

# Le Rail

présente

7000 kilomètres à travers les USA

mai 1978

par les airs: 22 000 kilomètres

par rail: 6 992 kilomètres

Genève Cointrin - Zurich Kloten    DC9 Swissair  
Zurich - New York                      747    Swissair

New York - Chicago    The Broadway Limited

Chicago - St Louis    The State house

St Louis - Chicago    The Ann Rutledge

Chicago - Denver - San Francisco  
The San Francisco Zephir

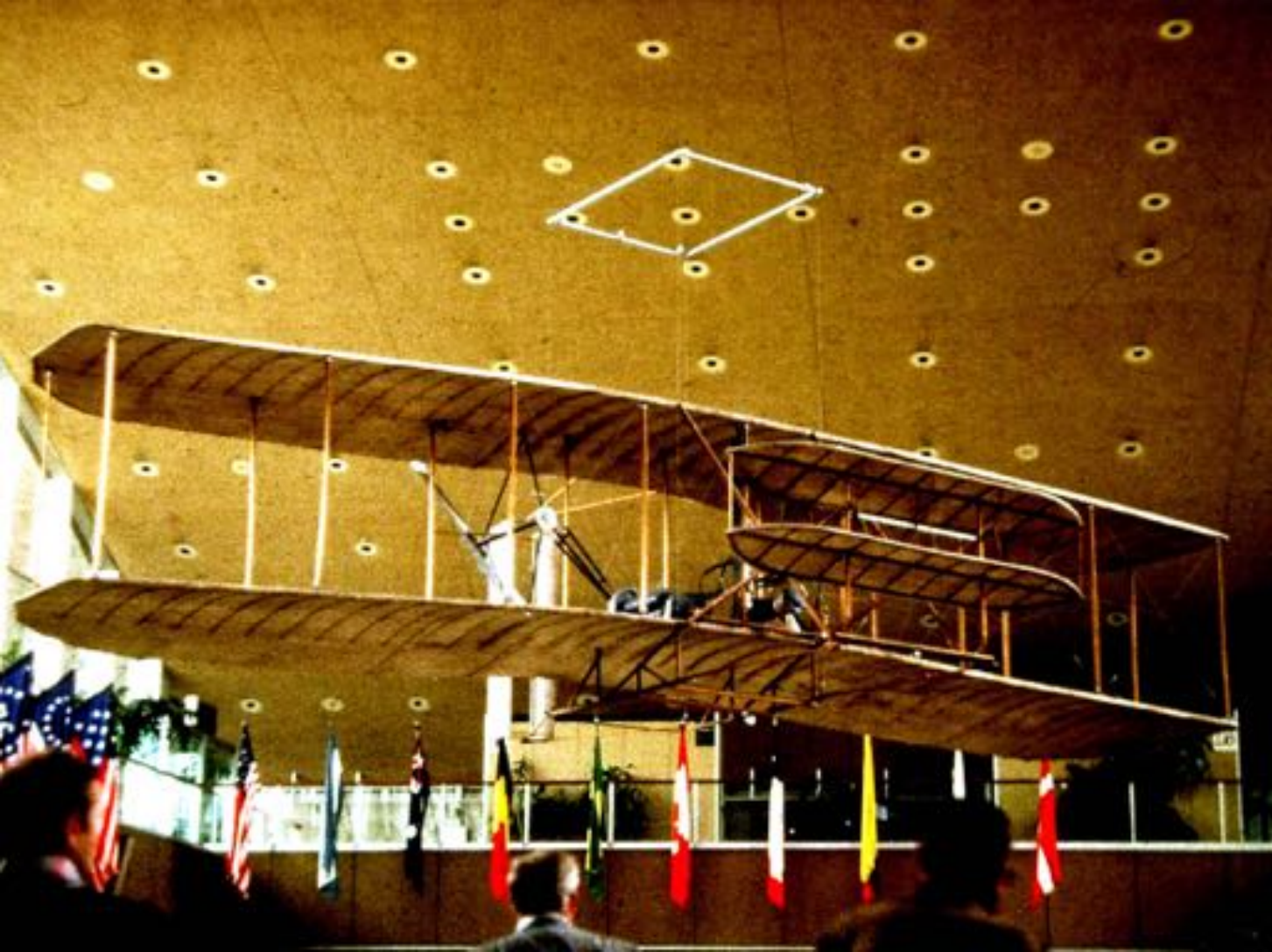
San Francisco - Los Angeles  
The Coast Starlight











# New York

Tour de ville

tour de Manhattan

Statue de la liberté

visite de la Central Station



# Manhattan







#### MIDTOWN MANHATTAN SKYLINE

Featuring Manhattan's home to 1,750,000 of New York's nearly 8 million people, Empire State Building is at left and Central Park at right. The United Nations is on the East River at far right.







































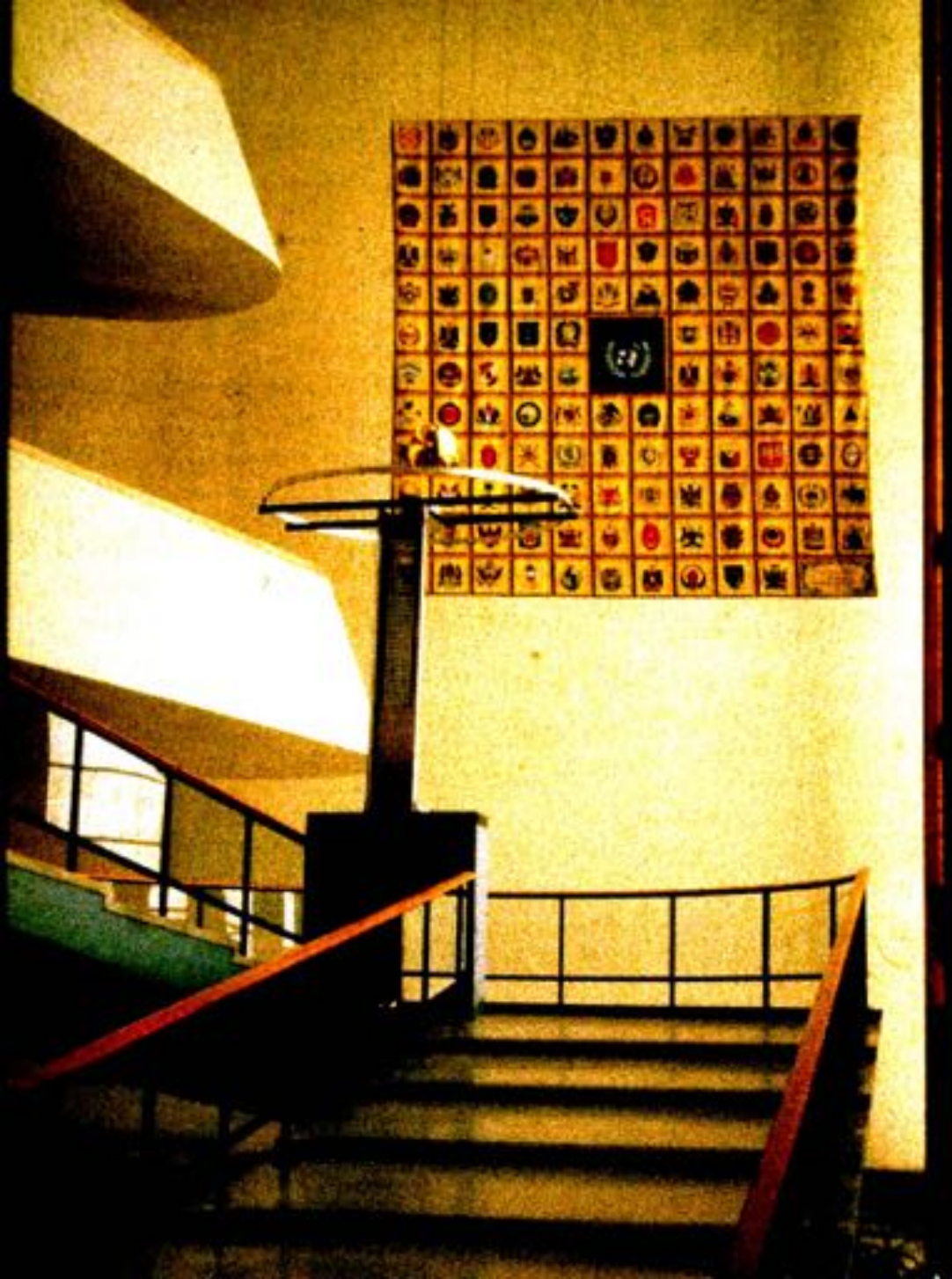






















































PEKING MAN

PEKING MAN  
北京人

RESTAURANT

HOP KEE 合記飯店  
RESTAURANT  
21

HOP KEE

HOP KEE



迎火

哥哥熱

院戲移金

新更盛廣樓









RE STATE

























# Statue de la Liberté

Inauguration: 28 octobre 1886

Sculpteur: Frederic Auguste Bartholdi

Armature: Alexandre Gustave Eiffel

Socle: Richard Morris Hunt

Hauteur: statue 46 m.

socle et statue 93 m.

Poids: 225 T

Escaliers: socle 167 marches

statue 171 ..

---

Total 338



448

412

381

World Trade  
Center  
New York

Empire State  
Building  
New York

300

192

Gateway Arch  
St Louis

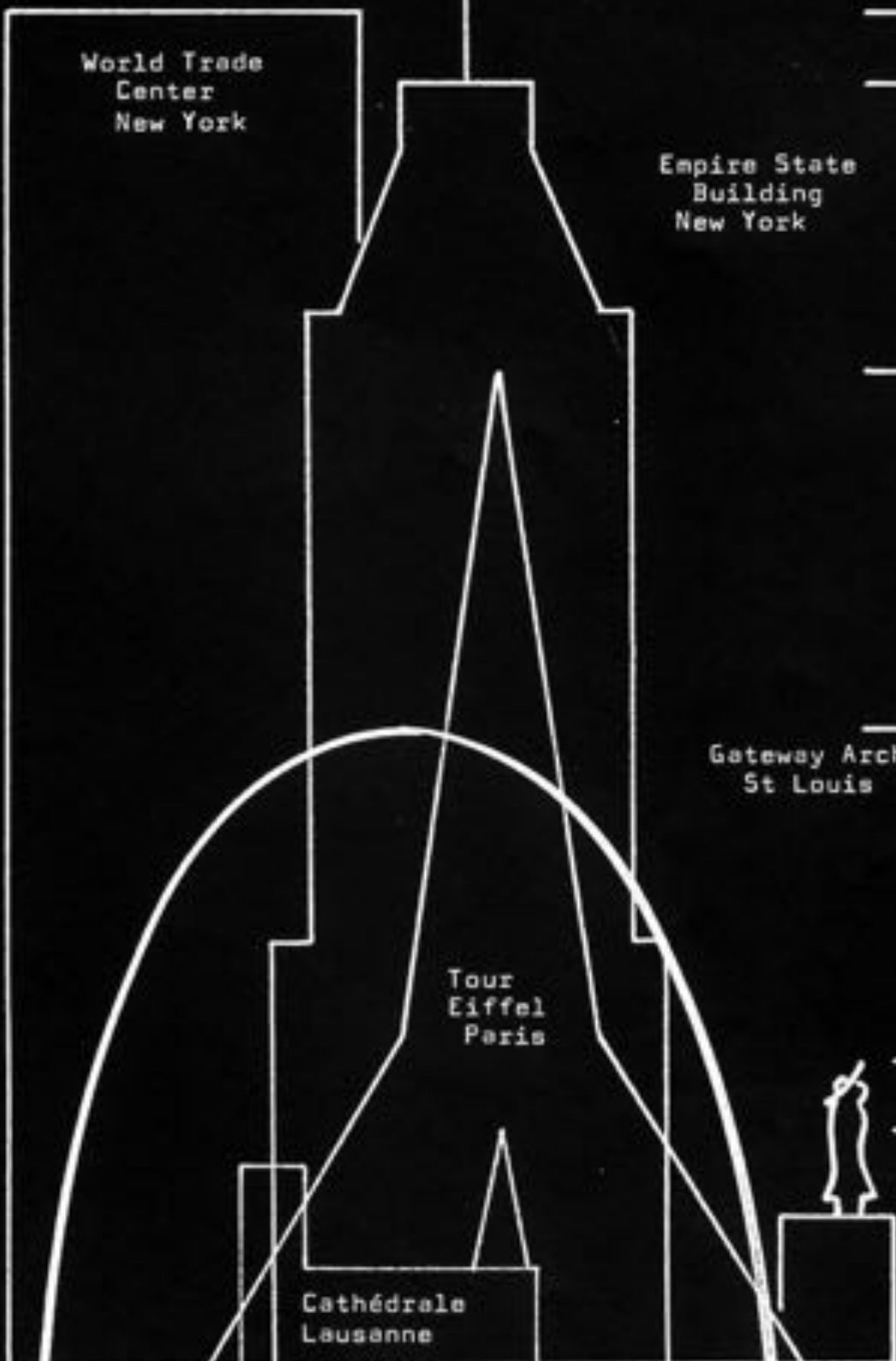
Tour  
Eiffel  
Paris

93

71

Cathédrale  
Lausanne

Statue  
of  
Liberty  
N.Y.





















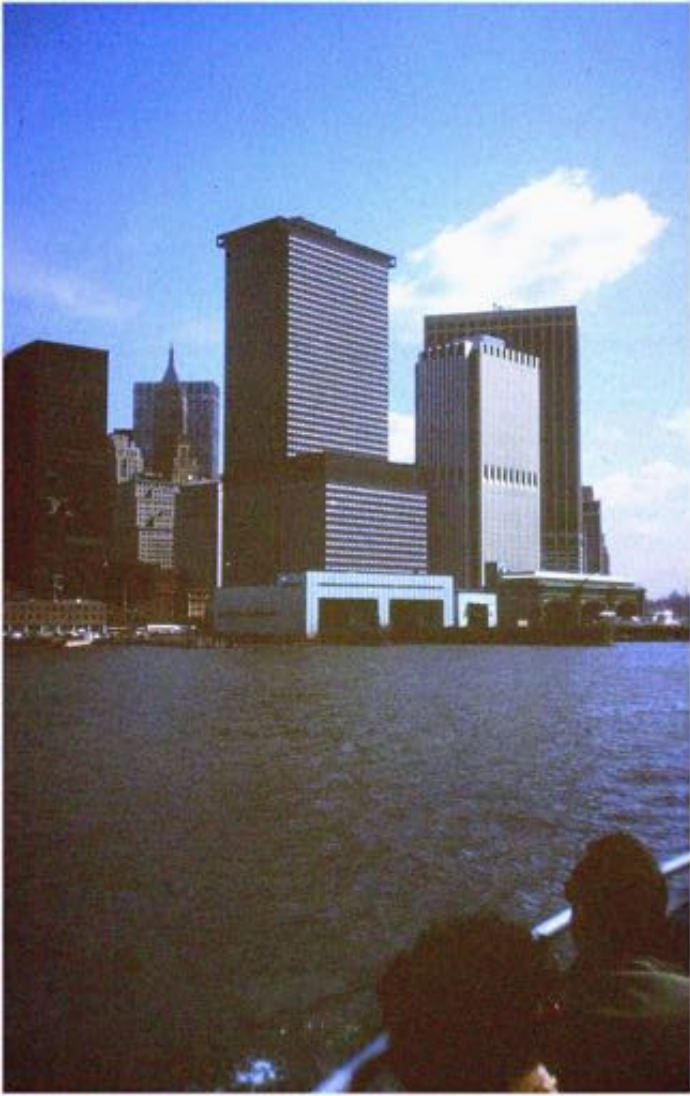
























1 978 707

FORM 01

**Amtrak**



America's first nationwide rail passenger service



**NATIONAL RAILROAD PASSENGER CORPORATION**  
INTEGRITY HAS PASSENGER ROUTES





1. Robert Lesheski
2. Osceola Parker
3. Dave Hebert
4. LeVan Prothero
5. Gerald Jones
6. Johnnie Gardner
7. Jimmy Brown



# National Train Timetables

Effective April 30, 1978



We've been  
Working on the  
Railroad



























SUBJECT TO CONDITIONS OF CONTRACT  
ON PASSENGER'S TICKET

ENDORSEMENTS

CHARGED FARE

|                                      | ADT | YOUTH  |
|--------------------------------------|-----|--------|
| ADULTS ON<br>HEAD OF<br>FAMILY       | 17  | 391.00 |
| SPRING<br>OR CHILD<br>15-31 INC.     | -   | -      |
| CHILDREN<br>3-11 INC.                | -   | -      |
| ACCOMMO-<br>DATIONS OR<br>EXTRA SEAT | -   | -      |
| OTHER                                |     |        |
| TOTAL                                | 17  | 391.00 |

DATE OF TRAVEL

*Transcontinental Railway Group*

TICKET  
COUPON 1

DATE

*5/3/78*

SEAT NO.

*SFO*

SEAT NO. FOR 2 ADULTS

*LAX*

CHECK IF

☒ OR

☐ ST

☒ Y

FAMILY  
PLAN

GOOD ONLY BETWEEN STATIONS INDICATED

CLASS

CHARGE

ADULT

YOUTH

CHILD

INFANT

SEAT

CODE

*San Francisco*

*CAMPUS -*

*7:45 PM*

*-*

*-*

*Los Angeles*

GOOD FOR PASSAGE AND/OR  
ACCOMMODATIONS AS INDICATED

BAGGAGE  
CHECKED



*\$391.00*

1 011978707 6

*Mail Out Group*  
*17 x 20.00 = 391.00*

*011978707*

NATIONAL RAILROAD PASSENGER SERVICE  
WASHINGTON, D.C. 20544  
ANY ALL INFORMATION IN VIOLATION OF THIS ACT



# The Broadway Limited

New York  
Washington  
Philadelphia  
Pittsburgh  
Fort Wayne  
Chicago

# Eastern Schedules

| HEAD DOWN |      |                              | READ UP                          |           |         |
|-----------|------|------------------------------|----------------------------------|-----------|---------|
| 41        |      | Train Number                 | 40                               |           |         |
| Daily     |      | Frequency of Operation       | Daily                            |           |         |
| 8 A X     |      | Type of Service              | 8 A X                            |           |         |
| O         |      |                              | O                                |           |         |
| 5 55 P    | 0    | 0 Op                         | New York, NY (Penn. Sta.) (ET)   | Ar        | 12 52 P |
| 6 10 P    | 16   | 10                           | Newark, NJ (Penn. Sta.)          | 6 11 46 A |         |
| 6 50 P    | 83   | 58                           | Trenton, NJ                      | 6 10 57 A |         |
| 7 17 P    | 138  | 86                           | North Philadelphia, PA           | 6 10 26 A |         |
| 8 59 P    | 304  | 180 Ar                       | Harrisburg, PA                   | Op        | 8 37 A  |
| 441       |      |                              | 440                              |           |         |
| 8 A X     |      | Thru Cars Washington-Chicago | 8 A X                            |           |         |
| O         |      |                              | O                                |           |         |
| 5 05 P    | 0    | 0 Op                         | Washington, DC                   | Ar        | 1 05 P  |
| 5 45 P    | 84   | 40                           | Baltimore, MD (Penn. Sta.)       | O         | 12 25 P |
| 6 47 P    | 174  | 108                          | Wilmington, DE                   | O         | 11 21 A |
| 7 14 P    | 215  | 134                          | Philadelphia, PA (20th St. Sta.) | O         | 10 50 A |
| 7 45 P    | 245  | 153                          | Paoli, PA                        |           | 10 17 A |
| 8 33 P    | 325  | 201                          | Lancaster, PA                    |           | 9 28 A  |
| 9 06 P    | 380  | 235 Ar                       | Harrisburg, PA                   | Op        | 8 55 A  |
| 9 30 P    | 308  | 189 Op                       | Harrisburg, PA                   | Ar        | 8 17 A  |
| 12 03 A   | 515  | 320                          | Altoona, PA                      |           | 5 24 A  |
| F 1 05 A  | 578  | 359                          | Johnstown, PA                    | F         | 4 17 A  |
| 2 40 A    | 700  | 435 Ar                       | Pittsburgh, PA (Penn. Sta.)      | Op        | 2 45 A  |
| 2 55 A    | 700  | 435 Op                       |                                  | Ar        | 2 20 A  |
| F 5 08 A  | 894  | 537                          | Canton, OH                       | F         | 11 53 P |
| 7 57 A    | 1004 | 624                          | Crestline, OH                    |           | 10 03 P |
| 8 35 A    | 1120 | 695                          | Lima, OH                         |           | 9 27 P  |
| 9 43 A    | 1217 | 755                          | Ft. Wayne, IN (ET)               |           | 8 15 P  |
| D 10 40 A | 1384 | 860                          | Valparaiso, IN (ET)              | R         | 4 25 P  |
| D 11 10 A | 1415 | 879                          | Gary, IN (Fifth & Chase Sta.)    | R         | 4 04 P  |
| 11 55 A   | 1455 | 904 Ar                       | Chicago, IL (Union Sta.) (CT)    | Op        | 3 30 P  |

The  
Broadway Limited  
New York/Washington-Chicago

## Services

All  
Reserved  
Train

Complete Dining and Beverage Service—New York-Chicago, Washington-Harrisburg

Lounge Service

Sleeping Car Service—Complimentary coffee and tea served on request 8:30-8:30A.

Sleeper Lounge Service—New York-Chicago—Complimentary Hors d'oeuvres for sleeping car passengers.

Slumbercoach Service

Coach Service

Baggage Service—Checked baggage handled (except at Paoli, Canton, Crestline, Valparaiso and Gary). Checked hand baggage only handled at Altoona and Johnstown.

★ Travel Restrictions for Trains Nos. 440 and 441—

Train 441 stops at Paoli and Lancaster to receive passengers for Altoona and west, or to discharge passengers from Washington, Baltimore and Wilmington.

Train 440 stops at Paoli and Lancaster to discharge passengers from Altoona and west, or to receive passengers for Washington, Baltimore and Wilmington.

The  
National Limited  
New York/Washington-Kansas City

All  
Reserved  
Train

Complete Dining/Lounge and Beverage Service—New York-Kansas City

Snack and Beverage Service—Washington-Harrisburg

Coach Service—New York-Kansas City

Washington-Kansas City (thru service from Washington and Kansas City Monday, Wednesday, and Friday; for other departure days, passengers change trains at North Philadelphia.)

Baggage Service—Checked baggage handled (except at Bettway, Paoli, Lewistown, Huntingdon, Tyrone, Latrobe, Greensburg, Textra Haute, Sedalia and Warrensburg; baggage checked to or from Baltimore and Washington will not be carried on same train as passenger. Checked hand baggage only handled at Altoona and Johnstown.





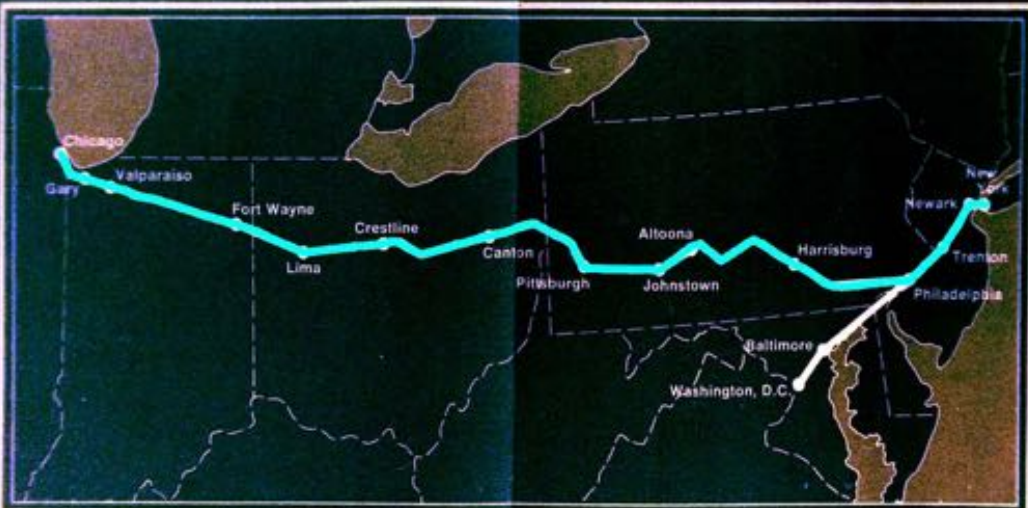




Traction électrique  
New-York -Harrisburg



Un train « classique » du corridor Nord-Est : voitures Amfleet et locomotive type BB AEM 7, construite aux Etats-Unis sous licence suédoise.



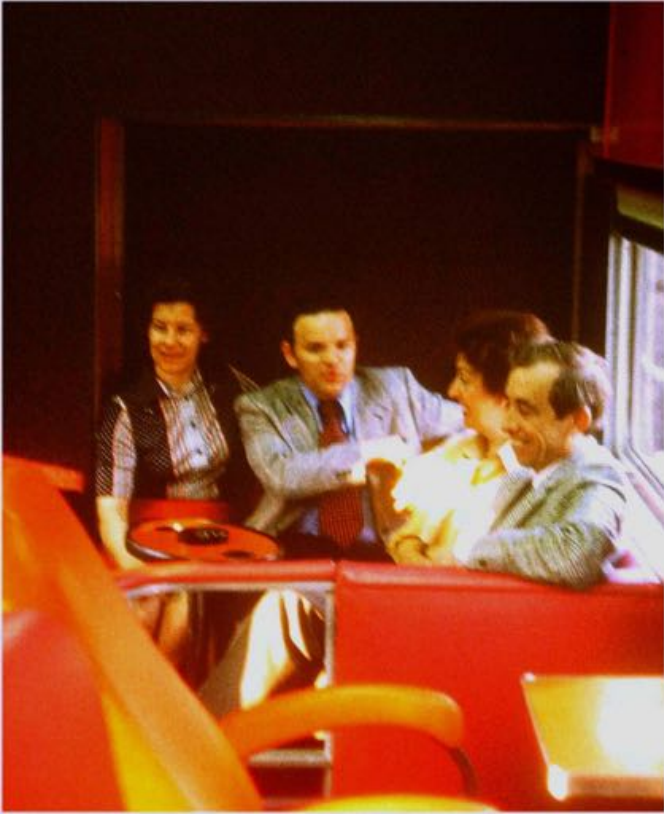
















# Good Morning

Mary Jo offers you a good morning cocktail, *Boudy Mary Jo* or *Servicemen* \$1.50

## Egg Dishes

- 41 Omelet From Paris  
Two Eggs, Any Toppings  
Choice of Bacon or Sausage  
English Muffin or Toast, Butter and Syrup  
Coffee, Tea or Milk \$2.75  
with Syrup \$3.50

OR

- 42 Omelet From Paris  
Two Eggs, Any Toppings  
Sausage Fried Potatoes  
English Muffin or Toast, Butter and Syrup  
Coffee, Tea or Milk \$2.75  
with Syrup \$3.50

OR

- 43 Omelet From Paris  
Two Eggs, Any Toppings  
Sausage Fried Potatoes  
English Muffin or Toast, Butter and Syrup  
Coffee, Tea or Milk \$2.75  
with Syrup \$3.50

- 44 Breakfast Special  
Omelet From Paris  
Choice of  
Sausage Fried Potatoes, Toast

- OR  
Two Potatoes and Syrup  
Choice of Bacon or Sausage  
Coffee, Tea or Milk \$3.50  
with Syrup \$4.25

Menu prices include all taxes and hotel rates.  
Menu prices subject to change.

## A La Carte

### Appetizers

- Chili
- Soup
- Steak
- Salad
- Ice
- Hot

### Entrées

- Steak
- Salad
- Hot

### Side Dishes

- Steak
- Salad
- Hot

### Breakfast

- Steak
- Salad
- Hot

### Drinks

- Steak
- Salad
- Hot

### Hot

- Steak
- Salad
- Hot

### Breakfast

- Steak
- Salad
- Hot

Nice to  
have you  
with us



Amtrak



























Chicago

St Louis

Gare de St Louis

Musée des Transports

Arche de St Louis

Musée de la Science et de l'industrie























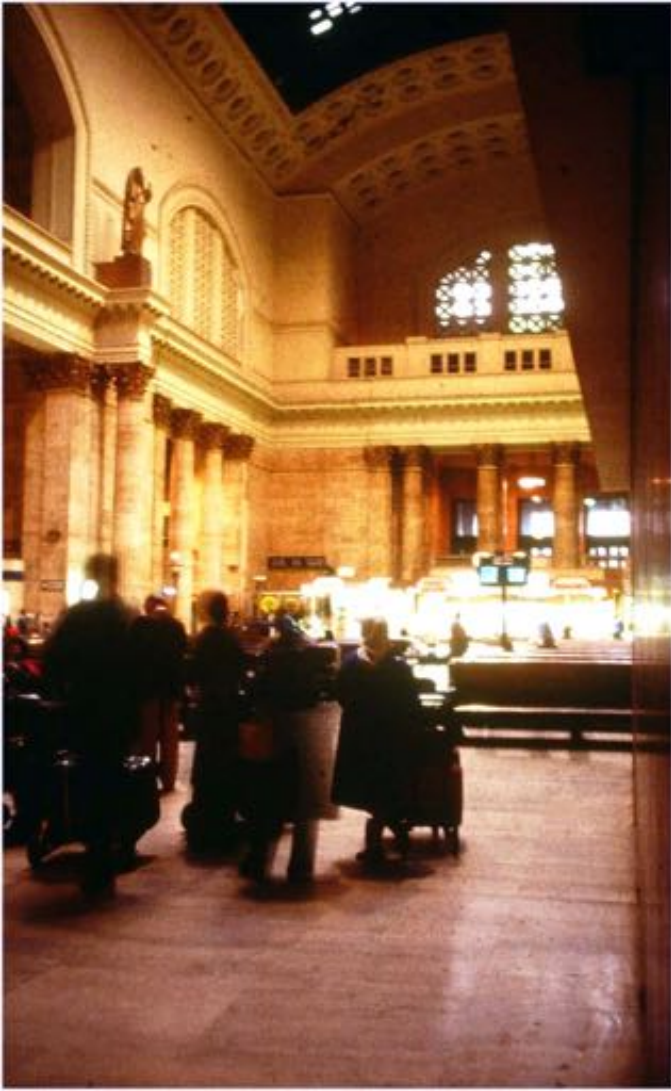
















# NATIONAL MUSEUM OF TRANSPORT

St. Louis, Missouri

## CATALOG OF THE COLLECTIONS

Compiled by Cliff Saxton, Jr.





UNION PACIFIC "BIG BOY" #4006





**FERROVIE DELLA STATO (Italian State Railways):** Built around 1910 by an Italian subsidiary of Westinghouse, this freight locomotive operated off a three-phase, 3,000-volt A.C. electrical system and developed 2,000 horsepower from its two motors. It had a top speed of 31 mph. The engine arrived at NMOT in 1968.





CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC #E-2



(left) BI-STATE DEVELOPMENT AGENCY  
Wrecker # 165; (above) BI-STATE PCC Streetcar  
# 1664; (right) BI-STATE Sprinkler Car # 60









































































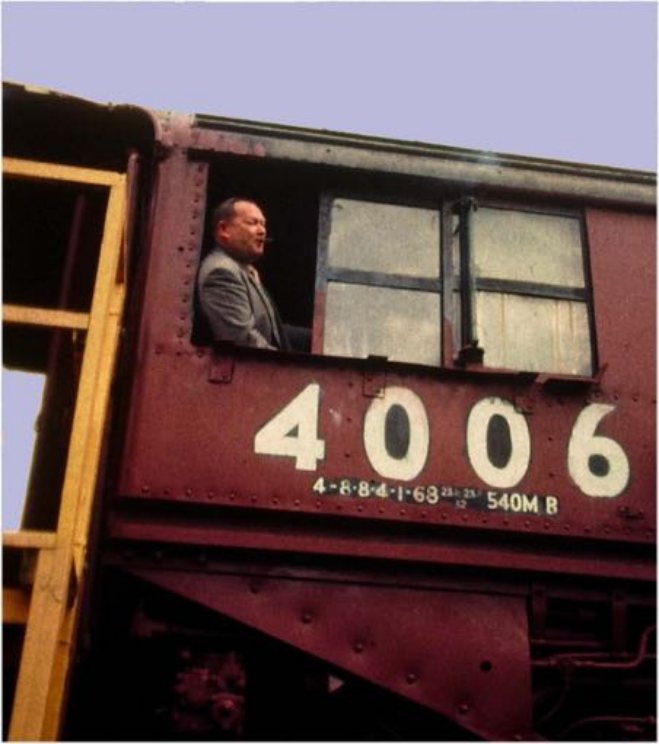












4006

4-8-8-4-1-68 23-25 52 540M B





















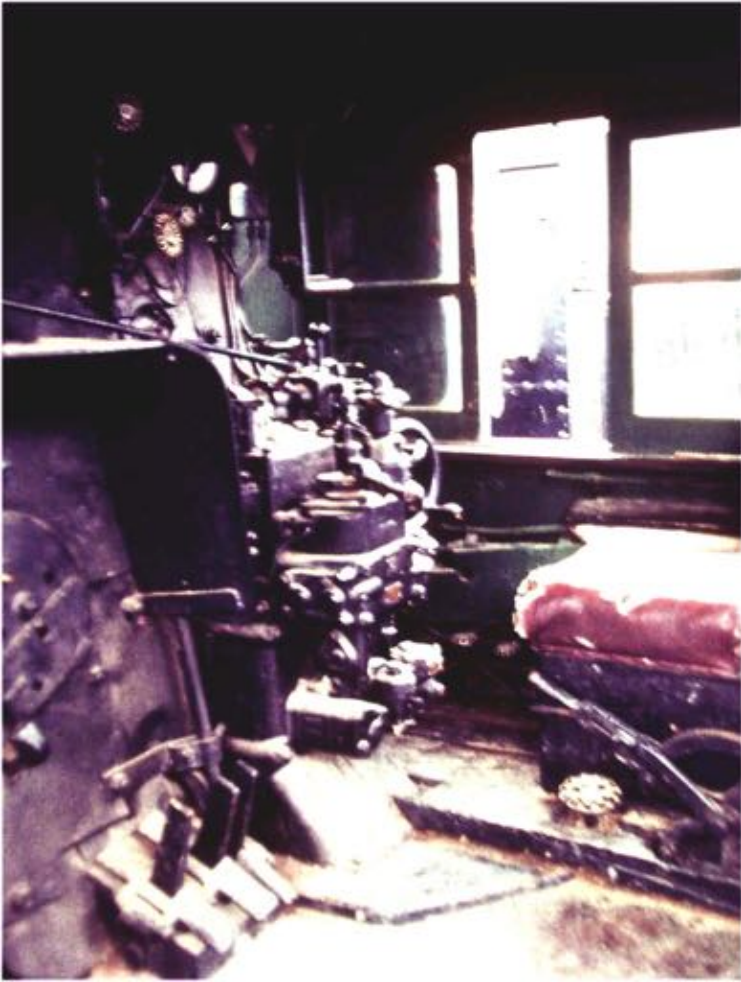








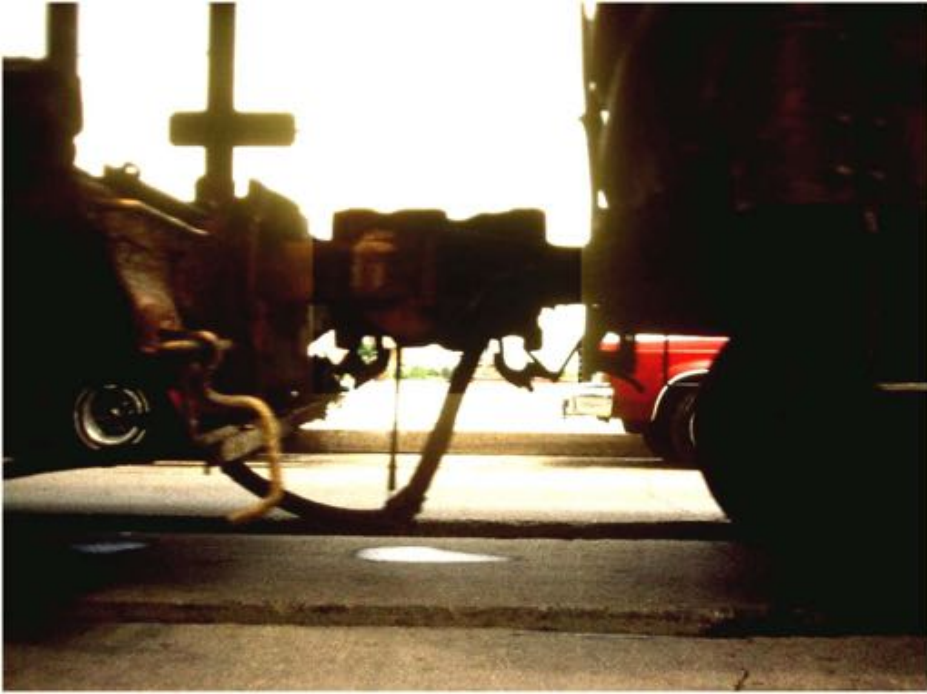


















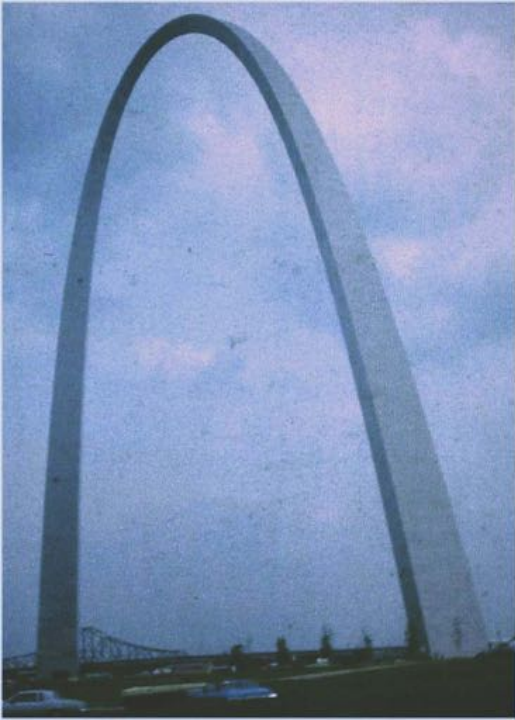












Gateway Arch

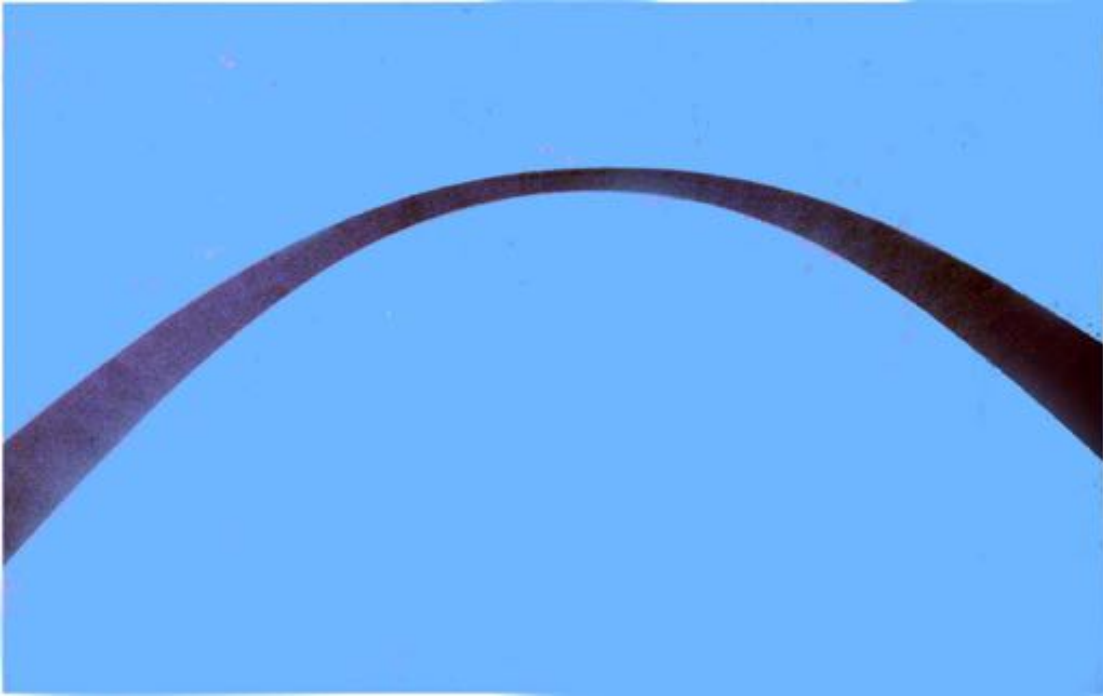
conçu par Eero Saarinen













**MUSEUM OF SCIENCE AND INDUSTRY**

57th St. and Lake Shore Dr./Chicago, Ill. 60637/(312) 684-1414

School groups should enter the Museum through the "School Orientation Center," located on the Ground Floor inside the building's main entrance. All group leaders should report to the Center's Registration Desk upon arrival. At that time, the leader will be given the luncheon schedule and other instructions. All lunch bags should be placed in the available containers. They will be moved to the assigned lunch room for use at the scheduled time.

## GENERAL INFORMATION

**ADMISSION:** Admission to the Museum is free. The only exhibits with admission charges are the Coal Mine, the U-505 Submarine, the Nickelodeon, and the Arcade Studio. The Coal Mine and the U-505 Submarine normally cost 60¢ for adults and 40¢ for children, but are only 25¢ for children in school groups. The Nickelodeon is 10¢ and the Arcade Studio is 75¢ for each photo.

**CHECKROOM AND LOCKERS:** All packages, luggage, and umbrellas must be checked at the checkroom east of the main entrance. Such items are checked free, but a 25¢ charge is made for checking clothing. Lockers also are available for 25¢. Clothing baskets are available for 50¢ for groups.

**DEMONSTRATIONS:** Listed on the bulletin board near the entrance are the times when live demonstrations are presented each day.

**FILMS:** Short films are shown free throughout the day as part of various exhibits.

**FIRST AID:** Notify the nearest uniformed employee who, in turn, will contact the Information Desk.

**FOOD SERVICE:** Public dining rooms are located on the Ground Floor. Lunches, snacks, and refreshments can be purchased in the Safari Picnic Room, the Snack Spot, and the Cafeteria. Ice cream treats are available in "Finnigan's Ice Cream Parlor" located on the Entrance Floor.

**HOURS:** The Museum is open every day except Christmas. The hours are: Summer hours (May 1 through Labor Day)—9:30 a.m. to 5:30 p.m. daily. Winter hours (Balance of the year)—9:30 a.m. to 4:00 p.m. Monday through Friday; 9:30 a.m. to 5:30 p.m. Saturday, Sunday, and holidays.

**LOST AND FOUND:** Report all lost and found children and items to the Information Desk.

**PARKING:** Free parking is available on three sides of the building.

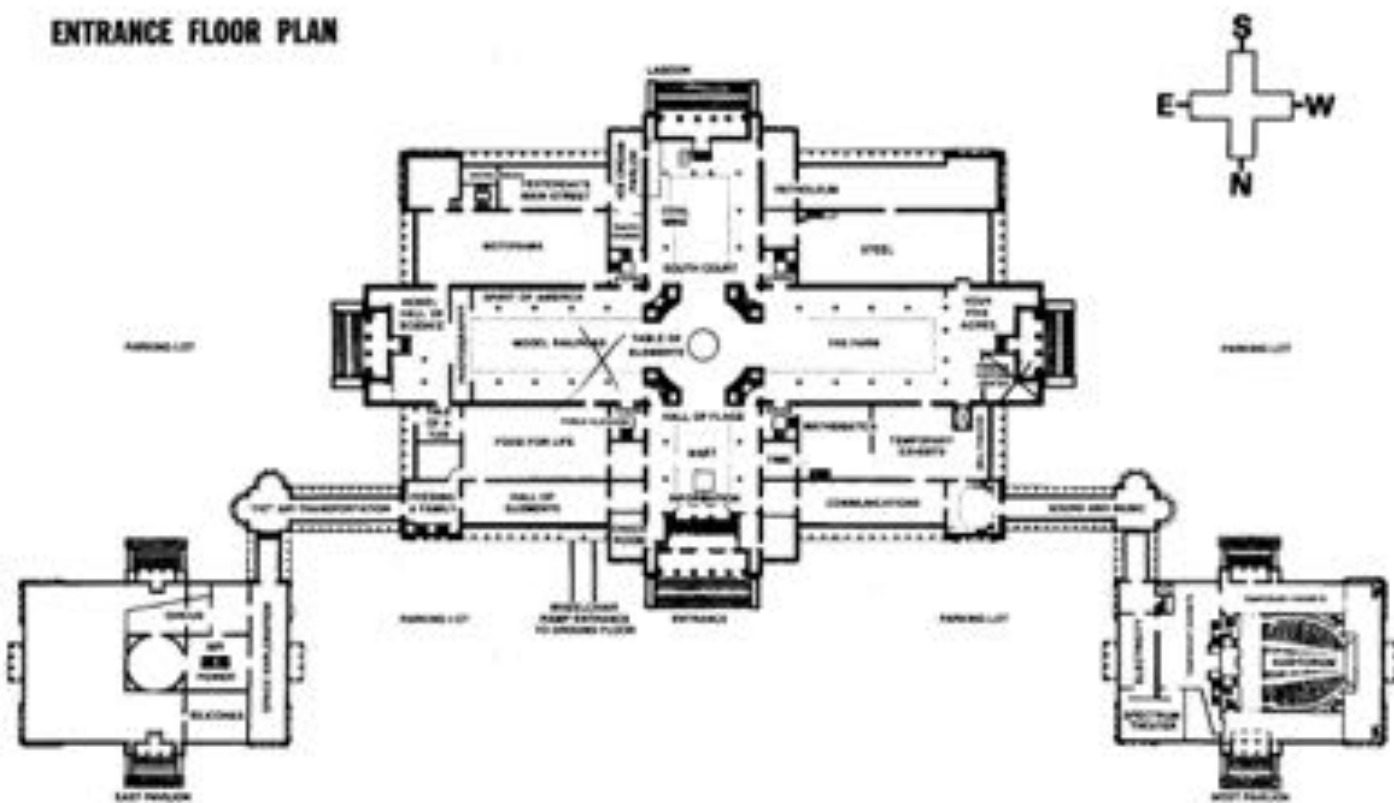
**REST ROOMS:** Rest Rooms are located on the Ground Floor, opposite the Cafeteria.

**SPECIAL EVENTS:** Check the Information Desk bulletin boards for special exhibits and programs.

**TELEPHONES:** Public telephone booths are located immediately inside the main entrance and in the Hall of Communications.

**TOURS:** The Museum offers organized tours for the Coal Mine and the U-505 Submarine. Arrangements for other tours for visiting groups must be made in advance.

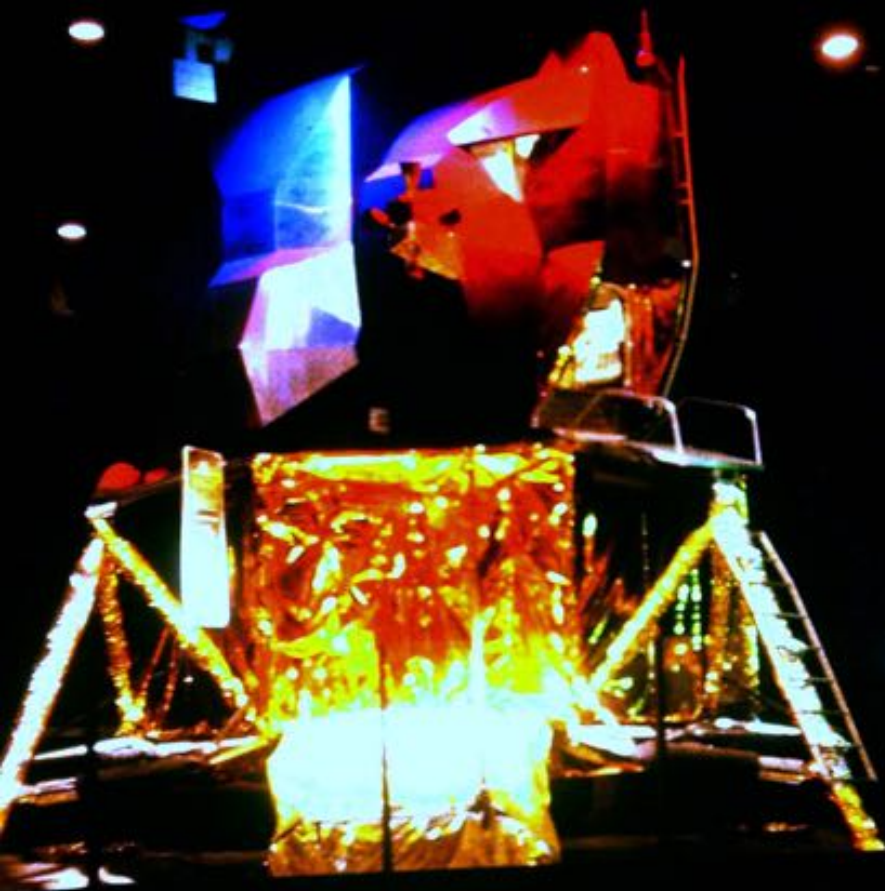
## ENTRANCE FLOOR PLAN





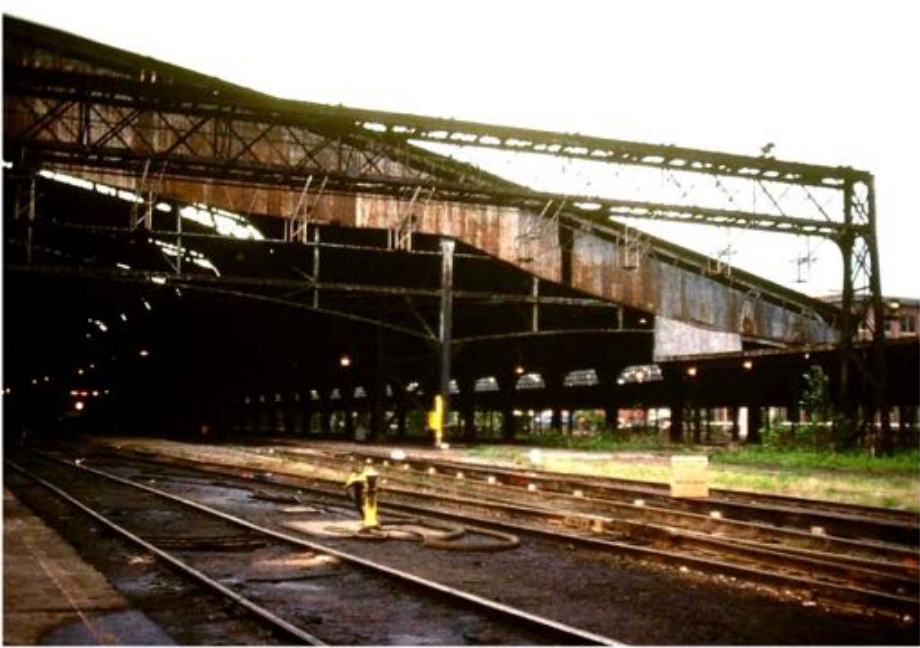




























COMMON STOCK.



# CHICAGO AND EASTERN ILLINOIS Railroad Company.

4758

100

Shares



FOR 100 SHARES

This is to certify that *Strong, Sturges & Co.*

**ONE HUNDRED**

shares of One Hundred

of the COMMON Capital Stock of the Chicago and Eastern Illinois Railroad Company, transferable only on the books of the Company, in person or by attorney, upon the surrender of this certificate.

The stock is subject to a dividend of six per cent, non-cumulative, payable annually on the first day of January. All dividends paid by said Company in any year except said six per cent, shall be paid upon this Stock, shall be paid upon this Stock.

**COMMON**

the Register and Transfer Agent of the Company.

day of JUL 1902

President and Treasurer, this

7 1902

Metropolitan Trust Company of the City of New York

CANCELLED

THE METROPOLITAN TRUST COMPANY OF THE CITY OF NEW YORK

AUG 1902

BY ISSUE OF C.T.F. Nos. 117 FOR 100 SHARES





For value Received Flower & Co. hereby sell, assign and transfer unto

Shares

of the Capital Stock represented by the within Certificate,  
and do hereby irrevocably constitute and appoint

JOHN E. LEWIS

Attorney

to transfer the said stock on the Books of the within named  
Company with full power of substitution in the premises.

Dated JUL 8 1902 1902

In Presence of

Shung Seung Solo

Butler Wright

Notice: The Signature to this Assignment must correspond with the name as written upon the face of the Certificate in every particular without alteration or enlargement or any change whatever.









The  
San Francisco  
Zephyr

Chicago Ogden  
Omaha Oakland  
Denver San Francisco

HEAD END

HEAD UP

| Train Number | Frequency of Operation | Type of Service                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1            | Daily                  | 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th |

| Day | Time    | City                          | Train Number | Frequency of Operation | Type of Service                   | Day | Time    | City       |
|-----|---------|-------------------------------|--------------|------------------------|-----------------------------------|-----|---------|------------|
| 1   | 6:10 P  | Chicago, IL (Union Sta.) (CT) | Ar           | 2:15 P                 | P                                 | 2   | 6:50 P  | Aurora, IL |
| 1   | 6:50 P  | 81                            | 38           | Ar                     | Galesburg, IL                     | Dp  | 11:05 A | A          |
| 1   | 6:40 P  | 261                           | 162          | Dp                     | (South Seminary St.)              | Ar  | 10:55 A | A          |
| 1   | 6:45 P  | 261                           | 162          | Ar                     | Monmouth, IL @                    |     | 10:35 A | A          |
| 1   | 9:02 P  | 268                           | 179          |                        | Burlington, IA                    |     | 10:05 A | A          |
| 1   | 9:33 P  | 330                           | 205          |                        | Mt. Pleasant, IA @                |     | 9:30 A  | A          |
| 1   | 10:03 P | 375                           | 233          |                        | Ottumwa, IA                       |     | 8:50 A  | A          |
| 1   | 10:48 P | 451                           | 280          |                        | Osceola, IA @                     |     | 7:30 A  | A          |
| 1   | 12:05 A | 579                           | 360          |                        | Creston, IA                       |     | 7:00 A  | A          |
| 1   | 12:40 A | 632                           | 393          | Ar                     | Omaha, NE                         | Dp  | 5:05 A  | A          |
| 1   | 2:45 A  | 798                           | 496          | Dp                     |                                   | Ar  | 4:55 A  | A          |
| 1   | 3:00 A  | 798                           | 496          | Ar                     | Lincoln, NE                       | Dp  | 3:48 A  | A          |
| 1   | 4:10 A  | 867                           | 551          | Dp                     |                                   | Ar  | 3:28 A  | A          |
| 1   | 4:30 A  | 867                           | 551          | Ar                     | Hastings, NE                      |     | 1:50 A  | A          |
| 1   | 6:20 A  | 1041                          | 647          |                        | Hastings, NE @                    |     | 12:53 A | A          |
| 1   | 7:08 A  | 1130                          | 703          | Ar                     | McCook, NE (CT)                   | Dp  | 11:43 P | P          |
| 1   | 8:15 A  | 1254                          | 779          | Dp                     |                                   | Ar  | 11:38 P | P          |
| 1   | 8:25 A  | 1254                          | 779          | Ar                     | Akron, CO @ (MT)                  |     | 8:44 P  | P          |
| 1   | 9:28 A  | 1484                          | 823          |                        | Fort Morgan, CO @                 |     | 8:12 P  | P          |
| 1   | 10:01 A | 1538                          | 856          | Ar                     | Denver, CO                        | Dp  | 7:10 P  | P          |
| 1   | 11:30 A | 1664                          | 1034         | Dp                     |                                   | Ar  | 6:25 P  | P          |
| 1   | 12:15 P | 1664                          | 1034         | Ar                     | Greeley, CO                       |     | 5:15 P  | P          |
| 1   | 1:15 P  | 1748                          | 1086         | Ar                     | Cheyenne, WY                      | Dp  | 4:15 P  | P          |
| 1   | 2:15 P  | 1836                          | 1141         | Dp                     |                                   | Ar  | 3:50 P  | P          |
| 1   | 2:40 P  | 1836                          | 1141         | Ar                     | Laramie, WY                       |     | 2:30 P  | P          |
| 1   | 4:06 P  | 1928                          | 1198         |                        | Rawlins, WY                       |     | 12:35 P | P          |
| 1   | 6:00 P  | 2115                          | 1314         |                        | Rock Springs, WY                  |     | 10:40 A | A          |
| 1   | 7:50 P  | 2306                          | 1433         |                        | Green River, WY @                 |     | 10:20 A | A          |
| 1   | 8:20 P  | 2330                          | 1448         |                        | Evansville, WY @                  |     | 8:30 A  | A          |
| 1   | 10:10 P | 2481                          | 1548         | Ar                     | Ogden, UT (MT)                    | Dp  | 7:05 A  | A          |
| 1   | 11:40 P | 2614                          | 1624         | Dp                     |                                   | Ar  | 6:50 A  | A          |
| 1   | 12:05 A | 2614                          | 1624         | Ar                     | Elko, NV @ (PT)                   |     | 12:50 A | A          |
| 1   |         | 2978                          | 1851         |                        | 3rd and Silver Sts., (No. 5 only) |     |         |            |
| 1   | 2:45 A  |                               |              |                        | 8th Railroad St., (No. 5 only)    |     |         |            |
| 1   | 3:15 A  | 3014                          | 1873         |                        | Carlin, NV                        |     | 12:24 A | A          |
| 1   | 5:10 A  | 3203                          | 1990         |                        | Winnemucca, NV @                  |     | 10:38 P | P          |
| 1   | 7:52 A  | 3478                          | 2181         | Ar                     | Sparks, NV @                      | Dp  | 8:01 P  | P          |
| 1   | 8:12 A  | 3478                          | 2181         | Dp                     |                                   | Ar  | 7:41 P  | P          |
| 1   | 8:25 A  | 3483                          | 2184         |                        | Reno, NV                          |     | 7:32 P  | P          |
| 1   | 9:19 A  | 3539                          | 2199         |                        | Truckee, CA @                     |     | 6:41 P  | P          |
| 1   | 11:38 A | 3643                          | 2265         |                        | Colfax, CA @                      |     | 4:27 P  | P          |
| 1   | 1:23 P  | 3730                          | 2318         | Ar                     | Sacramento, CA                    | Dp  | 3:17 P  | P          |
| 1   | 1:30 P  | 3730                          | 2318         | Dp                     |                                   | Ar  | 3:07 P  | P          |
| 1   | 1:48 P  | 3751                          | 2331         |                        | Davis, CA @                       |     | 2:48 P  | P          |
| 1   | 2:15 P  |                               |              |                        | Suisun-Fairfield, CA @            |     | 2:21 P  | P          |
| 1   | 2:36 P  | 3822                          | 2375         |                        | Martinez, CA                      |     | 1:59 P  | P          |
| 1   | 3:06 P  | 3853                          | 2394         |                        | Richmond, CA @                    |     | 1:28 P  | P          |
| 1   | 4:05 P  | 3960                          | 2404         | Ar                     | Oakland, CA                       | Dp  | 1:15 P  | P          |
| 1   | 4:35 P  | 3978                          | 2410         | Ar                     | San Francisco, CA @ (PT)          | Dp  | 12:45 P | P          |
| 1   |         |                               |              |                        | (Transbay Terminal)               |     |         |            |

The  
San Francisco Zephyr  
Chicago-Oakland/San Francisco

Services

All  
Reserved  
Train

Complete Dining and Beverage Service

Lounge Service

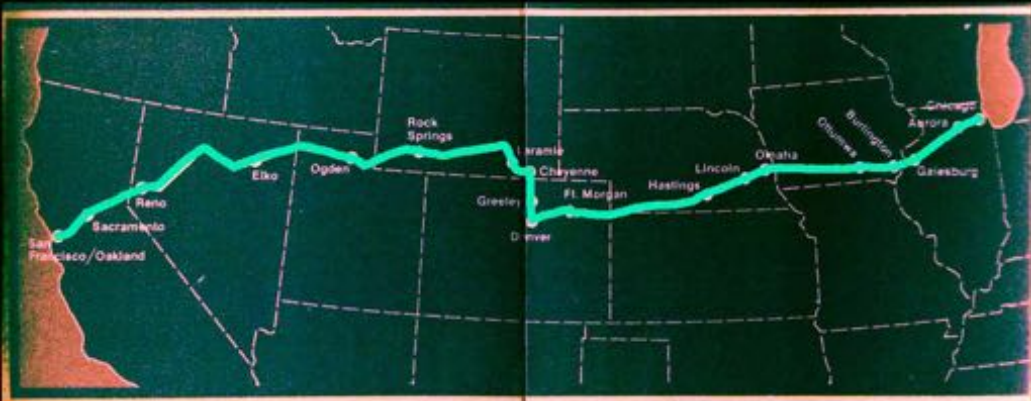
Dome Coach Service

Baggage Service—Checked baggage handled (except at Aurora, Galesburg, Monmouth, Mount Pleasant, Ottumwa, Osceola, Creston, Holdrege, Akron, Fort Morgan, Evanston, Elko, Carlin, Winnemucca, Sparks, Truckee, Colfax, Davis, Suisun-Fairfield and Richmond). Large trunks and oversize baggage to and from San Francisco subject to delay. Baggage checked on train 5 to or from Green River subject to delay.

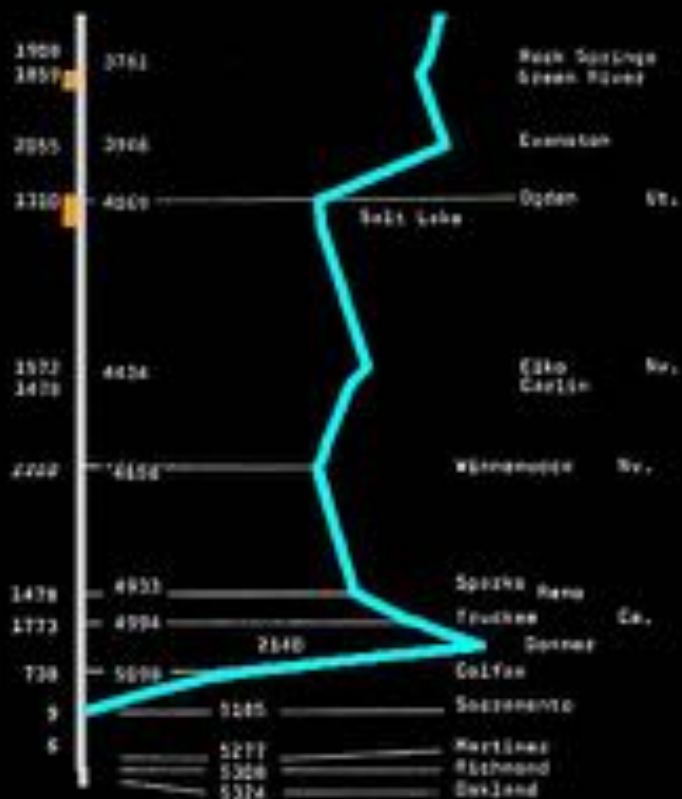
Sleeping Car Service

Coach Service

For explanation of reference marks, see Page 41.















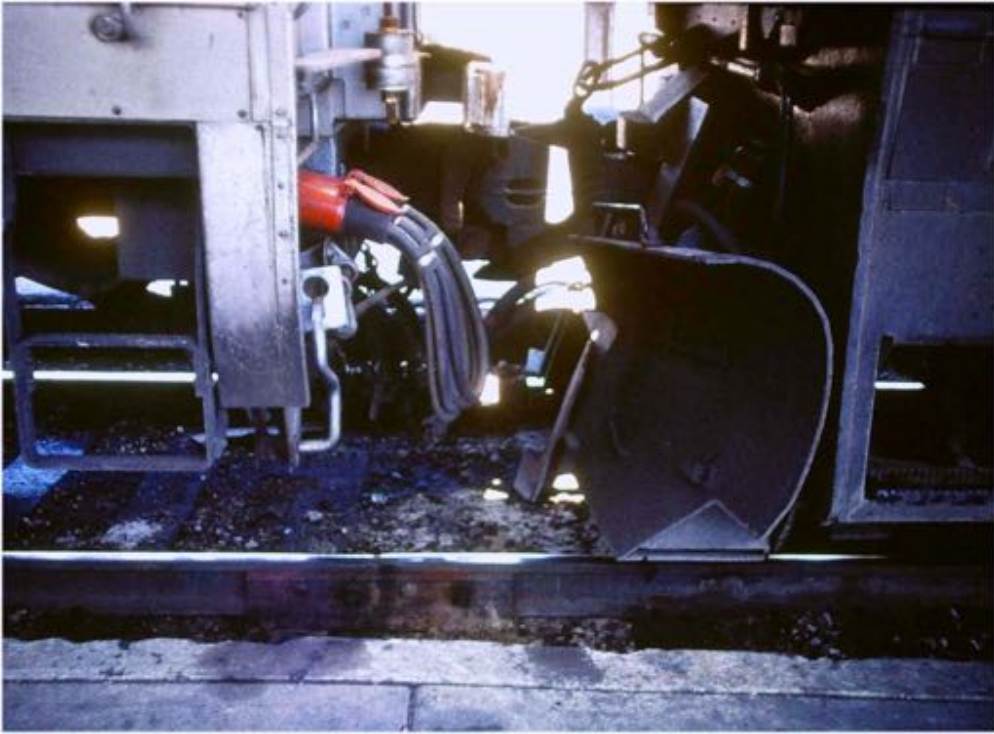














# San Francisco

Tour de ville

Croisière dans la baie

Cable car

BART

































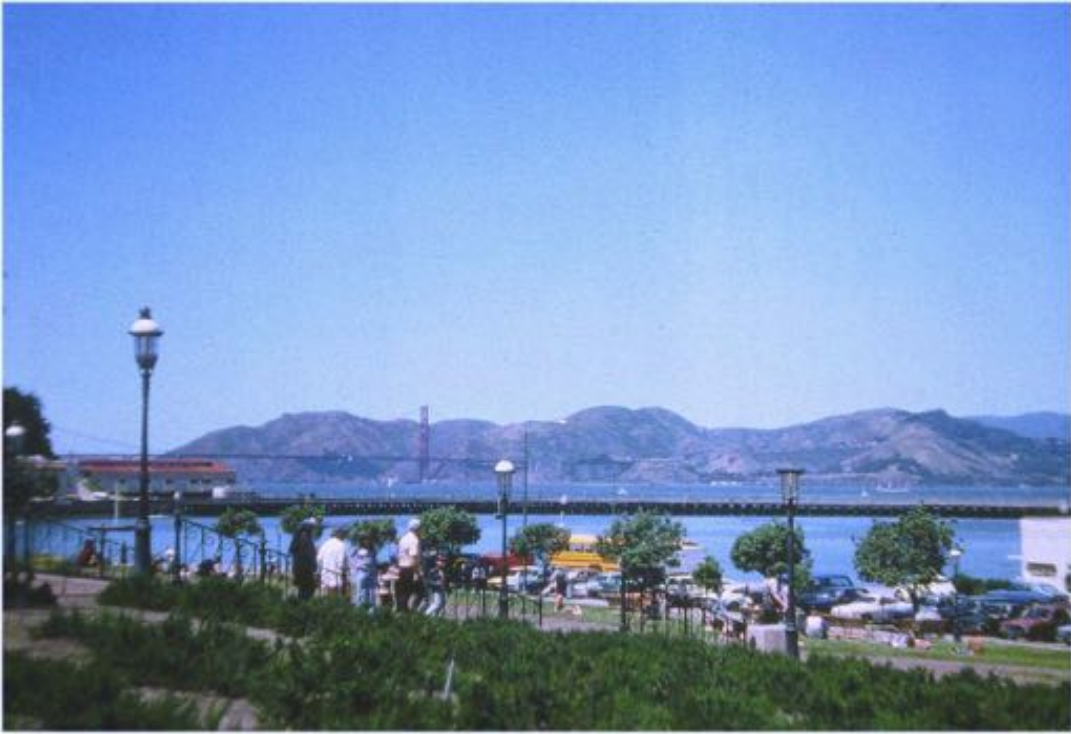


















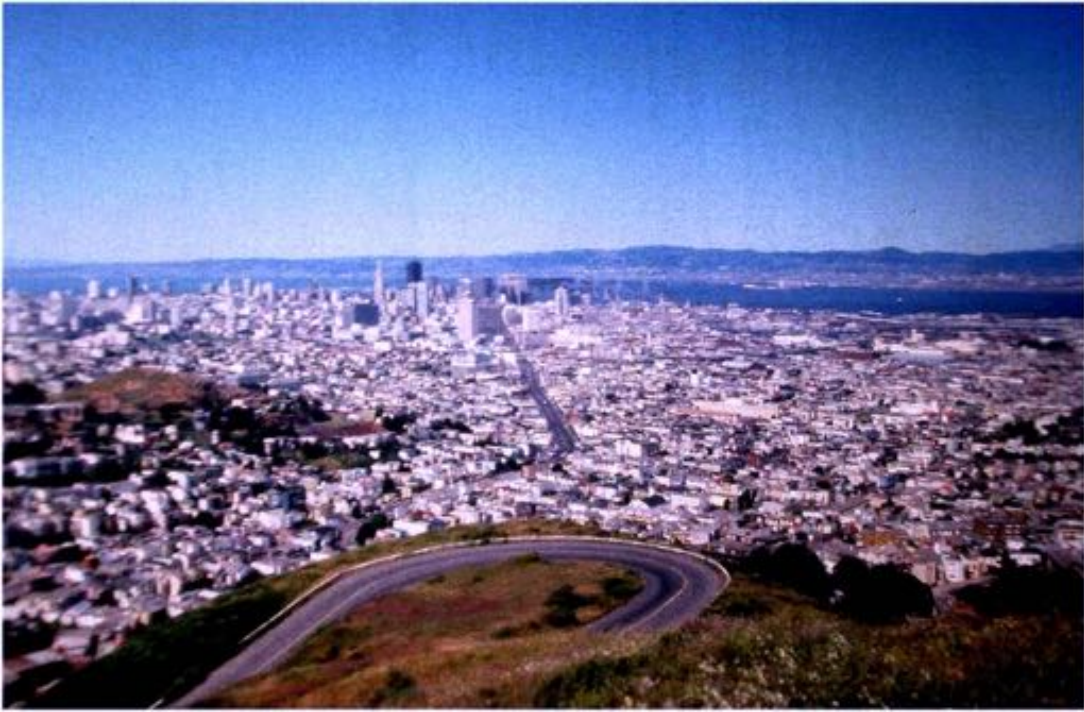






















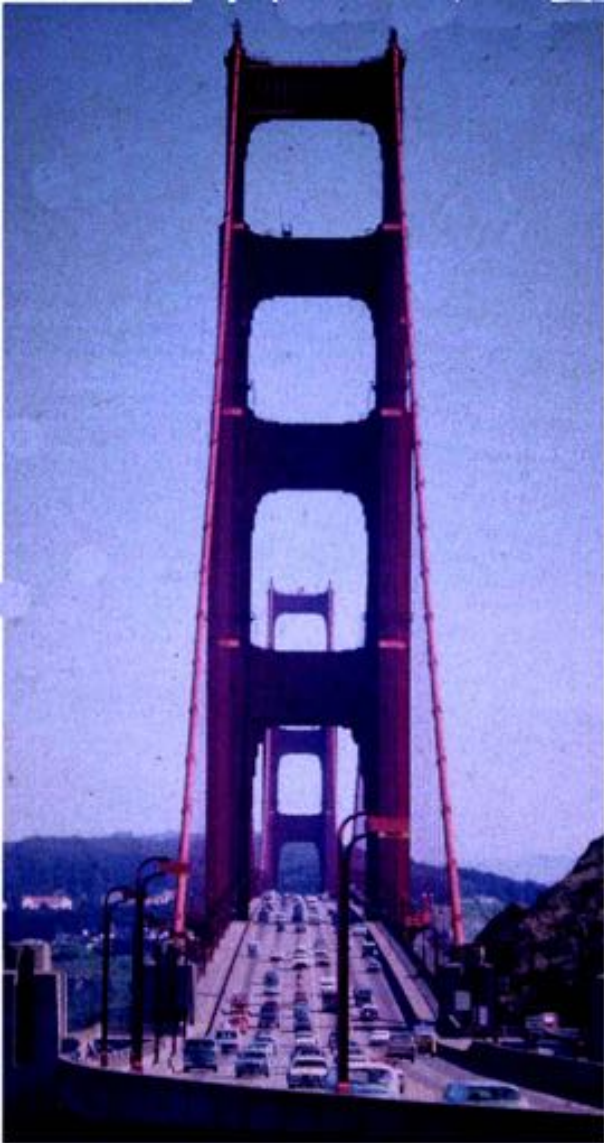






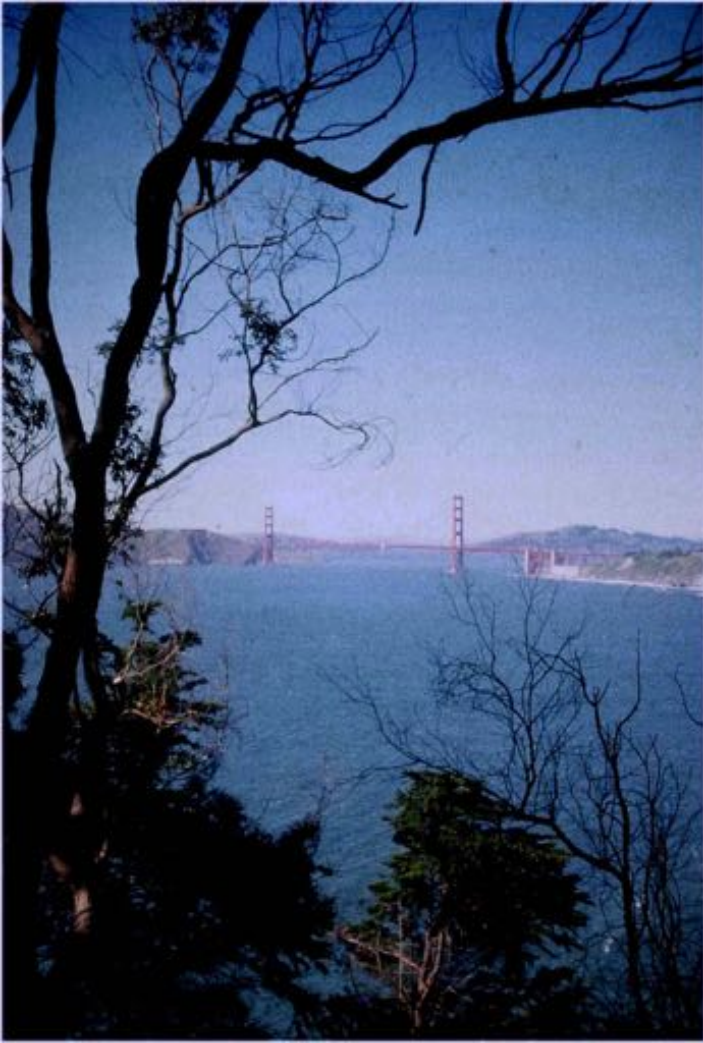






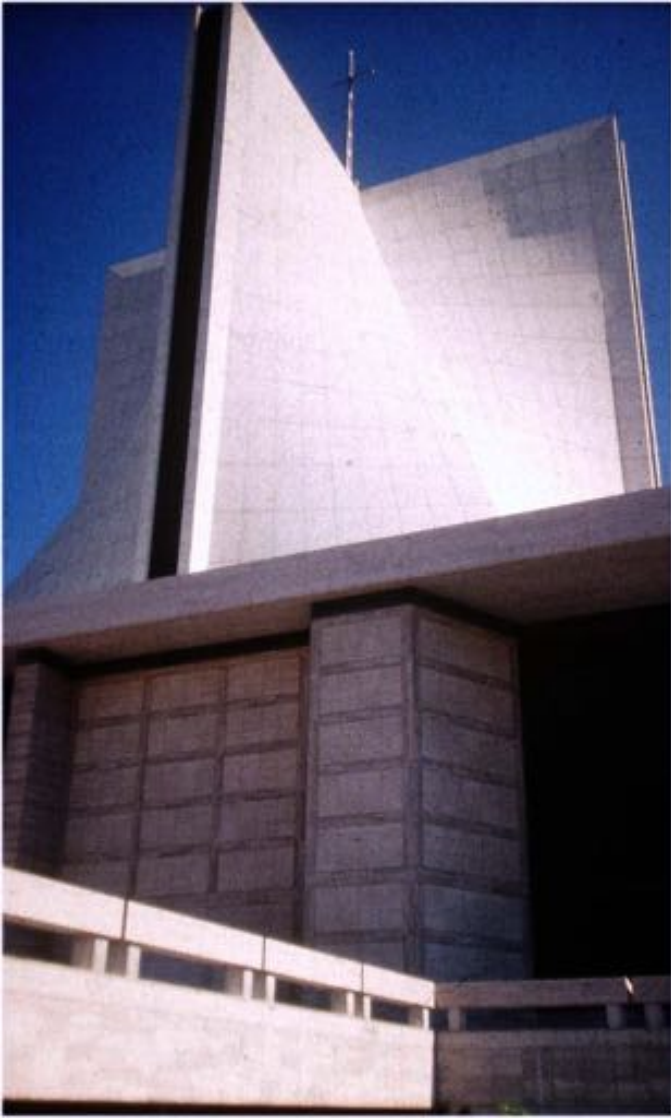




























NATIONAL  
SALE JEWELERS

45 POWELL

WHOLESALE RETAIL

POWELL  
AND  
MARRIOTT  
RENTAL  
MARKET

GOLDEN GATE  
BRIDGE RACE  
SAT. JUNE 11  
7:00 TO 10:00  
P.O. Box 1000  
San Francisco, CA 94101















hors service



## The Cable Cars of San Francisco

Fondateurs: Andrew S. Hallidie  
Henri Davis  
James Moffett  
Joseph Britten

Inauguration: 1er août 1873 ( Clay Street )

|         |               |         |                |
|---------|---------------|---------|----------------|
| Apogée: | San Francisco | 170 km  |                |
|         | USA           | 1300 km | 5200 véhicules |

Tremblement de terre et incendie de San Francisco 1906

Apparition des premiers tramways et de deux compagnies

Municipal Railways

United Railways

Fusion de ces deux compagnies en 1944

Ecartement: 1,44 m 600 Volt continu



CLAY STREET HILL RAILROAD CABLE CAR NO. 8

THE FIRST CABLE CAR INVENTED BY ANDREW A. HALLIDAY. TRIAL TRIP OPERATION WAS ON AUGUST 2, 1873 ON CLAY STREET BETWEEN LEAVENWORTH AND KEARNY STREETS, SAN FRANCISCO. REGULAR SERVICE BEGAN SEPTEMBER 4, 1873. THIS TYPE OF CAR WAS PHASED OUT IN THE EARLY 1890S. THE UNIT REMAINED STORED UNTIL 1905 WHEN IT WAS SENT TO BALTIMORE, MARYLAND FOR AN EXPOSITION HELD IN THAT CITY. WITH THE EARTHQUAKE AND FIRE IN SAN FRANCISCO IN 1906 AND A DISASTROUS FIRE IN BALTIMORE THE FOLLOWING YEAR, THE RECORDS OF THE LITTLE CABLE CAR NO. 8 WERE LOST AND FORGOTTEN. IN 1929 IT WAS FOUND IN A JUNKYARD BUILDING IN BALTIMORE AND DONATED TO THE PACIFIC COAST CHAPTER, RAILWAY AND LOCOMOTIVE HISTORICAL SOCIETY. DISPLAYED AT THE TREASURE ISLAND FAIR IN 1939 AND 1941, AND THEN AT THE CLIFF HOUSE UNTIL 1946 WHEN IT WAS BROUGHT TO THE CABLE CAR BARN FOR PERMANENT DISPLAY.





Actuellement 3 lignes de câble cars

Powell - Mason

Powell - Hyde

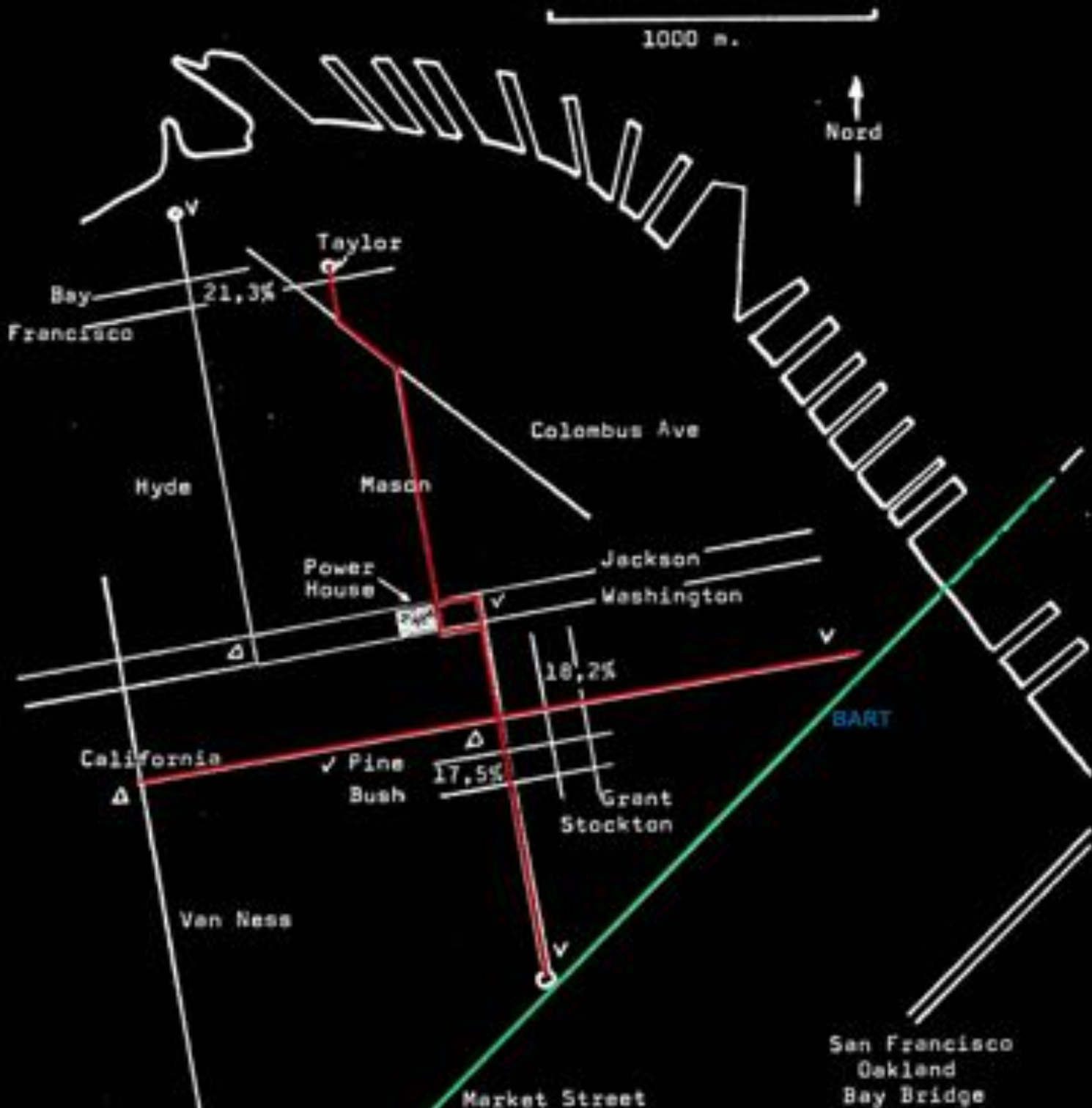
California Ave.      Total: 6,5 km  
39 véhicules

| Ecartement: 93 cm | Powell<br>Mason<br>Hyde | California |
|-------------------|-------------------------|------------|
| Dimension:        |                         |            |
| long:             | 8,25 m                  | 9,25 m     |
| larg:             | 2,34                    | 2,43       |
| haut:             | 3,1                     | 3,1        |
| poids:            | 5,5 T                   | 5,2 T      |

Vitesse: 4 m/sec

Moteur: 750 PS      diamètre des roues 3,04 m.

Transformation des installations : 1964



# The Cable Cars of San Francisco

- C — plaque tournante
- Δ — point culminant du tracé
- V — point bas

## Freins:

Wheel Brake          Frein à sabot

est actionné par

le gripman (conducteur) à l'aide d'une pédale

le contrôleur à l'aide d'une manivelle

Cable Brake          pince

le câble est utilisé comme frein à la descente

Track Brake          frein sur rail

est actionné par le gripman à l'aide d'un levier  
agissant sur quatre sabots de bois (situés entre  
les roues) par friction sur les rails

longévité des sabots de bois

en été          4 jours

en hiver      2 jours

Slot Brake          Emergency Brake    Frein de secours

sorte de guillotini actionnée par un levier et  
s'introduisant dans le sillon de la pince à câble,  
au centre du bogie arrière. Utilisation du chalumeau  
après usage.



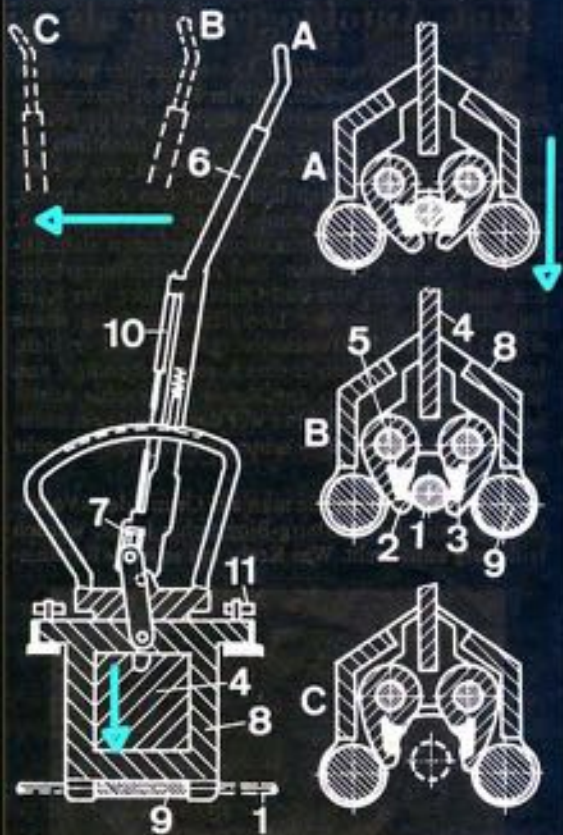
Les voitures ( POwell-Mason-Hyde ) possèdent les leviers de commande à l'avant de la cabine d'ou la nécessité des plaques tournantes aux extrémités des lignes

Les voitures ( California Avenue ) sont équipées de leviers également à l'arrière transmettant à l'aide de tringles les mouvements aux leviers de devant.

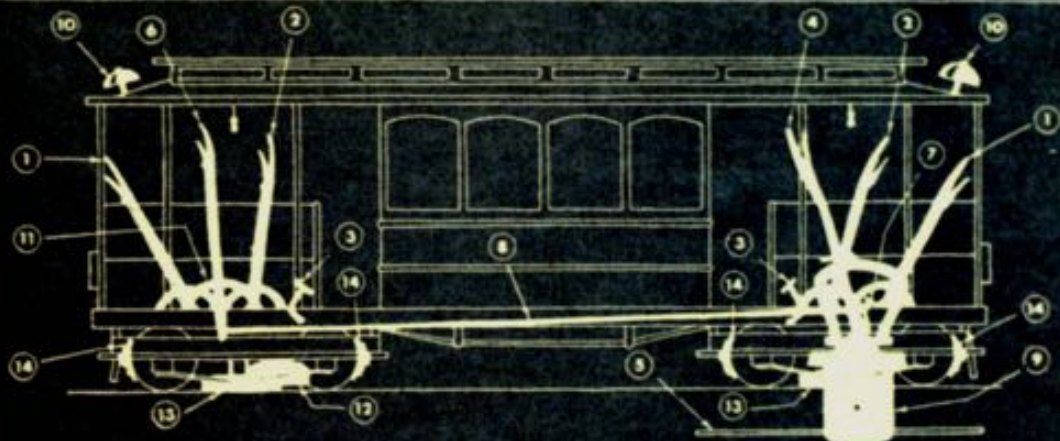
Eclairage: accumulateurs situés sous les bancs.







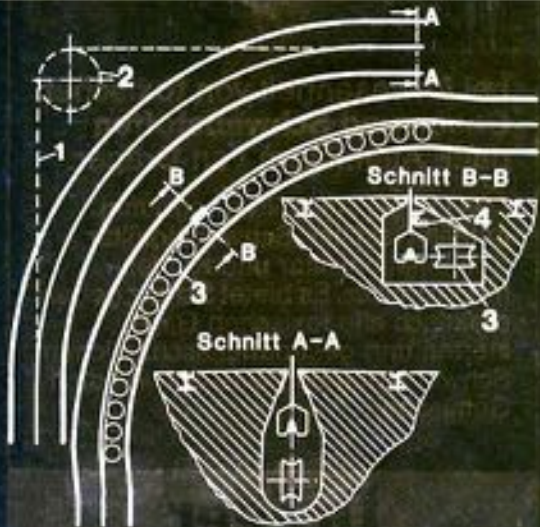




- 1 EMERGENCY BRAKE LEVER
- 2 TRACK BRAKE LEVER
- 3 WHEEL BRAKE FOOT PEDAL
- 4 GRIP LEVER
- 5 CABLE
- 6 GRIP LEVER (ALTERNATE)
- 7 ADJUSTING LEVER

- 8 CONNECTING ROD
- 9 THE GRIP
- 10 BELL
- 11 QUADRANT FOR GRIP LEVER
- 12 EMERGENCY BRAKE
- 13 TRACK BRAKE
- 14 WHEEL BRAKE



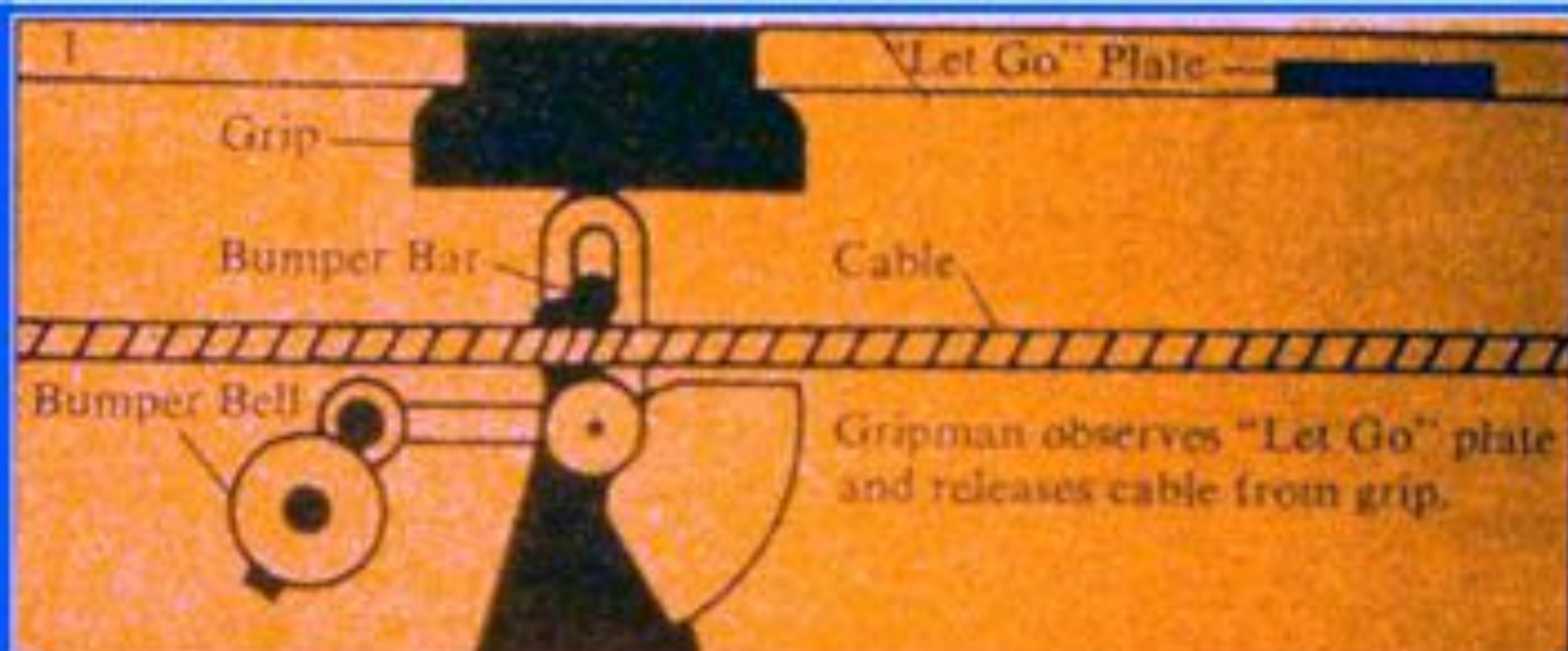




après le passage de la pince, un contrepoids place la plaque-poulie en place









Van Ness Ave., California

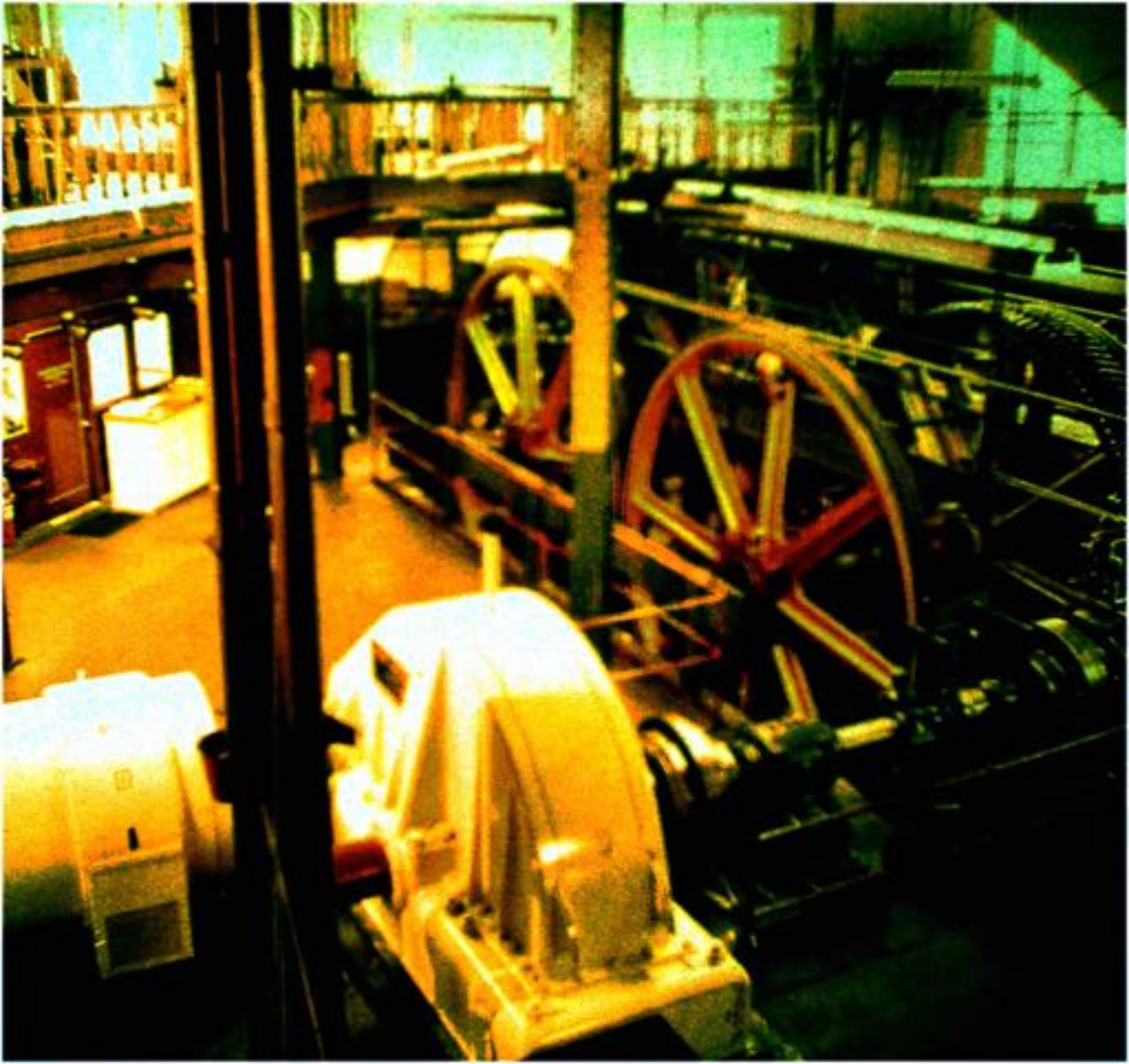
58

& Market

Streets





























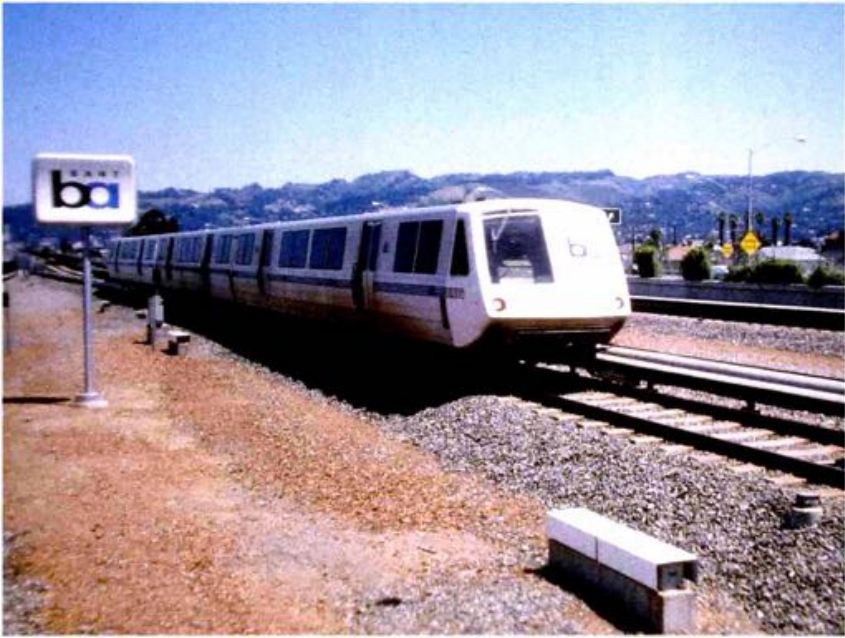














## B A R T

### Bay Area Rapid Transit

#### Historique:

- 1947 premières études
- 1964 premiers essais sur voie d'essai
- 1966 premiers travaux sur la voie définitive
- 1967 début de la construction du tunnel  
sousmarin
- 1969 fin des travaux du tunnel sousmarin
- 1972 114 km de voie sont posés
- 1973, 10 août: la première rame traverse le  
tunnel sousmarin

#### Station:

- 8 en surface
- 12 en viaduc
- 14 souterraines

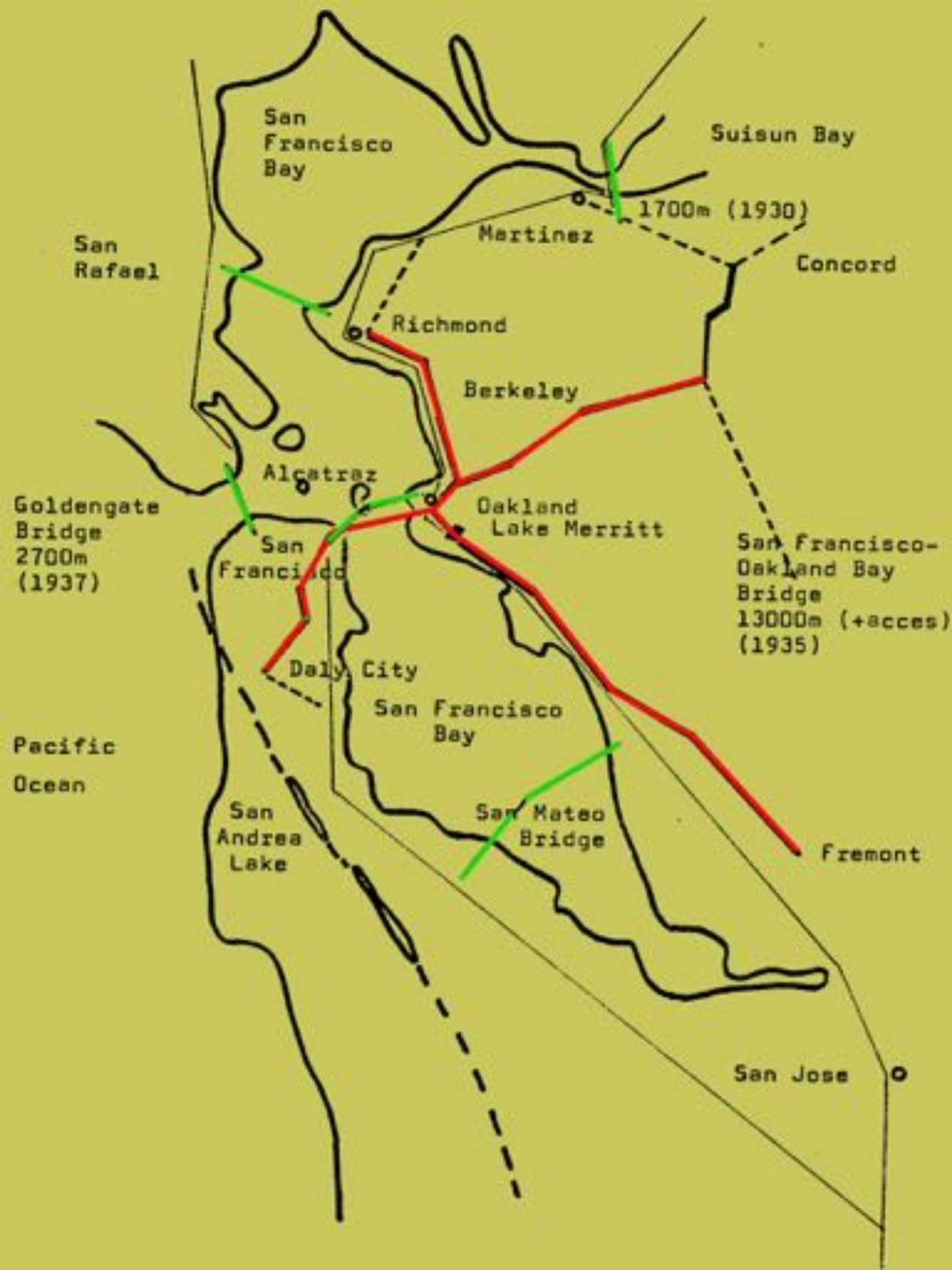
---

34

23 stations avec parc à voiture ( 22.400 vhc )

2 stations de transbordement

Mac Arthur      Oakland City Center







## Voie:

pour viaduc et souterrain

lit béton et rails montés  
élastiquement

pour le reste

voie classique

## Transbay tube:

longueur totale            5,8 km

largeur                    14,6 m

hauteur                    7,3 m

pose du premier segment de 100,6 m

février 1967

pose de 57 segments au total

pose du dernier segment

avril 1969

système de protection cathodique (anticorrosif)

## Tunnel de Berkeley:

2 tunnels de 35 m d'éloignement

diamètre de 5,5 m permettant un réalignement  
des voies (secousses sismiques)

# Tracé:



Longueur totale 114 km  
(après extension 120 à 140 km)

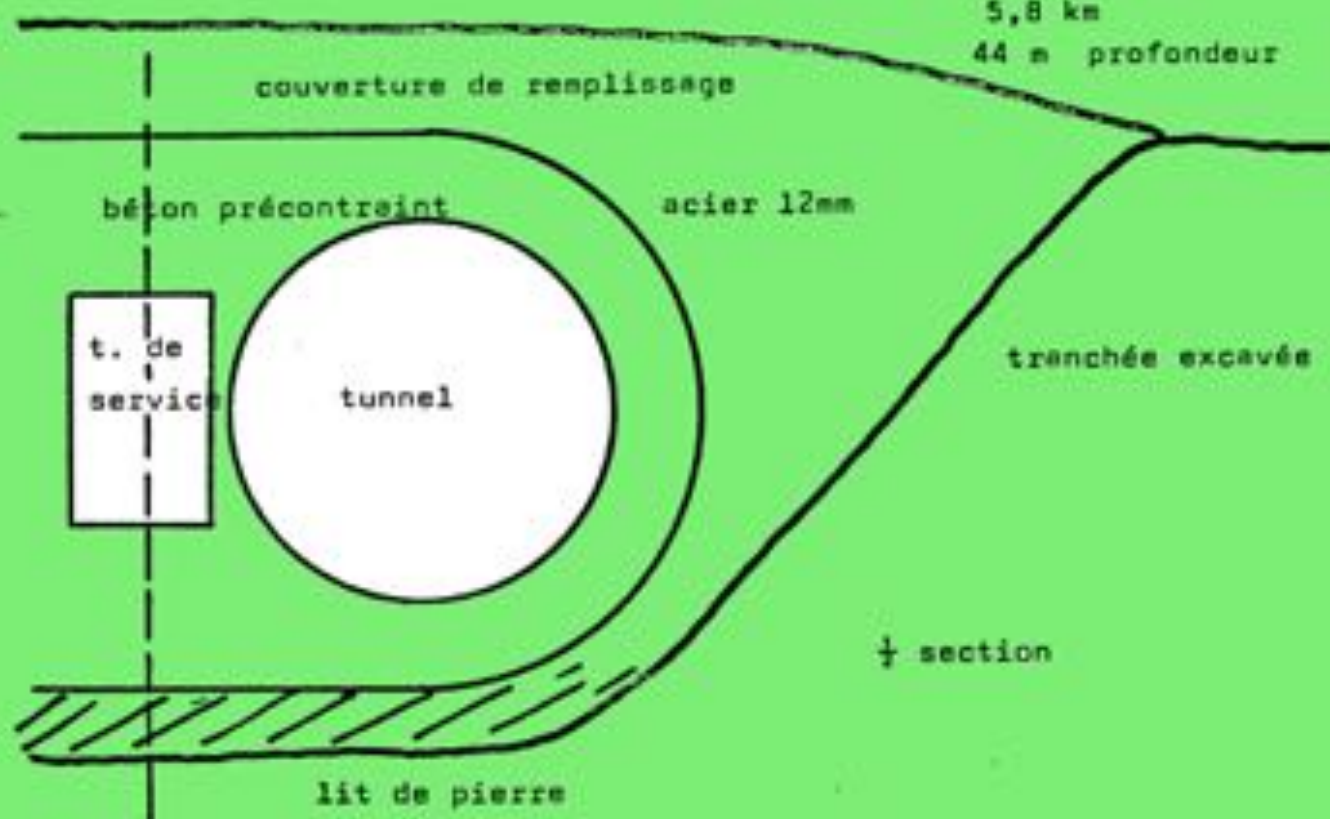
à niveau : 40 km  
en tunnel: 37 km \*  
surélevé : 37 km

1 cm = 1 m

\* y compris le Transbay Tube

5,8 km

44 m profondeur



# Train:

|                  |       |        |        |        |
|------------------|-------|--------|--------|--------|
| wagon A (pilote) | long: | 22,8 m | poids: | 26,8 T |
| wagon B          |       | 21,3   |        | 25,4   |

largeur: 3,2 m

hauteur: 3,35

hauteur du plafond 2,2 m

hauteur plateforme 0,9 m

poids de la caisse 10 T

bogie empatement 2,15 m

diamètre des roues 0,75 m

suspension pneumatique Firestone

frein à disque à commande hydraulique

freinage rhéostatique

1 moteur 110 Kw par essieu

contrôle de la tension par hâchage

(thyristor première mondiale)

vitesse maximale 130 km/h

moyenne 63 (y compris 20 sec d'arrêt)

sans contrôle automatique

40 km/h

accélération 1,34 m/sec<sup>2</sup>

( RABDe 8/16 CFF : 0,85 m/sec<sup>2</sup> )

nombre wagons A 176 wagons B 274

écartement 1,68 m

rame 2 wagons A places assises 144

2 .. + 8 wagons B 720



## Automatisme

poste de commande centralisé      Lake Merritt

automatic train operation      ATO

contrôle et commande les trains par  
automatisme sur programme

contrôle les trains entre les stations, fermeture  
et ouverture des portes, accélération (si ATP le  
permet), freinage et arrêt à 30 cm du but, durée  
d'ouverture des portes

automatic line supervision      ALS

surveillance centralisée

surveillance et contrôle centralisé, possibilité  
de modifier le programme en cours

automatic train protection      ATP

automatisme de conduite individuelle des convois  
détection et espacement des rames (circuits de  
voies), signaux de vitesse transmis par boucle  
inductive et antenne receptrice sur wagons A

mais pour des raisons de poussières, de rouille le ATP ne  
fut pas fiable, d'où la mise en placement provisoirement d'un

système de contrôle de la redondance d'un circuit de voie  
sur le suivant

et finalement

sequentiel occupation relaxation      SOR

système séquentiel de relaxation des circuits  
d'occupation des voies

sous forme de 26 miniordinateurs de contrôle  
fonctionnant comme complément indépendant du  
système ATP

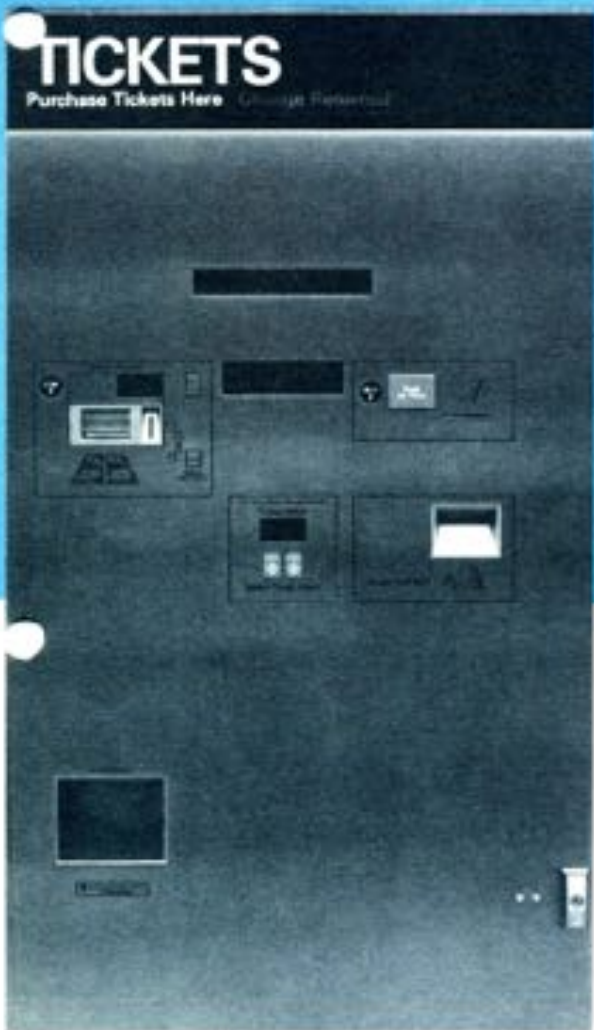
ainsi pourra-t-on garantir un espace de 90 secondes  
entre les convois

# MAY WE HELP YOU . . .

Buy your ticket with this new ticket  
equipment

## TICKETS

Purchase Tickets Here Chicago, Pennsylvania



# TO BUY A TICKET...

First  
Each person must have a ticket.  
Check the Station Information Board  
for your trip fare; or, check your  
BART route information guide and  
map for additional fare information.



## 2

If you need change for the money inserted, push the Plus (+) button to add dollars (\$) or cents (c) value until display shows ticket value desired. If you go over value desired, push either \$ or c minus (-) button.



## 4

Ticket will come out, automatic change for over-payment will be returned below. YOU CAN ADD VALUE TO YOUR TICKET if there is \$3.95 or less remaining.



## 1

Insert money, in coins or bills, in Step 1. If you have inserted the exact amount of fare, go to Step 2 and push blue button marked PUSH FOR TICKET.



## 3

Push blue button marked PUSH FOR TICKET Step 2.



### TO MAKE YOUR TICKET WORTH MORE...

## 1

Put it in "ADD VALUE" slot.  
Insert at least 25¢ or more to increase ticket value. . . in coins or bills. If no change is needed, push blue PUSH FOR TICKET button at Step 2.

## 3

For change, set ticket value desired by pushing Plus (+) button for either dollar (\$) or cents (c).

## 4

Press blue PUSH FOR TICKET button for new ticket.







INSERT



**BART**

SIGN REVERSE SIDE

THIS  
SIDE  
UP

5 1 0 0

5 1 0 0

4 0 0

3 0 0

- Every passenger must have a ticket.
- You use the same ticket for Entry and Exit.
- The value of this *Ticket*, if less than \$4.00, may be increased (by 25¢ or more) by insertion into any *Ticket Vendor*.

**D77**

Sign below. If lost and returned to  
BART, ticket will be mailed to you.

NAME

ADDRESS

CITY

ZIP CODE

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT





























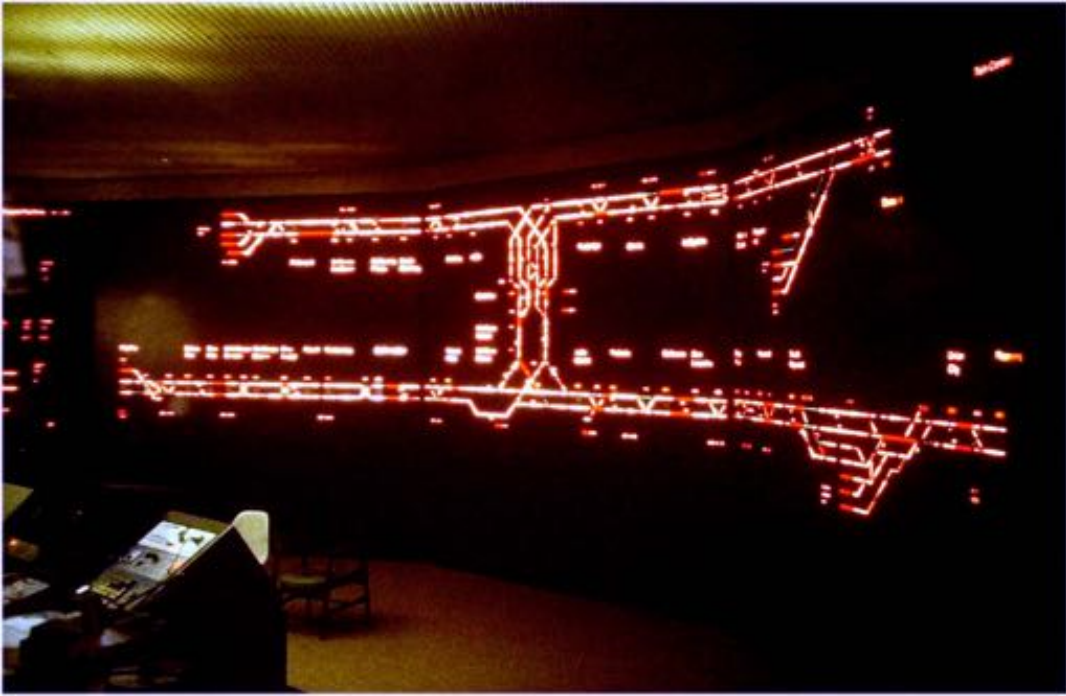


Lake Merritt











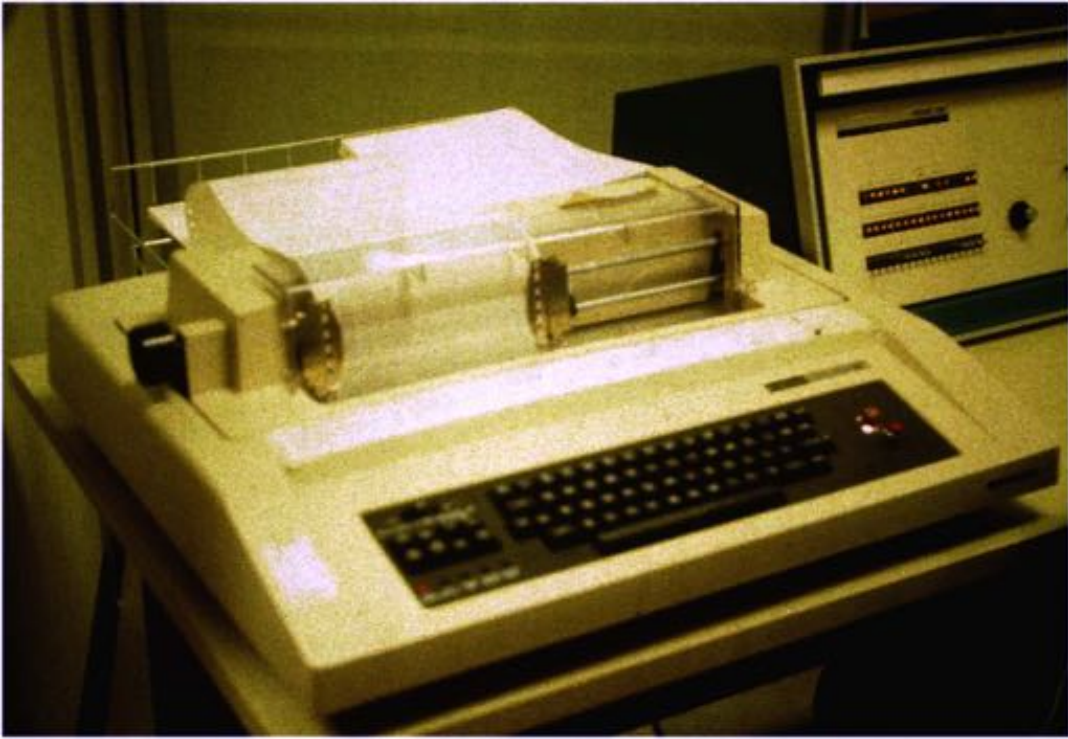










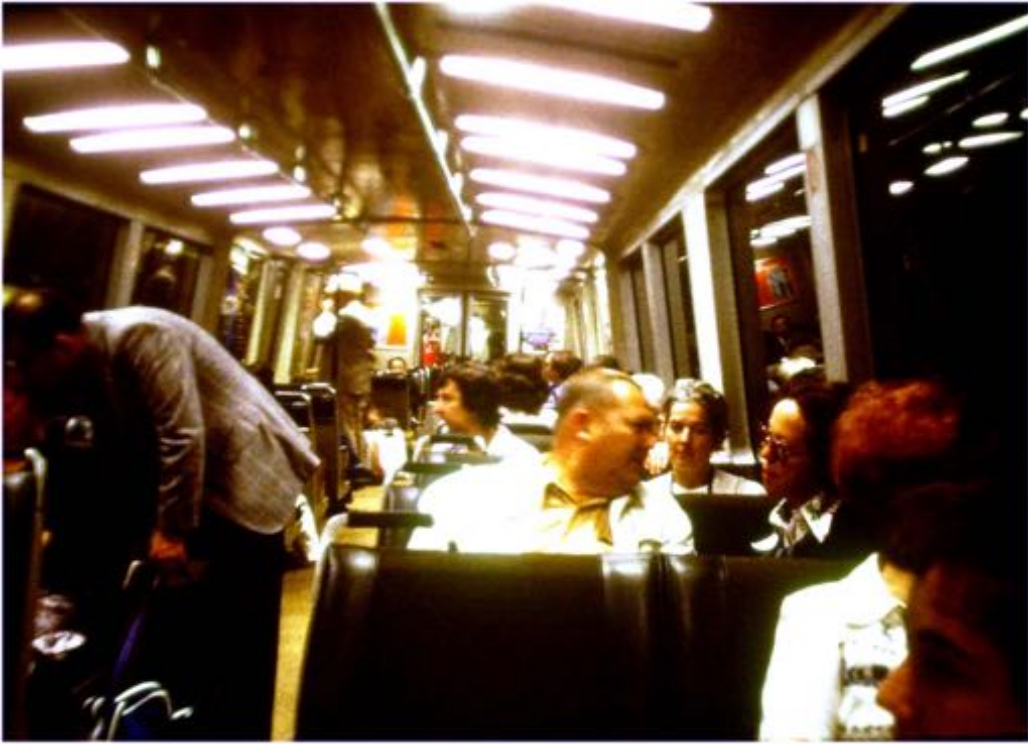






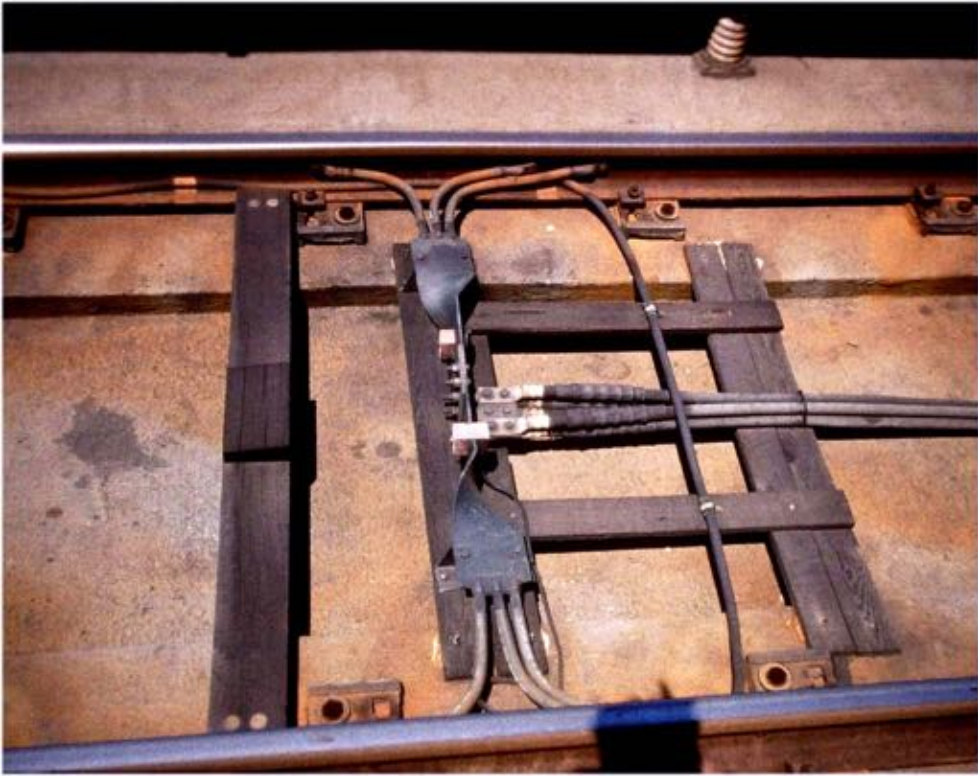
















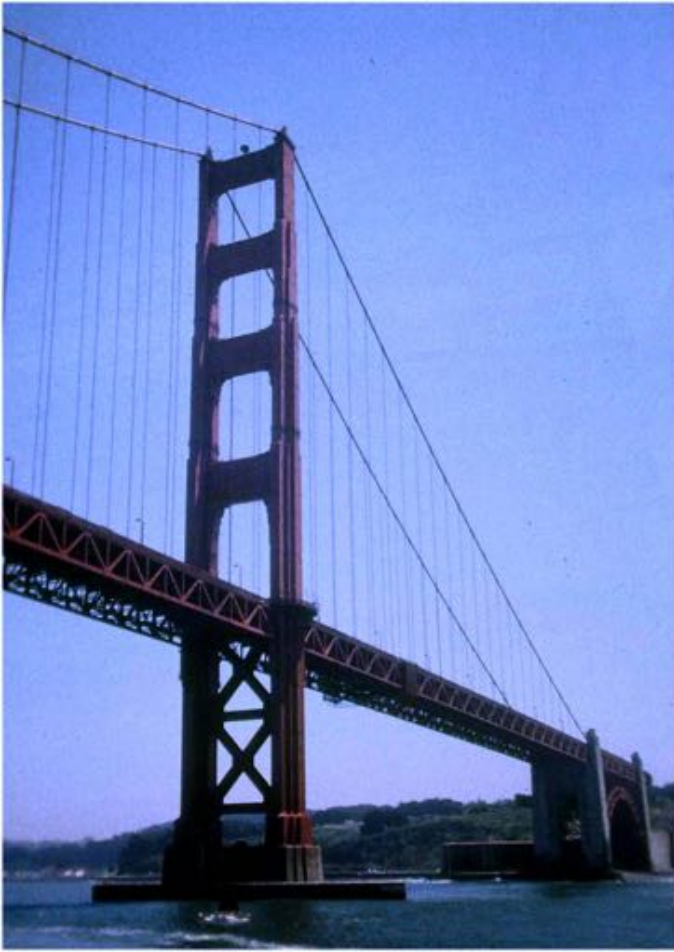










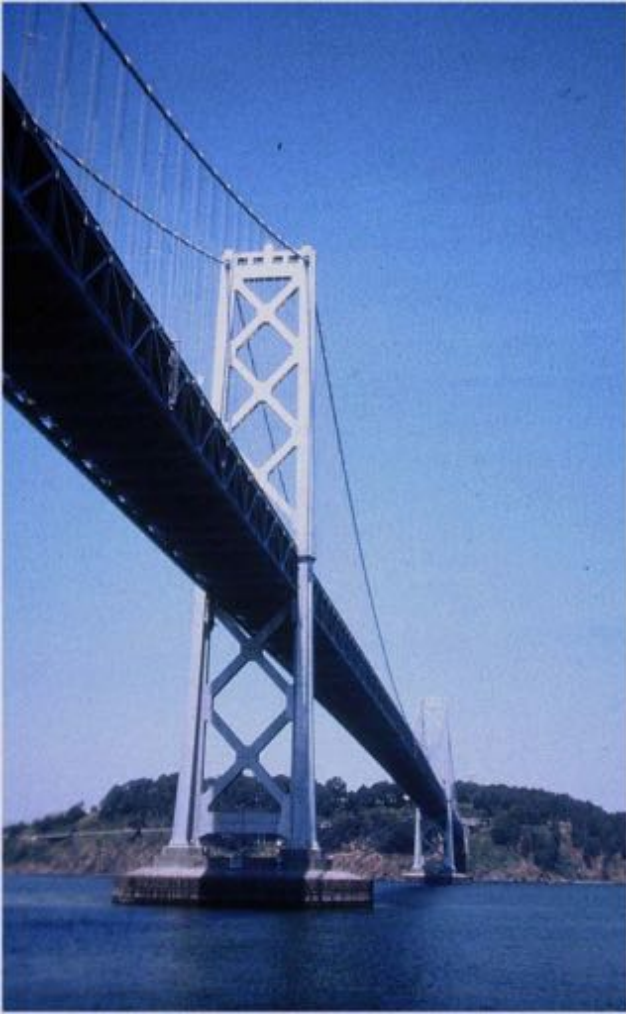




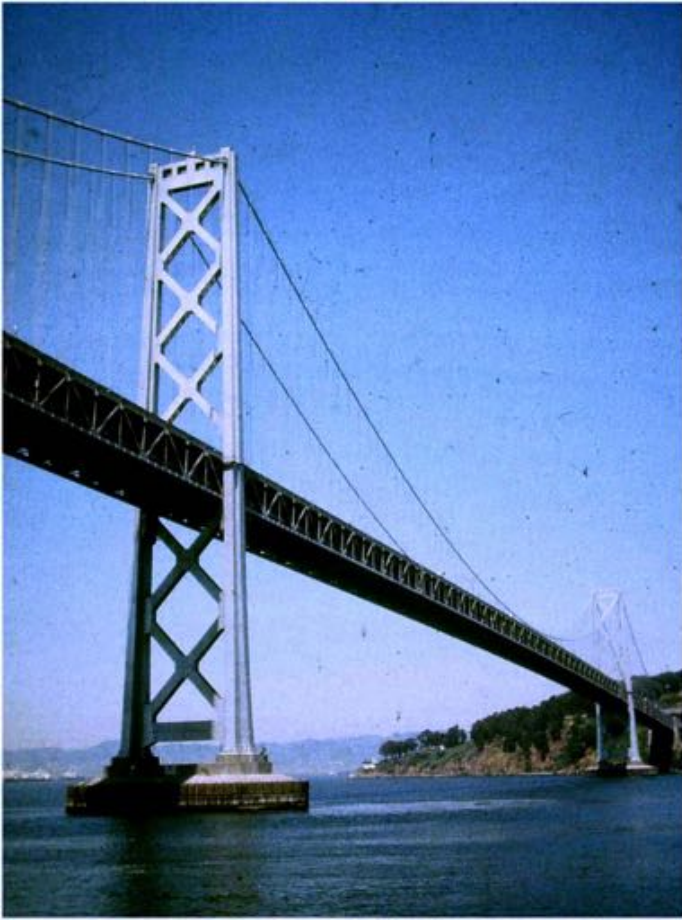










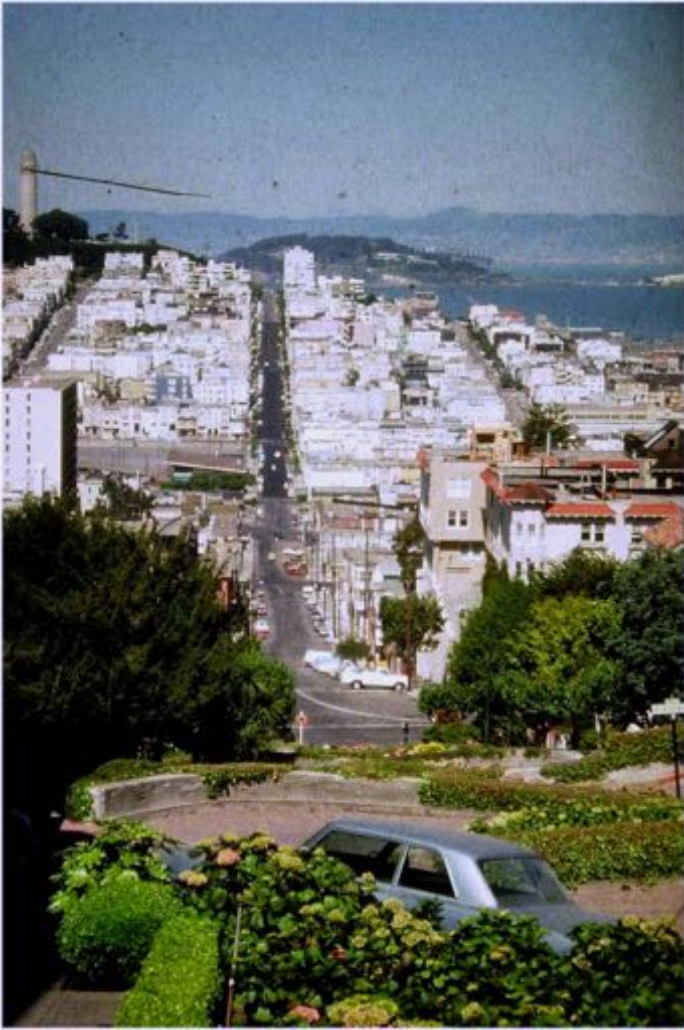


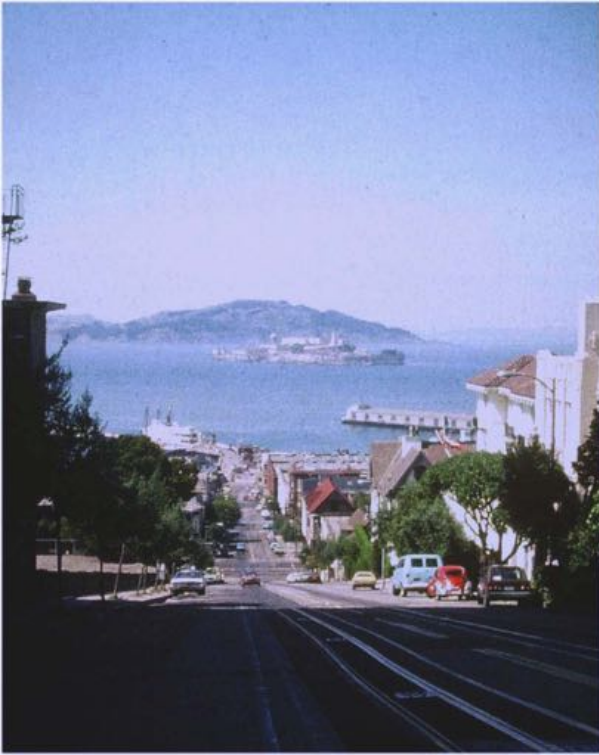






























# **ROARING CAMP**

**& BIG TREES NARROW-GAUGE RAILROAD**

***Ride into California's Golden Past!***





GOOD ONLY ON

MAY 17 1978

**PROSPECTOR**

FOR ONE GOOD MEAL

A 83118  
A 83118

# ROARING CAMP & BIG TREES NARROW-GAUGE RAILROAD

STEAM



POWER

## SPECIAL TICKET

for one full fare roundtrip passage  
over narrow-gauge lines between

FELTON STATION  
ROARING CAMP  
MOSKUNK JUNCTION  
BIG TREES  
INDIAN CREEK  
GRIZZLY FLATS  
DEER VALLEY  
SPRING CANYON  
and  
BEAR  
MOUNTAIN

GOOD ONLY 40 END OF SEASON  
& RETURN

ROARING CAMP & BIG TREES  
NARROW-GAUGE RAILROAD



GENERAL OFFICES  
FELTON, CALIFORNIA

This ticket good for stopover privileges at  
any intermediate station. Passage subject to  
rules of the Company.

*William*  
General Manager

A 83118 ONE FULL FARE

Void If No Stamp Attached

## NOTICE TO PASSENGERS

We are happy to have you aboard our narrow-gauge train in Yosemite! The scenic route of the Roaring Camp & Big Trees Narrow-Gauge Railroad is a page out of the past — a rare reminder of long-abandoned narrow-gauge railroads that once flourished in the pioneer West.

The narrow-gauge rails you are riding over were manufactured back in 1888, '91 and '92 for the historic (but now long gone) narrow-gauge Carson & Colorado Railway. They came around the Horn on a sailing ship and it is safe to say that about 8 percent degradation, and admirably resisted these very rails as the only the narrow-gauge in the legendary mining camps of Gardnerville, Bodie, Tomsick, Goldfield and Green Garden.

Back in the 1880's another narrow-gauge railroad — the Nevada-California-Oregon Railway — was pioneered north out of Reno along the eastern slopes of the Sierra Nevada in Oregon. Although the N-C-O has long passed into history, the narrow-gauge cars of the ROARING CAMP were originally built for that colorful railroad and, could they but talk, they would tell of rolling behind city street locomotives to such famous places as Rail Back, Likely, and Secret Valley.

Among narrow-gauge locomotives, few can claim such a romantic and varied history as the steam locomotive "Dixie No. 1." She is one of the famous Shay type locomotives designed in 1877 for service on logging and mining railroads. Overhauled by Lima Locomotive Works on October 17, 1912, "Dixie" served on its different short line railroads before coming west to California. Although she now serves on the famous Snake River Railroad in Tennessee, it was a little narrow-gauge mining railroad (now abandoned) out of Dixons, Virginia that gave her the name "Dixie."

From out of California's legendary Gold Rush Country has come the famous narrow-gauge locomotive "Tudor No. 1." For more than 100 colorful years, "Tudor" has plowed through mountains and valleys of California's spectacular Sierra Nevada Range. First as locomotive #3 for the colorful Hetch-Hetchy & Yosemite Valley Railway, then later for the famous logging railroad of the old West Side Lumber Company. Since the first came west in 1898, the little "Tudor No. 1" has traveled more than 1,200,000 miles through some of California's most historic back country and, in days gone by, her locomotive steam whistle could be heard calling at such quaint places as Dry Tank, Camp Yucca, Buffalo and Deadwood — names that have long since faded into the past.

Across the Blue Pacific lies the island paradise of Hawaii and from the capital island of Oahu has come the last narrow-gauge locomotive "Kahuka No. 1." In the early 1890's, this distinctive steam locomotive left the Philadelphia factory of the Baldwin Locomotive Works and sailed by wind-torned highway around the world to the northern shore of the island of Oahu to serve as locomotive #1 for the Kahuka Plantation Company. For more than half a century the colorful little "Kahuka" chugged busily about the narrow-gauge tracks that stretched through the sugar cane fields — a tiny "steam locomotive in Paradise," traveling rails that lay between the tropical peaks of Koolau Mountains and the crystal blue waters of the Hawaiian sea. In 1947 the little "Kahuka" was sold to the famous Santa Monica at the CHI House in San Francisco and, during two decades that followed, was run by millions of tourists. In 1969 the ROARING CAMP had the good fortune to acquire the historic little "Kahuka" so that, once again, she might happily over historic narrow-gauge rails.

In the pioneer days of the West, more than one locomotive, commonly used in only contact with the outside world to a tiny steam locomotive and narrow-gauge rails. We are happy to have you join with us in turning back the pages of history to that colorful era.

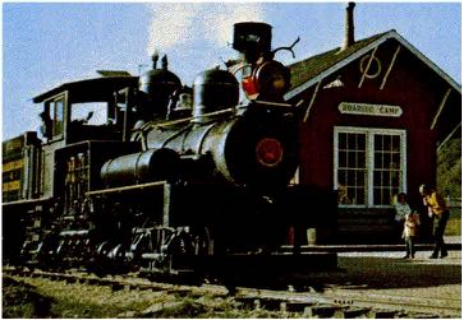
© THE ROARING CAMP, INC.

*Billy Nelson*



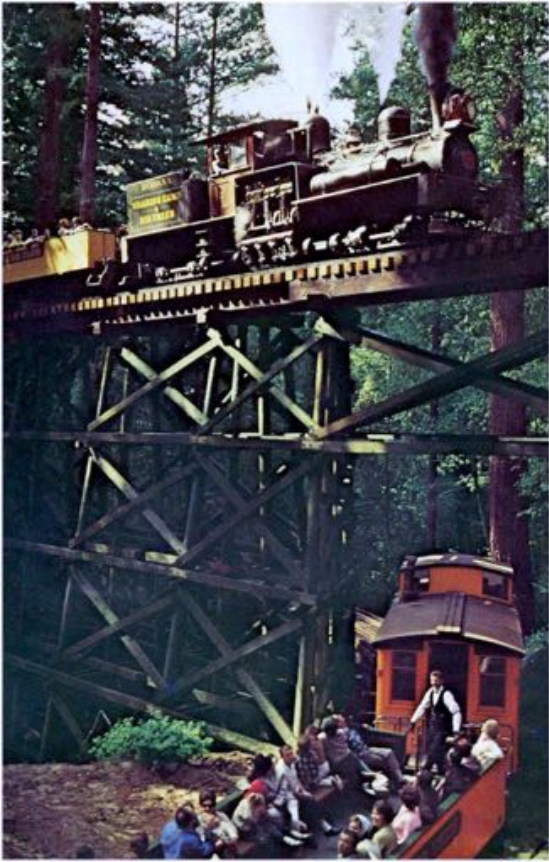
























la cathédrale











Letter: Peter Schuler,  
New Station  
Calif.



**ROARING CAMP**  
BIG TREES NARROW GAUGE RAILROAD

ROARING  
CAMP



&  
BIG TREES  
NARROW  
GAUGE  
RAILROAD

PO BOX  
SANTA CRUZ COUNTY  
CALIFORNIA

OK  
Mr. P. Schuler  
CH 1009 Pully  
As. Laramie 76  
Switzerland



Mr. P. Schuler  
CH 1009 Pully  
As. Laramie 76  
Switzerland

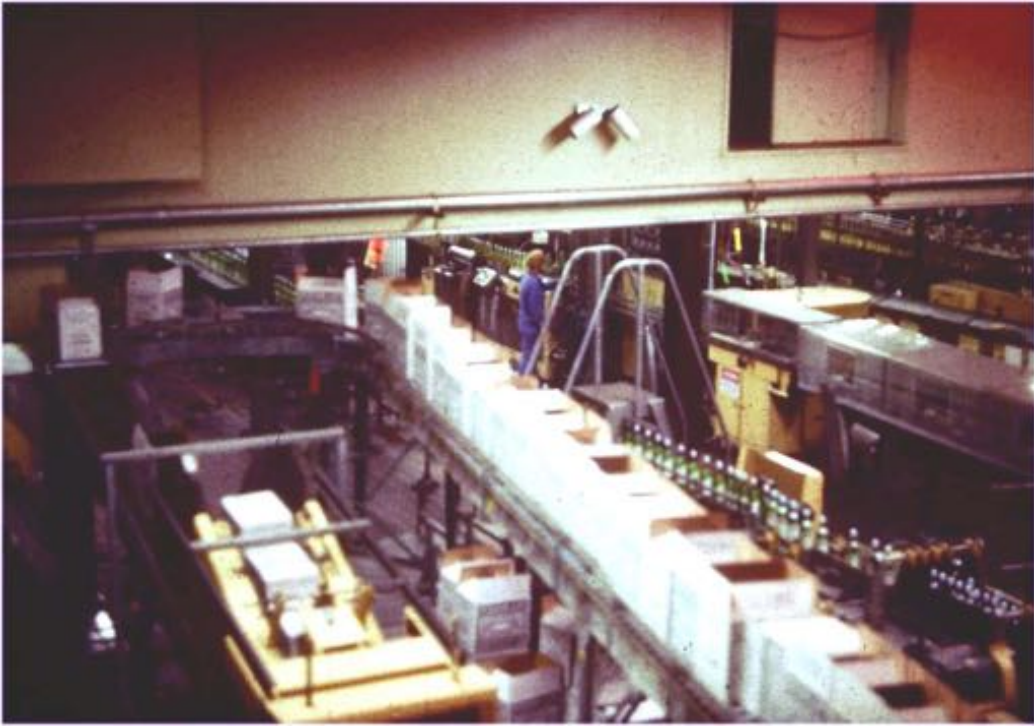
A Drink Book & Cook Book  
Completely Revised  
13th EDITION

# WAYS WITH WINE.

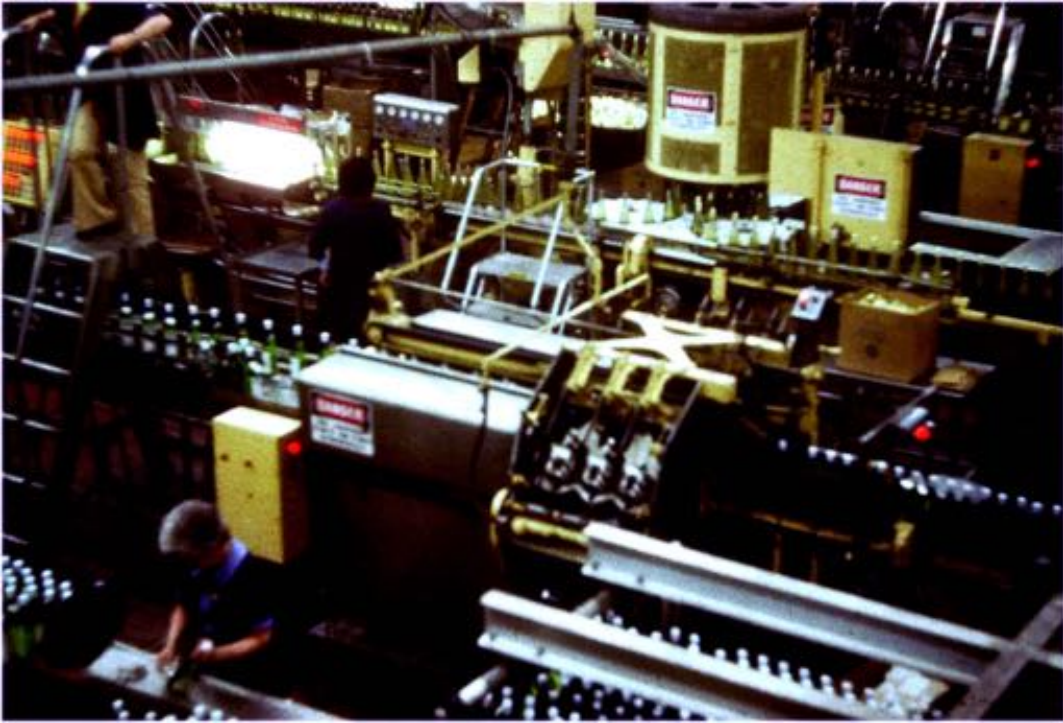
The  
Paul Masson Wine Reader

[ On the Nature & Uses  
of Fine California  
Wines, Champagnes,  
Vermouths & Brandy ]

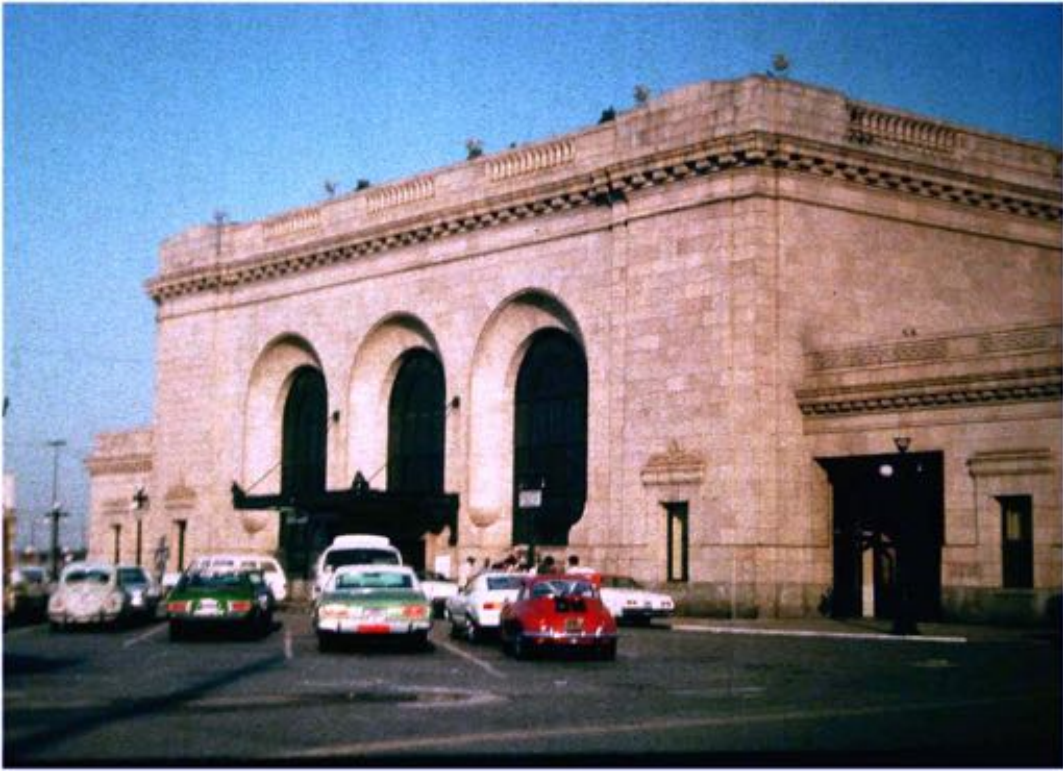
Paul Masson Vineyards, Saratoga, California  
« EST. 1852 »

















# Vancouver-Seattle-Portland/Sacramento-San Francisco/Oakland-Los Angeles-(San Diego)

| READ DOWN         |                     |                           |                         |                   | READ UP                |                         |                     |                           |                         |                   |
|-------------------|---------------------|---------------------------|-------------------------|-------------------|------------------------|-------------------------|---------------------|---------------------------|-------------------------|-------------------|
| 797               | 8                   | 11                        | 798                     | 28                | Train Number           | 799                     | 8                   | 14                        | 794                     | 28                |
| The Mount Rainier | San Francisco Daily | The Coast Starlight Daily | The Pacific Int'l Daily | The Pioneer Daily | Train Name             | The Mount Rainier Daily | San Francisco Daily | The Coast Starlight Daily | The Pacific Int'l Daily | The Pioneer Daily |
| Daily             | Daily               | Daily                     | Daily                   | Daily             | Frequency of Operation | Daily                   | Daily               | Daily                     | Daily                   | Daily             |
| ☐                 | ☐                   | ☐                         | ☐                       | ☐                 | Type of Service        | ☐                       | ☐                   | ☐                         | ☐                       | ☐                 |
|                   |                     |                           | 8:05 A                  |                   | Km 58                  |                         |                     |                           |                         |                   |
|                   |                     |                           | 8:37 A                  |                   | 0 0                    |                         |                     |                           |                         |                   |
|                   |                     |                           | 7:13 A                  |                   | 19 12                  |                         |                     |                           |                         |                   |
|                   |                     |                           | 7:31 A                  |                   | 58 38                  |                         |                     |                           |                         |                   |
|                   |                     |                           | 7:58 A                  |                   | 58 38                  |                         |                     |                           |                         |                   |
|                   |                     |                           | 8:30 A                  |                   | 83 58                  |                         |                     |                           |                         |                   |
|                   |                     |                           | 8:39 A                  |                   | 135 84                 |                         |                     |                           |                         |                   |
|                   |                     |                           | 9:33 A                  |                   | 198 123                |                         |                     |                           |                         |                   |
|                   |                     |                           | 9:59 A                  |                   | 224 138                |                         |                     |                           |                         |                   |
|                   |                     |                           | 10:45 A                 |                   | 251 156                |                         |                     |                           |                         |                   |
| 5:30 P            |                     | 11:05 A                   |                         | 7:50 A            | 0 0                    |                         |                     |                           |                         |                   |
| 6:28 P            |                     | 12:01 P                   |                         | 8:45 A            | 64 40                  |                         |                     |                           |                         |                   |
| 7:08 P            |                     |                           |                         | 9:28 A            | 121 75                 |                         |                     |                           |                         |                   |
| 7:28 P            |                     | 1:03 P                    |                         | 9:48 A            | 151 94                 |                         |                     |                           |                         |                   |
| 8:15 P            |                     | 1:51 P                    |                         | 10:35 A           | 220 137                |                         |                     |                           |                         |                   |
| 8:53 P            |                     | 2:34 P                    |                         | 11:13 A           | 285 178                |                         |                     |                           |                         |                   |
| 9:20 P            |                     | 3:05 P                    |                         | 11:40 A           | 299 188                |                         |                     |                           |                         |                   |
|                   |                     | 3:20 P                    |                         |                   | 299 188                |                         |                     |                           |                         |                   |
|                   |                     | 4:37 P                    |                         |                   | 385 239                |                         |                     |                           |                         |                   |
|                   |                     | 5:05 P                    |                         |                   | 428 266                |                         |                     |                           |                         |                   |
|                   |                     | 5:56 P                    |                         |                   | 499 310                |                         |                     |                           |                         |                   |
|                   |                     | 6:03 P                    |                         |                   | 499 310                |                         |                     |                           |                         |                   |
|                   |                     | 10:44 P                   |                         |                   | 813 505                |                         |                     |                           |                         |                   |
|                   |                     | 1:19 A                    |                         |                   | 982 610                |                         |                     |                           |                         |                   |
|                   |                     | 3:07 A                    |                         |                   | 1073 667               |                         |                     |                           |                         |                   |
|                   |                     | 4:21 A                    |                         |                   | 1181 734               |                         |                     |                           |                         |                   |
| 1:30 P            |                     |                           |                         |                   |                        |                         |                     |                           |                         |                   |
| 1:48 P            |                     | 8:02 A                    |                         |                   | 1328 824               |                         |                     |                           |                         |                   |
| 2:15 P            |                     |                           |                         |                   |                        |                         |                     |                           |                         |                   |
| 2:35 P            |                     | 8:45 A                    |                         |                   | 1387 868               |                         |                     |                           |                         |                   |
| 3:05 P            |                     | 7:15 A                    |                         |                   | 1427 867               |                         |                     |                           |                         |                   |
| 4:05 P            |                     | 7:40 A                    |                         |                   | 1444 897               |                         |                     |                           |                         |                   |
| 4:35 P            |                     | 8:10 A                    |                         |                   | 1453 903               |                         |                     |                           |                         |                   |
|                   |                     | 7:35 A                    |                         |                   | 1453 903               |                         |                     |                           |                         |                   |
|                   |                     | 8:05 A                    |                         |                   | 1444 897               |                         |                     |                           |                         |                   |
|                   |                     | 9:20 A                    |                         |                   | 1514 941               |                         |                     |                           |                         |                   |
|                   |                     | 9:25 A                    |                         |                   | 1514 941               |                         |                     |                           |                         |                   |
|                   |                     | 10:51 A                   |                         |                   | 1822 1008              |                         |                     |                           |                         |                   |
|                   |                     | 1:40 P                    |                         |                   | 1838 1142              |                         |                     |                           |                         |                   |
|                   |                     | 1:48 P                    |                         |                   | 1838 1142              |                         |                     |                           |                         |                   |
|                   |                     | 4:15 P                    |                         |                   | 2029 1281              |                         |                     |                           |                         |                   |
|                   |                     | 5:11 P                    |                         |                   | 2086 1296              |                         |                     |                           |                         |                   |
|                   |                     | 6:24 P                    |                         |                   | 2185 1356              |                         |                     |                           |                         |                   |
|                   |                     | 8:55 P                    |                         |                   | 2195 1364              |                         |                     |                           |                         |                   |
|                   |                     |                           |                         |                   | 2195 1364              |                         |                     |                           |                         |                   |
|                   |                     |                           |                         |                   | 2235 1389              |                         |                     |                           |                         |                   |
|                   |                     |                           |                         |                   | 2253 1400              |                         |                     |                           |                         |                   |
|                   |                     |                           |                         |                   | 2280 1422              |                         |                     |                           |                         |                   |
|                   |                     |                           |                         |                   | 2335 1451              |                         |                     |                           |                         |                   |
|                   |                     |                           |                         |                   | 2384 1469              |                         |                     |                           |                         |                   |
|                   |                     |                           |                         |                   | 2421 1482              |                         |                     |                           |                         |                   |

## Reference Marks

- ☐ BART connection available except Sundays for San Francisco and East Bay points.
- ☐ Connecting motor coach service operated Monday through Saturday by Monterey Peninsula Transit, connecting to train 11 departs Monterey 8:45A, to train 14 departs Monterey 3:45P. Returning departs Salinas hourly at 5 minutes past the hour. Service from Salinas also available Sundays via Greyhound, departing 8:55P.

## Connecting Motorcoach Service

Operated by Alaska-Yukon Motorcoaches available at Seattle for Haines, Anchorage, Fairbanks and other points in Alaska. Call Amtrak or your travel agent for further information.



|  |        |         |  |           |    |                          |    |  |         |         |  |
|--|--------|---------|--|-----------|----|--------------------------|----|--|---------|---------|--|
|  | 4 35 P | 8 10 A  |  | 1453 909  | Ar | San Francisco, CA —      | Dp |  | 12 45 P | 8 20 P  |  |
|  |        | 7 35 A  |  | 1453 909  | Dp | (Transbay Terminal),     | Ar |  |         | 9 05 P  |  |
|  |        | 8 05 A  |  | 1444 897  | Dp | Oakland, CA              | Ar |  |         | 8 35 P  |  |
|  |        | 9 20 A  |  | 1514 941  | Ar | San Jose, CA             | Dp |  |         | 7 14 P  |  |
|  |        | 9 25 A  |  | 1514 941  | Dp |                          | Ar |  |         | 7 09 P  |  |
|  |        | 10 51 A |  | 1822 1008 |    | Salinas, CA @ (Monterey) |    |  |         | 5 49 P  |  |
|  |        | 1 40 P  |  | 1838 1142 | Ar | San Luis Obispo, CA      | Dp |  |         | 2 58 P  |  |
|  |        | 1 48 P  |  | 1838 1142 | Dp |                          | Ar |  |         | 2 48 P  |  |
|  |        | 4 15 P  |  | 2029 1281 |    | Santa Barbara, CA        |    |  |         | 12 21 P |  |
|  |        | 5 11 P  |  | 2089 1298 |    | Oxnard, CA               |    |  |         | 11 28 A |  |
|  |        | 6 24 P  |  | 2185 1358 |    | Glendale, CA             |    |  |         | 10 20 A |  |
|  |        | 6 55 P  |  | 2195 1364 | Ar | Los Angeles, CA          | Dp |  |         | 10 00 A |  |
|  |        |         |  | 2195 1364 | Dp | Los Angeles, CA          | Ar |  |         |         |  |
|  |        |         |  | 2235 1389 |    | Fullerton, CA            |    |  |         |         |  |
|  |        |         |  | 2249 1401 |    | Santa Ana, CA            |    |  |         |         |  |

**Los Angeles**

**Tour de ville**

**Les studios Universal**

**Disney World**





2004





Journée passée à Downtown

































LOVE TO YOU

ALL



SHIRLEY  
TEMPLE

TO MY PAL SID

Chevalier  
Maurice



DEC-4-34



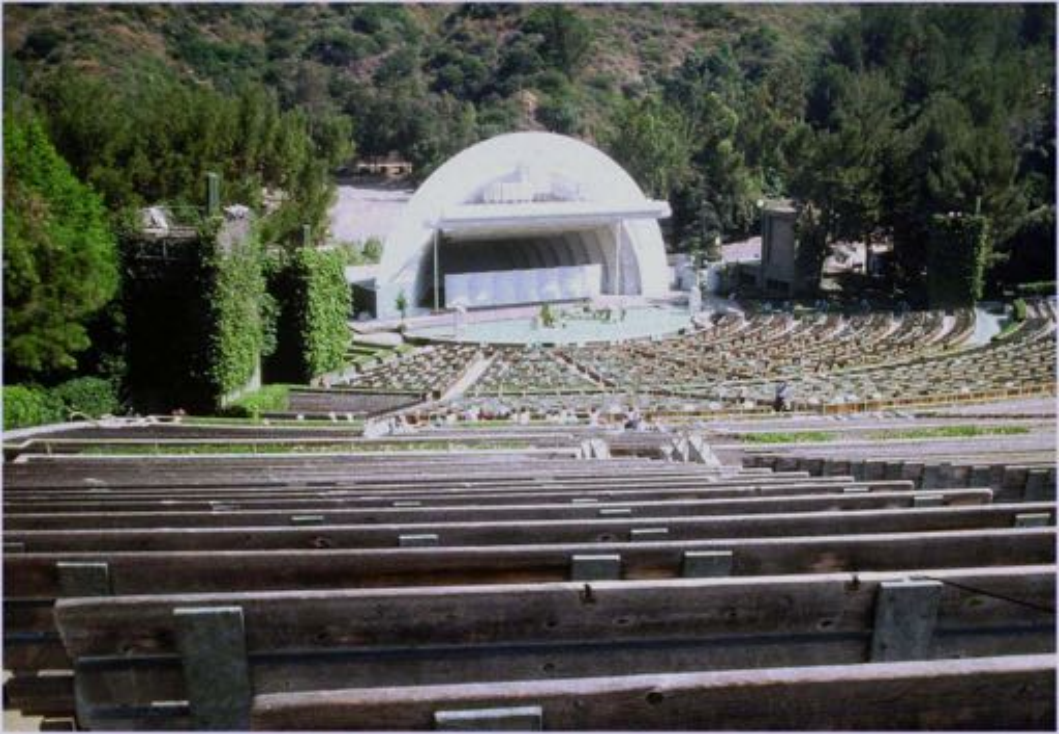
















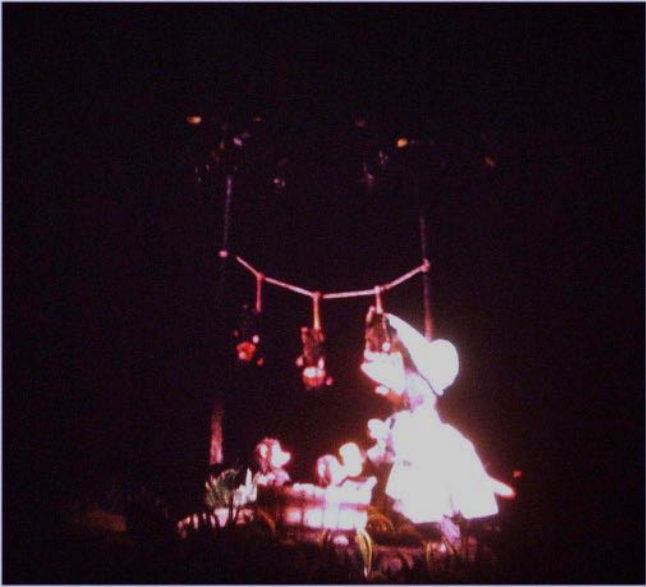














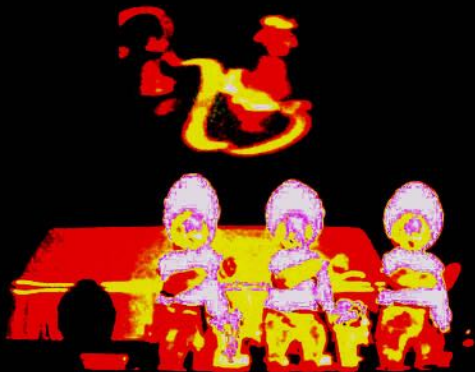


































# Las Vegas

Grand Canyon

Williams 2004

Retour en Suisse





# SCENIC AIRLINES

LAS VEGAS, NEVADA

## MEMBERSHIP CERTIFICATE

This is to certify that Mr. & Mrs. P. Ochzli

is a member of that elite and highly selective group that has flown through  
THE GRAND CANYON with SCENIC AIRLINES, and, as such, has viewed  
scenery beyond description and is an expert on the geological history of Planet  
Earth.

Awarded this 22<sup>nd</sup> day of May, 1978

by

Karl A. Heled

SCENIC AIRLINES  
LAS VEGAS, NEVADA

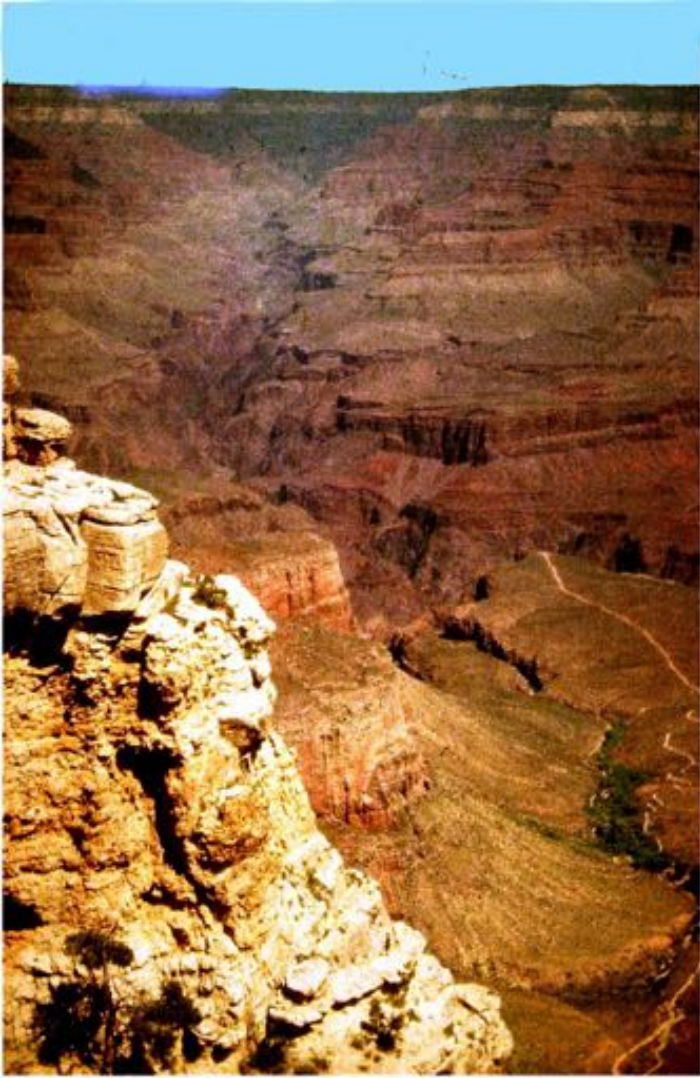




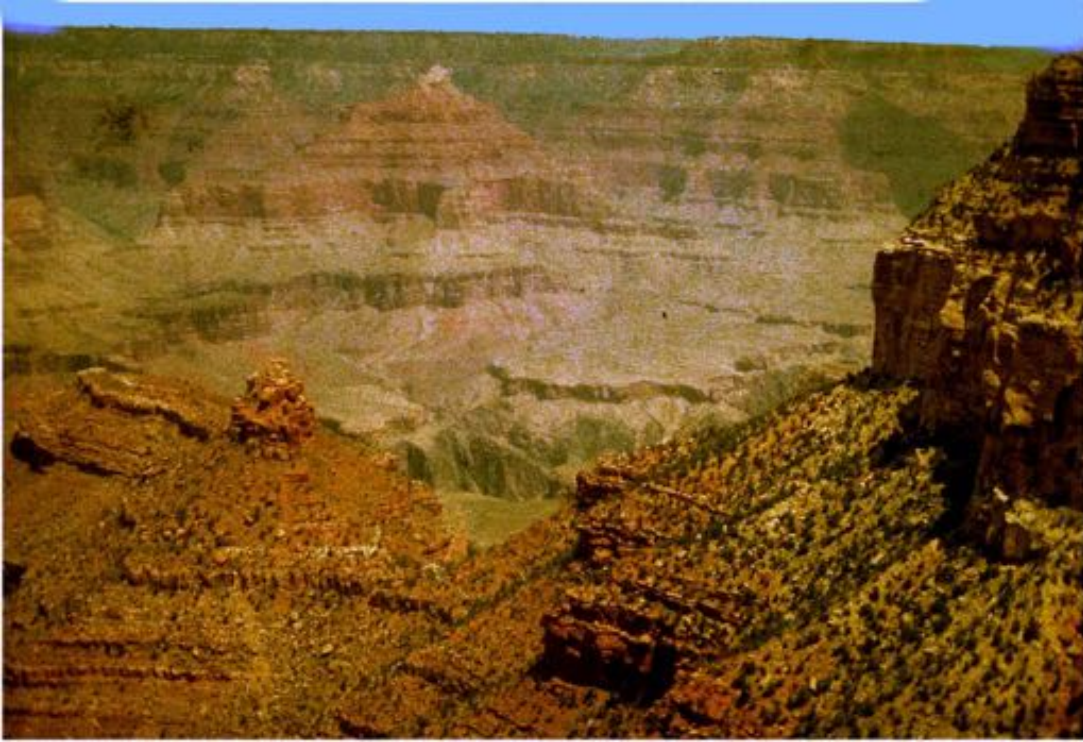




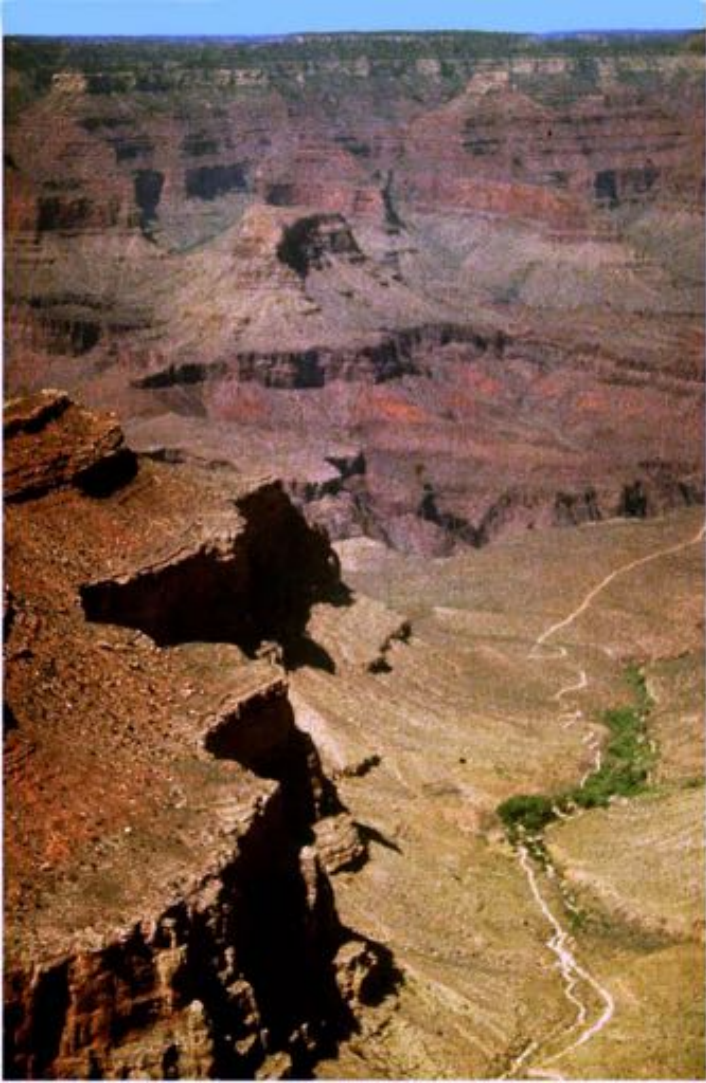






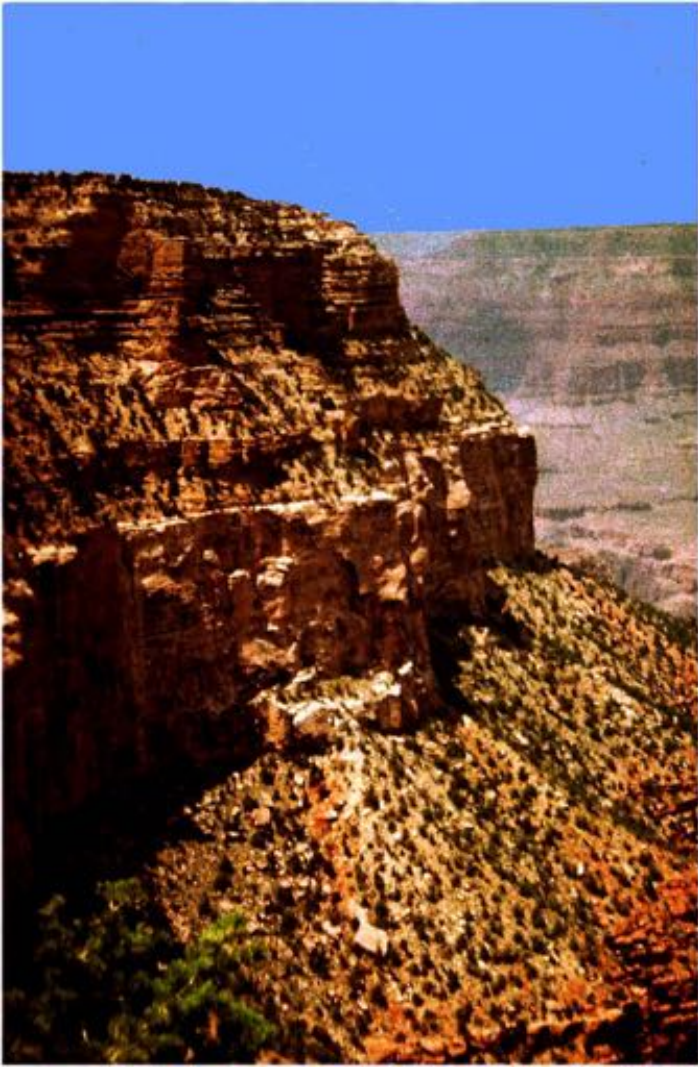




















































HOTEL ENTRANCE

4 QUEENS HOTEL

VALET PARKING

U.S. DEPARTMENT OF JUSTICE





















Fin

Les diapositives  
ont été projetées sur  
un écran perlé  
puis numérisée avec  
un appareil numérique  
et corrigées sur ordinateur

2005