL ....Ar | | | | | | | | | |
| −9 | Okinawa ....Ar | | | | | | | | | |
| −9 | Okinawa ....Lv | | | | | | | | | |
| −9 | Taipei ....Ar | | | | | | | | | |
| −9 | Taipei ....Lv | | | | | | | | | |
| −8 | MANILA ....Ar | | | | | | | | | |
| −9 | HONG KONG (*) ....Ar | | | | | | | | | |
| | | △ 309 | △ 309 | ★ 225 | ★ 439 | 720B 229 | ★ 311 | ▲ 227 | DC-8C 235 | 70 |

**USE AIR MAIL, AIR PARCEL POST, AIR EXPRESS, and AIR FREIGHT**

| JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER |
|---|---|---|---|---|
| S M T W T F S | S M T W T F S | S M T W T F S | S M T W T F S | S M T W T F S |
| 1 2 3 | 1 | 1 2 3 4 5 | 1 2 | 1 2 3 4 5 6 7 |
| 4 5 6 7 8 9 10 | 2 3 4 5 6 7 8 | 6 7 8 9 10 11 12 | 3 4 5 6 7 8 9 | 8 9 10 11 12 13 14 |
| 11 12 13 14 15 16 17 | 9 10 11 12 13 14 15 | 13 14 15 16 17 18 19 | 10 11 12 13 14 15 16 | 15 16 17 18 19 20 21 |
| 18 19 20 21 22 23 24 | 16 17 18 19 20 21 22 | 20 21 22 23 24 25 26 | 17 18 19 20 21 22 23 | 22 23 24 25 26 27 28 |
| 25 26 27 28 29 30 | 23 24 25 26 27 28 29 | 27 28 29 30 31 | 24 25 26 27 28 29 30 | 29 30 31 |
| | 30 31 | | | |

**NWA • 35 years of superior airmanship**

### EXPLANATION OF REFERENCES

***EQUIPMENT:***

JET ⟶ Douglas DC-8C Intercontinental

★ ⟶ Jet-Prop—Electra II

▲ ⟶ Douglas DC-7C

△ ⟶ Douglas DC-6B

***CLASS OF SERVICE:***

*F*—Signifies Imperial Service.

*T*—Signifies Coronation Coach Service.

*Y*—Signifies Economy Service.

***MEAL SERVICE:*** Complimentary meals are served where indicated as follows: *B*-breakfast, *BH*-brunch, *L*-lunch, *D*-dinner, *S*-snack. Meal symbols in a circle such as Ⓓ, indicate meals served boarding passengers only. On flights from the West Coast to and throughout the Orient, complimentary meals are served to first class and tourist passengers during normal meal periods.

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***FOOTNOTES:***

(a) To determine Greenwich Meridian Time add or subtract hours as shown opposite these cities.

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‡ No local traffic carried between Winnipeg and Edmonton and no stop-over permitted at Winnipeg for thru passenger traffic between U. S. points and Edmonton.

(*)—Via Connection with another Airline at Tokyo.

**SCHEDULED TIMES:** Times printed in Light Type (10 00) indicate AM; times in Bold Type (**10 00**) indicate PM.

All times shown here are Local Times as observed by each city. EST — Eastern Standard Time, EDT — Eastern Daylight Time, CST — Central Standard Time, CDT — Central Daylight Time, MST — Mountain Standard Time, MDT — Mountain Daylight Time, PST — Pacific Standard Time, PDT — Pacific Daylight Time.

| ALL FLIGHTS DAILY (Except as noted) | ISSUED: JUNE 5, 1961 | ISSUED BY: C. L. STEWART, Vice-President, Economic Planning St. Paul 1, Minnesota | EFFECTIVE: JULY 1, 1961 EXCEPT AS NOTED | AM—Light face. **PM—Bold face.** |
|---|---|---|---|---|

# IRLINES — COMPLETE SYSTEM WESTBOUND SCHEDULES

EMPLOYEES' TIMETABLE

## ...HAWAII...FLORIDA...ALASKA...CANADA...THE ORIENT

WESTBOUND — READ DOWN

| | 1 F/T | 425 F/T | 427 | 211 F/T | 429 | 431 | 217 F/T | 85 F/T | 581 T | 435 |
|---|---|---|---|---|---|---|---|---|---|---|
| | JET | Electra II | △ | ▲ | △ | △ | ▲ | Electra II | Coach Cargo △ | △ |
| | | | Ex. Sa. | | Ex. Sa. | | | | Ex. Mo. | |
| IDL | S 3 15 S | | | S 1 35 S | | | S 3 00 S | | | |
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| MIA | | | | | | | | | | |
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| PIE | | | | | | | | | | |
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| TPA | | | | | | | | | | |
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| PIT | | | | | | | | | | |
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| DTW | | | | | | | | | | |
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| MDW | | | | | | | | | | |
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| ORD | | | | | | | | | | |
| ORD | | | | | | | | | | |
| MKE | | | | | | | | | | |
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| MNL | | | | | | | | | | |
| HKG | | | | | | | | | | |
| | DC-8C 1 | 425 | 427 | 211 | 429 | 431 | 217 | 85 | 581 | 435 |

| | 309 | 309 | 225 F/T | 439 F/T | 229 F/T | 311 F/T | 227 F/T | 235 F/T | 707 F/T | 711 F/T | 597 T | 345 F/T | 45 F/T | 105 T | 603 | 583 T | 919 T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | △ | △ | Electra II | Electra II | JET | Electra II | △ | JET | Electra II | Electra II | △ | Electra II | Electra II | △ | △ | △ | Coach Cargo △ |
| | Su. | Ex. Su. | | Ex. Sa. | | Ex. Sa. | Ex. Sa. | | | | Fr. | | | | | Ex. Sa. | Ex. Sa. Su. 11 30 |
| IDL | | | D 5 00 D | | D 6 00 D | | D 6 15 D | D 7 30 D | | | | | S 10 20 S | | | | |
| EWR | | | | | | | | | | | | | | | | | |
| MIA | | | | | | | | | 3 00 | 5 00 | | | | | | | |
| FLL | | | | | | | | | 3 15 | 5 15 | | | | | | | |
| FLL | | | | | | | | | 3 30 | 5 30 | | | | | | | |
| PIE | | | | | | | | | | | | | | | | | |
| PIE | | | | | | | | | | | | | | | | | |
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| ATL | | | | | | | | | D 6 35 D | | | | | | | | |
| DCA | 5 00 | 5 00 | | | | D 6 00 D | | | | | | D 9 50 | | | | | |
| BAL | | | | | | | | | | | | 10 30 | | | | | |
| BAL | | | | | | | | | | | | 10 50 | | | | | |
| PIT | 6 20 | 6 20 | | | | | | | | | | 11 22 | | | | | |
| PIT | D 6 40 | D 6 40 | | | | | | | | | | 11 42 | | | | | |
| CLE | 7 50 | 7 30 | | | | | | | | | | 11 10 | | | | | |
| CLE | 7 50 | 7 50 | | | | | | | | | | | | | | | |
| DTW | 7 30 | 7 30 | | | | | | | | | | | | | | | |
| DTW | 8 10 | | | | | | | | | | | | | | | | |
| MDW | | to 227 | | | | | | | | | | | | | | | |
| MDW | | | | | | | | | | | | | | | | | |
| ORD | | | 6 30 | | | | | | | 9 35 | | | | | | | |
| ORD | | | 7 00 | 7 30 | | | | | | 10 05 | | | | | | | |
| MKE | | | | | | | | | | | | | | | | | |
| MKE | | | 7 32 | | | | | | | 10 28 | | | | | | | |
| MSN | | | 7 50 | | | | | | | | | | | | | | |
| MSN | | | | | | | | | | | | | | | | | |
| RST | | | | | | | | | | | | | | | | | |
| RST | | | | | | | | | | | | | | | | | |
| MSP | 10 40 | | 8 35 | 8 30 | 6 55 | 6 40 | 7 30 | 9 05 | 10 10 | | | | 11 10 | 1 00 | | | 1 55 |
| MSP | | | | | 7 35 | 7 05 | 8 05 | | | | | | 11 40 | | | | 2 40 |
| FAR | | | | | | | | | | | | | 12 30 | | | | |
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| YKM | | | | | | | | | | | | | | 7 17 | | | |
| YKM | | | | | | | | | | | | | | 7 35 | | | |
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| PDX | | | | | | | | | | | | | | | | | |
| SEA | | | | | | | | | | | | | | 8 55 | | | |
| SEA | | | | | | | | | | | | | | | | | |
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| HNL | | | | | | | | | | | | | | 10 20 | | | |
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| HKG | | | | | | | | | | | | | | | | | |
| | 309 | 309 | 225 | 439 | 720B 229 | 311 | 227 | DC-8C 235 | 707 | 711 | 597 | 345 | 45 | 105 | 603 | 583 | 919 |

| | 1 F/T | 1 F/T | 3 F/Y | 1 F/T | 5 F/Y | 1 F/T | 3 F/Y | 1 F/T | 1 F/T | 9 F/T | 5 F/Y | 3 F/Y | 1 F/T | Hours From G.M.T. (a) | Flight / Equipment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | JET | JET | JET | JET | JET | JET | JET | JET | JET | JET | JET | ▲ | JET | | |
| | Su. | Mo. | We. | Tu. | Th. | We. | Fr. | Th. | Fr. | Fr. | Su. | Su. | Sa. | | |
| IDL | S 3 15 S | S 3 15 S | | S 3 15 S | | S 3 15 S | | S 3 15 S | S 3 15 S | D 8 30 D | | | S 3 15 S | +4 | NEW YORK (Intl.) ....EDT Lv |
| EWR | | | | | | | | | | | | | | +4 | NEWARK ....EDT Lv |
| MIA | | | | | | | | | | | | | | +5 | MIAMI† ....EST Lv |
| FLL | | | | | | | | | | | | | | +5 | Ft. Lauderdale/Hollyw'd ....Ar |
| FLL | | | | | | | | | | | | | | +5 | Ft. Lauderdale/Hollyw'd† ....Lv |
| PIE | | | | | | | | | | | | | | +5 | St.Petersburg/Cl'water ....Ar |
| PIE | | | | | | | | | | | | | | +5 | St.Petersburg/Cl'water ....Lv |
| TPA | | | | | | | | | | | | | | +5 | Tampa ....Ar |
| TPA | | | | | | | | | | | | | | +5 | Tampa ....Lv |
| ATL | | | | | | | | | | | | | | +5 | Atlanta ....Ar |
| ATL | | | | | | | | | | | | | | +5 | Atlanta ....EST Lv |
| DCA | | | | | | | | | | | | | | +4 | WASHINGTON ....EDT Lv |
| BAL | | | | | | | | | | | | | | +4 | Baltimore ....Ar |
| BAL | | | | | | | | | | | | | | +4 | Baltimore ....Lv |
| PIT | | | | | | | | | | | | | | +4 | Pittsburgh ....Ar |
| PIT | | | | | | | | | | | | | | +4 | Pittsburgh ....Lv |
| CLE | | | | | | | | | | | | | | +4 | Cleveland ....Ar |
| CLE | | | | | | | | | | | | | | +4 | Cleveland ....EDT Lv |
| DTW | | | | | | | | | | | | | | +5 | DETROIT (Metrop.) ....EST Ar |
| DTW | | | | | | | | | | | | | | +5 | DETROIT (Metrop.) ....EST Lv |
| MDW | | | | | | | | | | | | | | +5 | CHICAGO (Midway) ....CDT Ar |
| MDW | | | | | | | | | | | | | | +5 | CHICAGO (Midway) ....Lv |
| ORD | | | | | | | | | | | | | | +5 | CHICAGO (O'Hare) ....Ar |
| ORD | | | | | | | | | | | | | | +5 | CHICAGO (O'Hare) ....Lv |
| MKE | | | | | | | | | | | | | | +5 | MILWAUKEE ....Ar |
| MKE | | | | | | | | | | | | | | +5 | MILWAUKEE ....Lv |
| MSN | | | | | | | | | | | | | | +5 | Madison ....Ar |
| MSN | | | | | | | | | | | | | | +5 | Madison ....Lv |
| RST | | | | | | | | | | | | | | +5 | Rochester ....Ar |
| RST | | | | | | | | | | | | | | +5 | Rochester ....Lv |
| MSP | | | | | | | | | | | | | | +5 | MPLS.-ST. PAUL ....Ar |
| MSP | | | | | | | | | | | | | | +5 | MPLS.-ST. PAUL ....CDT Lv |
| FAR | | | | | | | | | | | | | | +6 | Fargo ....CST Ar |
| FAR | | | | | | | | | | | | | | +6 | Fargo ....Lv |
| GFK | | | | | | | | | | | | | | +6 | Grand Forks ....Ar |
| GFK | | | | | | | | | | | | | | +6 | Grand Forks ....CST Lv |
| YWG | | | | | | | | | | | | | | +5 | WINNIPEG ....CDT Ar |
| YWG | | | | | | | | | | | | | | +5 | WINNIPEG‡ ....CDT Lv |
| YEG | | | | | | | | | | | | | | +7 | Edmonton ....MST Ar |
| YEG | | | | | | | | | | | | | | +7 | Edmonton ....MST Lv |
| JMS | | | | | | | | | | | | | | +6 | Jamestown ....CST Ar |
| JMS | | | | | | | | | | | | | | +6 | Jamestown ....Lv |
| BIS | | | | | | | | | | | | | | +6 | Bismarck-Mandan ....Ar |
| BIS | | | | | | | | | | | | | | +6 | Bismarck-Mandan ....CST Lv |
| BIL | | | | | | | | | | | | | | +7 | BILLINGS ....MST Ar |
| BIL | | | | | | | | | | | | | | +7 | BILLINGS ....Lv |
| BZN | | | | | | | | | | | | | | +7 | Bozeman ....Ar |
| BZN | | | | | | | | | | | | | | +7 | Bozeman ....MST Lv |
| BTM | | | | | | | | | | | | | | +6 | Butte ....MDT Lv |
| BTM | | | | | | | | | | | | | | +6 | Butte ....MDT Lv |
| HLN | | | | | | | | | | | | | | +7 | Helena ....MST Ar |
| HLN | | | | | | | | | | | | | | +7 | Helena ....Lv |
| GTF | | | | | | | | | | | | | | +7 | Great Falls ....Ar |
| GTF | | | | | | | | | | | | | | +7 | Great Falls ....Lv |
| MSO | | | | | | | | | | | | | | +7 | Missoula ....Ar |
| MSO | | | | | | | | | | | | | | +7 | Missoula ....MST Lv |
| GEG | | | | | | | | | | | | | | +7 | SPOKANE ....PDT Ar |
| GEG | | | | | | | | | | | | | | +7 | SPOKANE ....Lv |
| YKM | | | | | | | | | | | | | | +7 | Yakima ....Ar |
| YKM | | | | | | | | | | | | | | +7 | Yakima ....Lv |
| PDX | | | | | | | | | | | | | | +7 | PORTLAND ....Ar |
| PDX | | | | | | | | | | | | | | +7 | PORTLAND ....Lv |
| SEA | | | | | | | | | | | | | | +7 | SEATTLE-Tacoma ....Ar |
| SEA | | | | | | | | | | | | | | +7 | SEATTLE-Tacoma ....Lv |
| PDX | | | | | | | | | | | | | | +7 | PORTLAND ....Ar |
| PDX | | | | | | | | | | | | | | +7 | PORTLAND ....PDT Lv |
| HNL | | | | | | | | | | | | | | +10 | HONOLULU ....Ar |
| ANC | | | | | | | | | | | | | | +10 | ANCHORAGE ....Ar |
| ANC | | | | | | | | | | | | | | +10 | ANCHORAGE ....Lv |
| | | | | | | | | | | | | | | | International Date Line |
| TYO | | | | | | | | | | | | | | −9 | TOKYO ....Ar |
| TYO | | | | | | | | | | | | | | −9 | TOKYO ....Lv |
| SEL | | | | | | | | | | | | | | −8½ | SEOUL ....Ar |
| OKA | | | | | | | | | | | | | | −9 | Okinawa ....Ar |
| OKA | | | | | | | | | | | | | | −9 | Okinawa ....Lv |
| TPE | | | | | | | | | | | | | | −9 | Taipei ....Ar |
| TPE | | | | | | | | | | | | | | −9 | Taipei ....Lv |
| MNL | | | | | | | | | | | | | | −8 | MANILA ....Ar |
| HKG | 2 05 | 2 40 | | 11 00 | | 2 40 | | 11 00 | | 2 40 | | | 11 00 | −9 | HONG KONG (*) ....Ar |
| | 1 | 1 | DC-8C 3 | DC-8C 1 | DC-8C 5 | 1 | DC-8C 3 | DC-8C 1 | DC-8C 1 | DC-8C 9 | DC-8C 5 | 3 | DC-8C 1 | | |

USE AIR MAIL, AIR PARCEL POST, AIR EXPRESS, and AIR FREIGHT

### TION OF REFERENCES

ouglas DC-8C Intercontinental
t-Prop—Electra II
ouglas DC-7C
ouglas DC-6B

*VICE:*
ies Imperial Service.
ies Coronation Coach Service.
ies Economy Service.

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| AILY ted) | ISSUED: JUNE 5, 1961 | ISSUED BY: C. L. STEWART, Vice-President, Economic Planning St. Paul 1, Minnesota | EFFECTIVE: JULY 1, 1961 EXCEPT AS NOTED | AM—Light face. **PM—Bold face.** |
|---|---|---|---|---|

## NOW NORTHWEST JETS FLY...

NON-STOP NEW YORK TO ANCHORAGE
ONE-STOP NEW YORK TO TOKYO
NON-STOP SEATTLE/TACOMA TO NEW YORK
NON-STOP SEATTLE/TACOMA TO CHICAGO
ONE-STOP SEATTLE/TACOMA TO HAWAII
NON-STOP SEATTLE/TACOMA TO ANCHORAGE

NON-STOP PORTLAND TO HONOLULU
ONE-STOP SEATTLE/TACOMA TO TOKYO
NON-STOP MPLS./ST. PAUL TO NEW YORK
NON-STOP MPLS./ST. PAUL TO CHICAGO
NON-STOP MPLS./ST. PAUL TO MILWAUKEE
NON-STOP MILWAUKEE TO NEW YORK
NON-STOP CHICAGO TO NEW YORK
NON-STOP CHICAGO TO SEATTLE/TACOMA

EMPLOYEES' TIMETABLE

EASTBOUND — READ DOWN

# NORTHWEST *Orient* AIRLINES — COMPLETE SYSTEM EASTBO

## COAST-TO-COAST . . . HAWAII . . . FLORIDA . . . ALASKA . . . CANADA . .

| Hours From G.M.T. (a) | Flight | 580-16 F/T | 906 T | 408 | 596 T | 418 | 420 | 214 F/T | 310 | 426 F/T | 800-16 F/T | 16 F/T | 718 F/T | 312 F/T | 428 | 430 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Equipment | JET | Coach Cargo △ | △ | △ | △ | △ | JET | △ | Electra II | JET | JET | Electra II | Electra II | △ | △ |
| −9 | HONG KONG (*) Lv | Sa. 580 | Ex. Sa. Su. | Ex. Sa. Su. | Sa. | | Ex. Sa. Su. | | Ex. Sa. | | Sa. Su. 800 | | | Ex. Sa. | | Ex. Sa. |
| −8 | MANILA Lv | | | | | | | | | | | | | | | |
| −9 | Taipei Ar | | | | | | | | | | | | | | | |
| −9 | Taipei Lv | | | | | | | | | | | | | | | |
| −9 | Okinawa Ar | | Will Not Operate July 4, 5 | Will Not Operate July 3, 4 | | | Will Not Operate July 3, 4 | | Will Not Operate July 4 | Will Not Operate July 2, 3 | Royal Aloha Jet | | | | Will Not Operate July 2, 3 | |
| −9 | Okinawa Lv | | | | | | | | | | | | | | | |
| −8½ | SEOUL Lv | | | | | | | | | | | | | | | |
| −9 | TOKYO Ar | | | | | | | | | | | | | | | |
| −9 | TOKYO Lv | | | | | | | | | | | | | | | |
| | *International Date Line* | | | | | | | | | | | | | | | |
| +10 | ANCHORAGE Ar | | | | | | | | | | | | | | | |
| +10 | ANCHORAGE Lv | $ 12 30 $ | | | D 7 00 | | | | | | S 9 50 $ | | | | | |
| +10 | HONOLULU Lv | | | | | | | | | | 5 50 | | | | | |
| +7 | PORTLAND PDT Ar | | | | | | | | | | 6 30 | | | | | |
| +7 | PORTLAND Lv | | | | | | | | | | 7 00 | | | | | |
| +7 | SEATTLE-Tacoma Lv | 6 30 | | | | | | | | | | | | | | |
| +7 | SEATTLE-Tacoma Ar | 16 | | | | | | | | | 16 | | | | | |
| +7 | PORTLAND Ar | S 9 00 $ L | to 12, 70 | | | | | | | | S 9 00 $ L | S 9 00 $ L | to 12, 70 | to 14 | | |
| +7 | PORTLAND Lv | | | | | | | | | | | | | | | |
| +7 | Yakima Ar | | | | | | | | | | | | | | | |
| +7 | Yakima Lv | | | | | | | | | | | | | | | |
| +7 | SPOKANE Ar | | | | | | | | | | | | | | | |
| +7 | SPOKANE PDT Lv | | | | | | | | | | | | | | | |
| +7 | Missoula MST Ar | | | | | | | | | | | | | | | |
| +7 | Missoula Lv | | | | | | | | | | | | | | | |
| +7 | Great Falls Ar | | | | | | | | | | | | | | | |
| +7 | Great Falls Lv | | | | | | | | | | | | | | | |
| +7 | Helena Ar | | | | | | | | | | | | | | | |
| +7 | Helena MST Lv | | | | | | | | | | | | | | | |
| +6 | Butte MDT Ar | | | | | | | | | | | | | | | |
| +6 | Butte MDT Lv | | | | | | | | | | | | | | | |
| +7 | Bozeman MST Ar | | | | | | | | | | | | | | | |
| +7 | Bozeman Lv | | | | | | | | | | | | | | | |
| +7 | BILLINGS Ar | | | | | | | | | | | | | | | |
| +7 | BILLINGS MST Lv | | | | | | | | | | | | | | | |
| +6 | Bismarck-Mandan CST Ar | | | | | | | | | | | | | | | |
| +6 | Bismarck-Mandan Lv | | | | | | | | | | | | | | | |
| +6 | Jamestown Ar | | | | | | | | | | | | | | | |
| +6 | Jamestown CST Lv | | | | | | | | | | | | | | | |
| +7 | Edmonton MST Ar | | | | 3 50 | | | | | | | | | | | |
| +7 | Edmonton‡ MST Lv | | | | B 4 20 | | | | | | | | | | | |
| +5 | WINNIPEG CDT Ar | | | | | | | | | | | | | | | |
| +5 | WINNIPEG CDT Lv | | | | | B 7 30 | | | | | | | | | | |
| +6 | Grand Forks CST Ar | | | | | 7 17 | | | | | | | | | | |
| +6 | Grand Forks Lv | | | | | 7 35 | | | | | | | | | | |
| +6 | Fargo Ar | | | | | 8 07 | | | | | | | | | | |
| +6 | Fargo CST Lv | | | | | 8 30 | | | | | | | | | | |
| +5 | MPLS.-ST. PAUL CDT Ar | | | | 10 20 | 10 35 | | | | | | | | | | |
| +5 | MPLS.-ST. PAUL Lv | L 12 25 | 9 50 | | | 11 05 | L 11 35 | $ 12 00 $ | | L 12 30 L | | | S 1 30 | 1 45 | 2 40 | S 3 30 |
| +5 | Rochester Ar | | 1 45 | | to 418 | 11 40 | | | | | | | | 2 10 | | |
| +5 | Rochester Lv | | 2 26 | | 214 | L 11 55 | | | | | | | | 2 25 | | |
| +5 | Madison Ar | | | | 420 | 12 53 | | | | | | | | 3 05 | | |
| +5 | Madison Lv | | | | 426 | 1 10 | | | | | | | | 3 20 | | |
| +5 | MILWAUKEE Ar | | | | 718 | | | | | | | | | 3 40 | | |
| +5 | MILWAUKEE Lv | | | | 312 | | | | | | | | | 4 05 | | |
| +5 | CHICAGO (O'Hare) Ar | S 7 25 $ 10 $ | | | 1 55 | L 1 10 | | 12 43 L 1 25 L | | | S 2 25 $ 10 $ | S 2 25 $ 10 $ | 2 45 3 20 | | | 5 05 |
| +5 | CHICAGO (O'Hare) Lv | | | | | | | | | | | | | | | |
| +5 | CHICAGO (Midway) Ar | | 11 25 | | to 16 718 | to 16 | | | | 1 45 | | | | | 4 50 | |
| +5 | CHICAGO (Midway) CDT Lv | | | | | | | | | | | | | | | |
| +5 | DETROIT (Metrop.) EST Ar | | 3 35 | | | | | | 4 15 | | | | | 5 00 | | |
| +5 | DETROIT (Metrop.) Lv | | D 4 20 | | to 310 | | | | 5 58 | to 14 | | | | D 5 26 D | | to 314 |
| +4 | Cleveland EDT Ar | | | | | | | | D 6 15 | | | | | | | |
| +4 | Cleveland Lv | | | | | | | | 6 59 | | | | | | | |
| +4 | Pittsburgh Ar | | | | | | | | 7 15 | | | | | | | |
| +4 | Pittsburgh Lv | | | | | | | | | | | | | | | |
| +4 | Baltimore Ar | | | | | | | | | | | | | 7 56 | | |
| +4 | Baltimore Lv | | | | | | | | | | | | | | | |
| +4 | WASHINGTON EDT Ar | | | | | | | | 8 20 | | | | | | | |
| +5 | Atlanta EST Ar | | | | | | | | | | | | | | | |
| +5 | Atlanta Lv | | | | | | | | | | | | | | | |
| +5 | Tampa Ar | | | | | | | | | | | | | | | |
| +5 | Tampa† Lv | | | | | | | | | | | | | | | |
| +5 | St.Petersburg/Cl'water Ar | | | | | | | | | | | | | | | |
| +5 | St.Petersburg/Cl'water† Lv | | | | | | | | | | | | | | | |
| +5 | Ft. Lauderdale/Hollyw'd Ar | | | | | | | | | | | | | | | |
| +5 | Ft. Lauderdale/Hollyw'd† Lv | | | | | | | | | | | | | | | |
| +5 | MIAMI EST Ar | | | | | | | | | | | | | | | |
| +4 | NEWARK EDT Ar | | | | | | | | | | | | | | | |
| +4 | NEW YORK (Intl.) EDT Ar | 5 55 | 7 40 | | | | | 3 55 | | | 5 55 | 5 55 | | | | |
| | | DC-8C | △ | △ | △ | △ | △ | 720B | △ | ★ | DC-8C | DC-8C | ★ | ★ | △ | △ |
| | | 580-16 | 906 | 408 | 596 | 418 | 420 | 214 | 310 | 426 | 800-16 | 16 | 718 | 312 | 428 | 430 |

| Hours From G.M.T. (a) | Flight | 224 F/T | 432 | 436 | 438 F/T | 230 F/T | 14 F/T | 12 F/T | 70 F/T | 314 | 314 | 440 | 444 F/T | 450 | 104 | 104 | 912 T | 612 | 112 | 40 F/T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Equipment | △ | △ | △ | Electra II | △ | Electra II | Electra II | Electra II | △ | △ | △ | Electra II | △ | △ | △ | Coach Cargo △ | △ | △ | Electra II |
| −9 | HONG KONG (*) Lv | | Ex. Sa. | | Ex. Sa. | | | | | Ex. Su. | Su. | | | Ex. Sa. | Ex. Fr. | Fri. | Ex. Sa. Su. | | | |
| −8 | MANILA Lv | | | | | | | | | | | | | | | | | | | |
| −9 | Taipei Ar | | | | | | | | | | | | | | | | | | | |
| −9 | Taipei Lv | | | | | | | | | | | | | | | | | | | |
| −9 | Okinawa Ar | | | | | | | | | | | | | | | | | | | |
| −9 | Okinawa Lv | | | | | | | | | | | | | | | | | | | |
| −8½ | SEOUL Lv | | | | | | | | | | | | | | | | | | | |
| −9 | TOKYO Ar | | | | | | | | | | | | | | | | | | | |
| −9 | TOKYO Lv | | | | | | | | | | | | | | | | | | | |
| | *International Date Line* | | | | | | | | | | | | | | | | | | | |
| +10 | ANCHORAGE Ar | | | | | | | | | | | | | | | | | | | |
| +10 | ANCHORAGE Lv | | | | | | | | | | | | | | | | | | | |
| +10 | HONOLULU Lv | | | | | | | | | | | | | | | | | | | |
| +7 | PORTLAND PDT Ar | | | | | | | | | | | | | | | | | | | |
| +7 | PORTLAND Lv | | | | | | | | | | | | | | | | | | | |
| +7 | SEATTLE-Tacoma Lv | | | | | | | | | | | | | | | | | | | |
| +7 | SEATTLE-Tacoma Ar | | | | | | | | | | | | | | | | | | | |
| +7 | PORTLAND Ar | | | | | | B 8 10 B | B 7 45 B | 10 25 | | | | | | B 6 00 | B 6 00 | | L 1 35 | 2 15 | 5 00 |
| +7 | PORTLAND Lv | | | | | | 9 15 | 8 20 | | | | | | | 7 15 | 7 15 | | 2 20 | 3 45 | 5 40 |
| +7 | Yakima Ar | | | | | | | 8 35 | | | | | | | | | | 2 35 | | 6 05 |
| +7 | Yakima Lv | | | | | | | 9 15 | | | | | | | | | | S 3 30 | | 7 10 |
| +7 | SPOKANE Ar | | | | | | | | | | | | | | | | | | | |
| +7 | SPOKANE PDT Lv | | | | | | L 9 50 L | 9 40 | L 11 45 L | | | | | | 7 35 | 7 35 | | 4 10 | | D 7 40 D |
| +7 | Missoula MST Ar | | | | | | | 10 40 | | | | | | | 8 25 | 8 25 | | 5 00 | | |
| +7 | Missoula Lv | | | | | | | 11 00 | | | | | | | 8 40 | 8 40 | | 5 15 | | |
| +7 | Great Falls Ar | | | | | | | | | | | | | | 9 20 | 9 20 | | 6 05 | | |
| +7 | Great Falls Lv | | | | | | | | | | | | | | 9 35 | 9 35 | | 6 25 | | |
| +7 | Helena Ar | | | | | | | | | | | | | | 11 02 | 11 02 | | | | |
| +7 | Helena MST Lv | | | | | | | | | | | | | | $11 15 | $11 15 | | | | |
| +6 | Butte MDT Ar | | | | | | | | | | | | | | 10 43 | 10 43 | | | | |
| +6 | Butte MDT Lv | | | | | | | | | | | | | | 10 55 | 10 55 | | | | |
| +7 | Bozeman MST Ar | | | | | | | | | | | | | | 11 37 | 11 37 | | | | |
| +7 | Bozeman Lv | | | | | | | | | | | | | | | | | | | |
| +7 | BILLINGS Ar | | | | | | | | | | | | | | | | | | | |
| +7 | BILLINGS MST Lv | | | | | | | | | | | | | | | | | | | |
| +6 | Bismarck-Mandan CST Ar | | | | | | | | | | | | | | | | | | | |
| +6 | Bismarck-Mandan Lv | | | | | | | | | | | | | | | | | | | |
| +6 | Jamestown Ar | | | | | | | | | | | | | | | | | | | |
| +6 | Jamestown CST Lv | | | | | | | | | | | | | | | | | | | |
| +7 | Edmonton MST Ar | | | | | | | | | | | | | | to 12 | 2 00 | | | | |
| +7 | Edmonton‡ MST Lv | | | | | | | | | | | | | | | 4 30 | | | | |
| +5 | WINNIPEG CDT Ar | | | | | | | | | | | | | | | 4 50 | | | | |
| +5 | WINNIPEG CDT Lv | | | | | | | | | | | | | | | 5 27 | | | | |
| +6 | Grand Forks CST Ar | | | | | | | | | | | | | | | 5 40 | | | | |
| +6 | Grand Forks Lv | | | | | | | | | | | | | | | | | | | |
| +6 | Fargo Ar | | | | | | | | | | | | | | | | | | | |
| +6 | Fargo CST Lv | | | | | | | | | | | | | | | | | | | |
| +5 | MPLS.-ST. PAUL CDT Ar | B 8 20 B | | | | | | | | | | | | 5 10 | | | | | | |
| +5 | MPLS.-ST. PAUL Lv | 12 55 | | | | | | | | | | | | 5 42 | | | | | | |
| +6 | Bismarck-Mandan CST Ar | L 1 40 L | | | | | | | | | | | | D 6 05 | | D 6 15 | | | | |
| +6 | Bismarck-Mandan Lv | | | | | | | | | | | | | 8 10 | | D 6 35 | | | | |
| +6 | Jamestown Ar | | | | | | | | | | | | | | | 8 40 | | | | |
| +6 | Jamestown CST Lv | | | | | | | | | | | | | | | | | | | |
| +7 | Edmonton MST Ar | 3 10 | | | | | | | | | | | | 8 40 | | 9 10 | 9 30 | | 1 20 | 1 30 |
| +7 | Edmonton‡ MST Lv | | | | | | | | | | | | | | to 912 | | | | | |
| +5 | WINNIPEG CDT Ar | | | | | | | | | | | | | | | | | | | |
| +5 | WINNIPEG CDT Lv | | | | | | | | | | | | | | | | | | | |
| +6 | Grand Forks CST Ar | | | | | | | | | | | | | | | | | | | |
| +6 | Grand Forks Lv | | | | | | | | | | | | | | | | | | | |
| +6 | Fargo Ar | | | | | | | | | | | | | | | | | | | |
| +6 | Fargo CST Lv | | | | | | | | | | | | | | | | | | | |
| +5 | MPLS.-ST. PAUL CDT Ar | | | | | | | | | | | | | | | | | | 12 40 | 12 50 |
| +5 | MPLS.-ST. PAUL Lv | 3 45 | S 4 15 | D 4 55 | D 5 15 D | D 5 25 D | | 5 30 | D 5 40 D | D 5 50 | | 6 30 | D 6 45 D | 8 40 | | 9 10 | 9 30 | | 1 20 | 1 30 |
| +5 | Rochester Ar | 5 00 | | | | | | 6 35 | | | | 7 05 | | | | | 10 53 | | | |
| +5 | Rochester Lv | D 5 26 D | | | | | | D 7 00 D | | | | D 7 20 | | | | | 11 40 | | | |
| +5 | Madison Ar | | | | | | | | | | | | | | | | | | | |
| +5 | Madison Lv | | | | | | | | | | | | | | | | | | | |
| +5 | MILWAUKEE Ar | | | | | | | | | | | | | | | | | | | |
| +5 | MILWAUKEE Lv | | | | | | | | | | | | | | | | | | | |
| +5 | CHICAGO (O'Hare) Ar | | | | | | | | | | | | | | | | | | | |
| +5 | CHICAGO (O'Hare) Lv | | | | | | | | | | | | | | | | | | | |
| +5 | CHICAGO (Midway) Ar | | 5 50 | 6 30 | 6 30 | | | | | | | 8 40 | 8 00 | | 10 15 | 10 45 | | | 2 55 | |
| +5 | CHICAGO (Midway) CDT Lv | | | | | | | | | | | | | | | | | | | |
| +5 | DETROIT (Metrop.) EST Ar | | | | | | D 3 50 | S 7 55 | | 8 40 | 8 05 | | | | | | 12 50 | | | 3 10 |
| +5 | DETROIT (Metrop.) Lv | | | | | | D 4 20 D | S 8 20 | | 10 23 | 8 40 | | | | | | 1 35 | | | S 3 35 $ |
| +4 | Cleveland EDT Ar | | | | | | | | | 10 40 | 10 23 | | | | | | | | | |
| +4 | Cleveland Lv | | | | | | | | | 11 24 | 10 40 | | | | | | | | | |
| +4 | Pittsburgh Ar | | | | | | | | | 11 40 | 11 24 | | | | | | | | | |
| +4 | Pittsburgh Lv | | | | | | | | | | 11 40 | | | | | | | | | |
| +4 | Baltimore Ar | | | | | | | | | 12 45 | | | | | | | | | | |
| +4 | Baltimore Lv | | | | | | | | | | 12 45 | | | | | | | | | |
| +4 | WASHINGTON EDT Ar | | | | | | | | 9 25 | | | | | | | | | | | |
| +5 | Atlanta EST Ar | | | | | | | | | | | | | | | | | | | |
| +5 | Atlanta Lv | | | | | | | | | | | | | | | | | | | |
| +5 | Tampa Ar | | | | | | | | | | | | | | | | | | | |
| +5 | Tampa† Lv | | | | | | | | | | | | | | | | | | | |
| +5 | St.Petersburg/Cl'water Ar | | | | | | | | | | | | | | | | | | | |
| +5 | St.Petersburg/Cl'water† Lv | | | | | | | | | | | | | | | | | | | |
| +5 | Ft. Lauderdale/Hollyw'd Ar | | | | | | | | | | | | | | | | | | | |
| +5 | Ft. Lauderdale/Hollyw'd† Lv | | | | | | | | | | | | | | | | | | | |
| +5 | MIAMI EST Ar | | | | | | | | | | | | | | | | | | | |
| +4 | NEWARK EDT Ar | 9 00 | | | | | | | | | | | | | | | | | | |
| +4 | NEW YORK (Intl.) EDT Ar | | | | | 10 10 | 7 20 | 11 00 | | | | | | | | | 4 55 | | | 6 15 |
| | | △ | △ | △ | ★ | △ | ★ | ★ | ★ | △ | △ | △ | ★ | △ | △ | △ | △ | △ | △ | ★ |
| | | 224 | 432 | 436 | 438 | 230 | 14 | 12 | 70 | 314 | 314 | 440 | 444 | 450 | 104 | 104 | 912 | 612 | 112 | 40 |

| Hours From G.M.T. (a) | Flight | City Code | 582 T | 584 T | 616 | 586 T | 10 F/T | 302 F/T | 706 F/T | 200 F/T | 66 F/T | 80 F/T | 700 F/T | 404 F/T | 204 F/T | 304 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Equipment | | Coach Cargo △ | △ | △ | △ | JET | Electra II | Electra II | Electra II | △ | Electra II | Electra II | Electra II | △ | △ |
| −9 | HONG KONG (*) Lv | HKG | Ex. Mo. We. | We. | Ex. Sa. | Ex. Sa. | Ex. We. | | | | | | | Ex. Sa. Su. | Ex. Sa. | |
| −8 | MANILA Lv | MNL | | | | | | | | | | | | | | |
| −9 | Taipei Ar | TPE | | | | | | | | | | | | | | |
| −9 | Taipei Lv | TPE | | | | | | | | | | | | | | |
| −9 | Okinawa Ar | OKA | | | Will Not Operate July 4 | | Will Not Operate July 3 | Will Not Operate July 4 | Will Not Operate July 3 | | | | | Will Not Operate July 3, 4 | Will Not Operate July 4 | |
| −9 | Okinawa Lv | OKA | | | | | | | | | | | | | | |
| −8½ | SEOUL Lv | SEL | | | | | | | | | | | | | | |
| −9 | TOKYO Ar | TYO | | | | | | | | | | | | | | |
| −9 | TOKYO Lv | TYO | | | | | | | | | | | | | | |
| | *International Date Line* | | | | | | | | | | | | | | | |
| +10 | ANCHORAGE Ar | ANC | | | | | | | | | | | | | | |
| +10 | ANCHORAGE Lv | ANC | | | | | | | | | | | | | | |
| +10 | HONOLULU Lv | HNL | | | | | | | | | | | | | | |
| +7 | PORTLAND PDT Ar | PDX | $ 8 30 L | $ 9 45 L | | L 1 00 | | | | | | | | | | |
| +7 | PORTLAND Lv | PDX | 5 00 | 6 15 | | 9 30 | | | | | | | | | | |
| +7 | SEATTLE-Tacoma Lv | SEA | | | | | | | | | | | | | | |
| +7 | SEATTLE-Tacoma Ar | SEA | | | | | | | | | | | | | | |
| +7 | PORTLAND Ar | PDX | to 10, 66, 80, 616 | to 10, 66, 80, 616 | D 7 15 | to 10, 80 66 | $ 10 30 $ | | | | 9 15 | $ 11 35 $ | | | | |
| +7 | PORTLAND Lv | PDX | | | | | | | | | 10 05 | | | | | |
| +7 | Yakima Ar | YKM | | | | | | | | | $ 10 40 $ | | | | | |
| +7 | Yakima Lv | YKM | | | | | | | | | | | | | | |
| +7 | SPOKANE Ar | GEG | | | | | | | | | 12 00 — | 12 25 | | | | |
| +7 | SPOKANE PDT Lv | GEG | | | | | | | | | | | | | | |
| +7 | Missoula MST Ar | MSO | | | | | | | | | B 12 30 B | $ 1 05 $ | | | | |
| +7 | Missoula Lv | MSO | | | | | | | | | | | | | | |
| +7 | Great Falls Ar | GTF | | | | | | | | | | | | | | |
| +7 | Great Falls Lv | GTF | | | | | | | | | | | | | | |
| +7 | Helena Ar | HLN | | | | | | | | | | | | | | |
| +7 | Helena MST Lv | HLN | | | | | | | | | | | | | | |
| +6 | Butte MDT Ar | BTM | | | | | | | | | | | | | | |
| +6 | Butte MDT Lv | BTM | | | | | | | | | | | | | | |
| +7 | Bozeman MST Ar | BZN | | | | | | | | | | | | | | |
| +7 | Bozeman Lv | BZN | | | | | | | | | | | | | | |
| +7 | BILLINGS Ar | BIL | | | | | | | | | | | | | | |
| +7 | BILLINGS MST Lv | BIL | | | | | | | | | | | | | | |
| +6 | Bismarck-Mandan CST Ar | BIS | | | | | | | | | | | | | | |
| +6 | Bismarck-Mandan Lv | BIS | | | | | | | | | | | | | | |
| +6 | Jamestown Ar | JMS | | | | | | | | | | | | | | |
| +6 | Jamestown CST Lv | JMS | | | | | | | | | | | | | | |
| +7 | Edmonton MST Ar | YEG | | | | | | | | | | | | | | |
| +7 | Edmonton‡ MST Lv | YEG | | | | | | | | | | | | | | |
| +5 | WINNIPEG CDT Ar | YWG | | | | | | | | | | | | | | |
| +5 | WINNIPEG CDT Lv | YWG | | | | | | | | | | | | | | |
| +6 | Grand Forks CST Ar | GFK | | | | | | | | | | | | | | |
| +6 | Grand Forks Lv | GFK | | | | | | | | | | | | | | |
| +6 | Fargo Ar | FAR | | | | | | | | | | | | | | |
| +6 | Fargo CST Lv | FAR | | | | | | | | | | | | | | |
| +5 | MPLS.-ST. PAUL CDT Ar | MSP | | | | | | | | | | | | | | |
| +5 | MPLS.-ST. PAUL Lv | MSP | | | | | | | | 6 20 | | | | | | |
| +5 | Rochester Ar | RST | | | | | | | | 6 45 | | | | | | |
| +5 | Rochester Lv | RST | | | | | | | | B 7 00 B | | | | | | |
| +5 | Madison Ar | MSN | | | | | | | | 7 40 | | | | | | |
| +5 | Madison Lv | MSN | | | | | | | | 7 55 | | | | | | |
| +5 | MILWAUKEE Ar | MKE | | | | | | | | 8 15 | | | | | | |
| +5 | MILWAUKEE Lv | MKE | | | | | | | | BH 8 40 BH | | | | | | |
| +5 | CHICAGO (O'Hare) Ar | ORD | | | | | | | 7 45 | | | | | | | |
| +5 | CHICAGO (O'Hare) Lv | ORD | | | | | | | 8 15 | | | | | | | |
| +5 | CHICAGO (Midway) Ar | MDW | | | | | | | BH 8 45 BH | | | | | | | |
| +5 | CHICAGO (Midway) CDT Lv | MDW | | | | | | | | | | | | | | |
| +5 | DETROIT (Metrop.) EST Ar | DTW | | | | | | $ 8 05 $ | | | | | | | | |
| +5 | DETROIT (Metrop.) Lv | DTW | | | | | | 9 37 | | | | | | | | |
| +4 | Cleveland EDT Ar | CLE | | | | | | 9 55 | | | | | | | | |
| +4 | Cleveland Lv | CLE | | | | | | 10 22 | | | | | | | | |
| +4 | Pittsburgh Ar | PIT | | | | | | 10 40 | | | | | | | | |
| +4 | Pittsburgh Lv | PIT | | | | | | | | | | | | | | |
| +4 | Baltimore Ar | BAL | | | | | | | | | | | | | | |
| +4 | Baltimore Lv | BAL | | | | | | | | | | | | | | |
| +4 | WASHINGTON EDT Ar | DCA | | | | | | 11 25 | | | | | | | | |
| +5 | Atlanta EST Ar | ATL | | | | | | | 11 40 | | | | | | | |
| +5 | Atlanta Lv | ATL | | | | | | | L 12 00 L | | | | | | | |
| +5 | Tampa Ar | TPA | | | | | | | | | | | | | | |
| +5 | Tampa† Lv | TPA | | | | | | | | | | | | | | |
| +5 | St.Petersburg/Cl'water Ar | PIE | | | | | | | 12 45 | | | | | | | |
| +5 | St.Petersburg/Cl'water† Lv | PIE | | | | | | | 1 00 | | | | | | | |
| +5 | Ft. Lauderdale/Hollyw'd Ar | FLL | | | | | | | 1 15 | | | | | | | |
| +5 | Ft. Lauderdale/Hollyw'd† Lv | FLL | | | | | | | | | | | | | | |
| +5 | MIAMI EST Ar | MIA | | | | | | | | | | | | | | |
| +4 | NEWARK EDT Ar | EWR | | | | | | | | | | | | | | |
| +4 | NEW YORK (Intl.) EDT Ar | IDL | | | | | 6 00 | | | 11 55 | 11 20 | | | 1 35 | | |
| | | | △ | △ | △ | △ | DC-8C | ★ | ★ | ★ | △ | ★ | ★ | ★ | △ | △ |
| | | | 582 | 584 | 616 | 586 | 10 | 302 | 706 | 200 | 66 | 80 | 700 | 404 | 204 | 304 |

Royal Alaskan Service

USE AIR MAIL, AIR PARCEL POST, AIR EXPRESS, and AIR FREIGHT

| JUNE | | | | | | |
|---|---|---|---|---|---|---|
| S | M | T | W | T | F | S |
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| 24 | 25 | 26 | 27 | 28 | 29 | 30 |

| JULY | | | | | | |
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| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | | |

| SEPTEMBER | | | | | | |
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| OCTOBER | | | | | | |
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| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

**NWA • 35 years of superior airmanship**

## EXPLANATION OF REFERENCES

***EQUIPMENT:***

- JET ⟶ Douglas DC-8C Intercontinental
- ★ ⟶ Jet-Prop—Electra II
- △ ⟶ Douglas DC-7C
- △ ⟶ Douglas DC-6B

***CLASS OF SERVICE:***

*F*—Signifies Imperial Service.

*T*—Signifies Coronation Coach Service.

*Y*—Signifies Economy Service.

***MEAL SERVICE:*** Complimentary meals are served where indicated as follows: *B*-breakfast, *BH*-brunch, *L*-lunch, *D*-dinner, *S*-snack. Meal symbols in a circle such as Ⓓ, indicate meals served boarding passengers only. On flights from the West Coast to and throughout the Orient, complimentary meals are served to first class and tourist passengers during normal meal periods.

***IMPERIAL SERVICE:*** After departure from cities indicated with a ⚜, complimentary champagne, or imported wine, is served with meals or with special snack trays.

***CORONATION COACH:*** Fast, comfortable, Radar equipped and Pressurized equipment. Complimentary meals served at regular meal times. Beverage service available.

***FOOTNOTES:***

(a) To determine Greenwich Meridian Time add or subtract hours as shown opposite these cities.

† Local passengers will not be carried, Fort Lauderdale to and from Miami, Tampa or St. Petersburg/Clearwater.

‡ No local traffic carried between Winnipeg and Edmonton and no stop-over permitted at Winnipeg for thru passenger traffic between U. S. points and Edmonton.

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| ALL FLIGHTS DAILY (Except as noted) | ISSUED: JUNE 5, 1961 | ISSUED BY: C. L. STEWART, Vice-President, Economic Planning St. Paul 1, Minnesota | EFFECTIVE: JULY 1, 1961 EXCEPT AS NOTED | AM—Light face. **PM—Bold face.** |
|---|---|---|---|---|

# S — COMPLETE SYSTEM EASTBOUND SCHEDULES

EMPLOYEES' TIMETABLE

## All . . . FLORIDA . . . ALASKA . . . CANADA . . . THE ORIENT

EASTBOUND — READ DOWN

| Flight | 40 | 444 | 450 | 104 | 104 | 912 | 612 | 112 | 40 | City Code | 582 | 584 | 616 | 586 | 10 | 302 | 706 | 200 | 66 | 80 | 700 | 404 | 204 | 304 | 306 | 406 | 208 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Equipment | Electra II | F/T | | | | Coach Cargo | | | Electra II | | Coach Cargo | | | | JET | Electra II | Electra II | Electra II | | Electra II | Electra II | Electra II | | | Electra II | JET | JET |
| | △ | | Ex. Sa. | Ex. Fr. | Fri. | Ex. Sa. Su. | △ | △ | | | △ | △ | △ | △ | Ex. We. | | | | △ | | | Ex. Sa. Su. | Ex. Sa. | △ | Ex. Sa. Su. | | |
| | | | | | | | | | | HKG | Ex. Mo. We. | We. | Ex. Sa. | Ex. Sa. | | | | | | | | | | | | | |
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| | | | | | | | | | Will Not Operate July 2, 4 | OKA | | | Will Not Operate July 4 | | Will Not Operate July 3 | Will Not Operate July 4 | Will Not Operate July 3 | | | | Will Not Operate July 4 | Will Not Operate July 4 | | Will Not Operate July 4 | | Will Not Operate July 3 |
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| Flight | 4-10 | 2-10 | 10 | 10 | 8 | 2-8 | 584 | 4-10 | 2-10 | 10 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Equipment | JET | JET | JET | JET | JET | JET | | JET | JET | JET | JET |
| | F/Y | F/Y | F/Y | F/Y | F/Y | F/Y | T | F/Y | F/Y | F/Y | F/Y |
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| | 3 00 | 1 25 | | | | 5 05 | | 3 30 | 6 35 | | |
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| | 5 20 | | 5 10 | 6 25 | 6 25 | | | 5 20 | | 6 25 | 5 10 |
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Will Not Operate July 2, 3

Minneapolis-St. Paul/Chicago Portion Does Not Operate Friday and Saturday

Will Not Operate July 3, 4

JET-PROP

Royal Alaskan Service

720B JET

Seattle/New York Portion Will Not Operate July 3

Seattle/New York Portion Will Not Operate July 3

Polar Service

Polar Service

Royal Alaskan Service

| Hours From G.M.T. (a) | Flight | | |
|---|---|---|---|
| −9 | HONG KONG (*) | | Lv |
| −8 | MANILA | | Lv |
| −9 | Taipei | | Ar |
| −9 | Taipei | | Lv |
| −9 | Okinawa | | Ar |
| −9 | Okinawa | | Lv |
| −8½ | SEOUL | | Lv |
| −9 | TOKYO | | Ar |
| −9 | TOKYO | | Lv |
| | *International Date Line* | | |
| +10 | ANCHORAGE | | Ar |
| +10 | ANCHORAGE | | Lv |
| +10 | HONOLULU | | Lv |
| +7 | PORTLAND | PDT | Ar |
| +7 | PORTLAND | | Lv |
| +7 | SEATTLE-Tacoma | | Ar |
| +7 | SEATTLE-Tacoma | | Lv |
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| +7 | SPOKANE | PDT | Lv |
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| +7 | Great Falls | | Ar |
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| +7 | Helena | | Ar |
| +7 | Helena | MST | Lv |
| +6 | Butte | MDT | Ar |
| +6 | Butte | MDT | Lv |
| +7 | Bozeman | MST | Ar |
| +7 | Bozeman | | Lv |
| +7 | BILLINGS | | Ar |
| +7 | BILLINGS | MST | Lv |
| +6 | Bismarck-Mandan | CST | Ar |
| +6 | Bismarck-Mandan | | Lv |
| +6 | Jamestown | | Ar |
| +6 | Jamestown | CST | Lv |
| +7 | Edmonton | MST | Ar |
| +7 | Edmonton† | MST | Lv |
| +5 | WINNIPEG | CDT | Ar |
| +5 | WINNIPEG | CDT | Lv |
| +6 | Grand Forks | CST | Ar |
| +6 | Grand Forks | | Lv |
| +6 | Fargo | | Ar |
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| +5 | MPLS.-ST. PAUL | CDT | Ar |
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| +5 | MILWAUKEE | | Lv |
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| +5 | CHICAGO (O'Hare) | | Lv |
| +5 | CHICAGO (Midway) | | Ar |
| +5 | CHICAGO (Midway) | CDT | Lv |
| +5 | DETROIT (Metrop.) | EST | Ar |
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| +4 | Pittsburgh | | Lv |
| +4 | Baltimore | | Ar |
| +4 | Baltimore | | Lv |
| +4 | WASHINGTON | EDT | Ar |
| +5 | Atlanta | EST | Ar |
| +5 | Atlanta | | Lv |
| +5 | Tampa | | Ar |
| +5 | Tampa† | | Lv |
| +5 | St. Petersburg/Cl'water | | Ar |
| +5 | St. Petersburg/Cl'water† | | Lv |
| +5 | Ft. Lauderdale/Hollyw'd | | Ar |
| +5 | Ft. Lauderdale/Hollyw'd† | | Lv |
| +5 | MIAMI | EST | Ar |
| +4 | NEWARK | EDT | Lv |
| +4 | NEW YORK (Intl.) | EDT | Ar |

USE AIR MAIL, AIR PARCEL POST, AIR EXPRESS, and AIR FREIGHT

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ISSUED BY: **C. L. STEWART,** Vice-President, Economic Planning
St. Paul 1, Minnesota

EFFECTIVE: JULY 1, 1961 EXCEPT AS NOTED

AM—Light face.
**PM—Bold face.**


***NOW! 720B JETS!***

*. . . the fastest Jetliners in the sky*

***NON-STOP BETWEEN***

MPLS./ST. PAUL-CHICAGO

MPLS./ST. PAUL-MILWAUKEE

MILWAUKEE-NEW YORK