

AIR MAIL ROUTE NO. 74

Inaugural Service: DENVER - SALT LAKE CITY

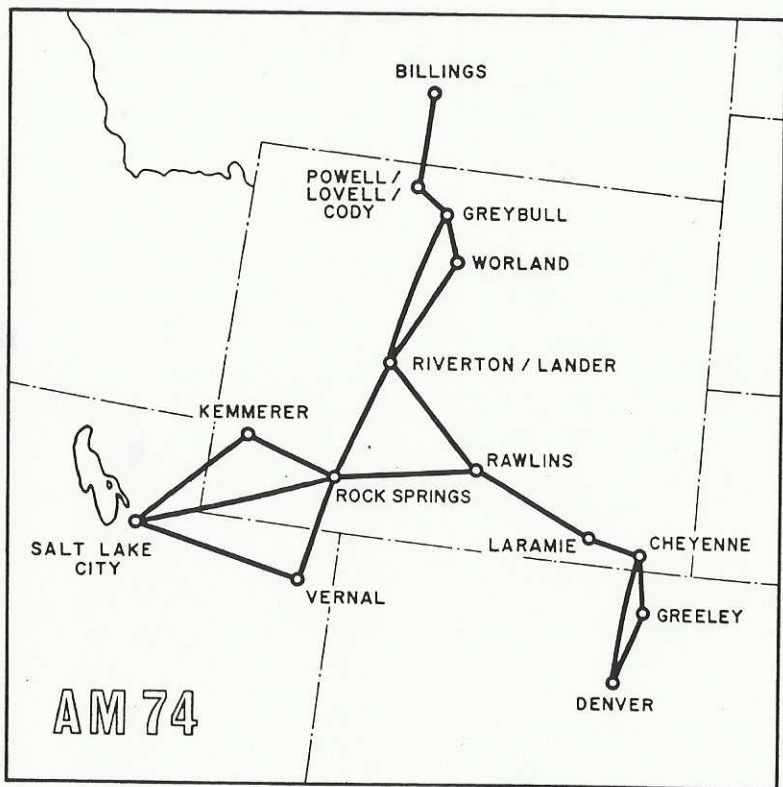
Inaugural Carrier: Challenger Airlines Company

May 10 and 13, 1947

Present Service:

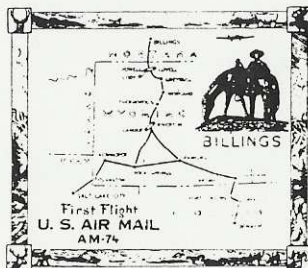
Part of Route No. 73

Frontier Airlines, Inc.



DENVER-SALT LAKE CITY

This route was inaugurated in an easterly direction on May 10, 1947. Although unfavorable weather delayed the western flight for three days, some westbound covers received May 10 markings. Official cachets were authorized at all points. An unofficial cachet was applied to many covers at Kemmerer, instead of the official one.



Type 74

Cachet—Type 74. Each map type cachet has a distinctive inset design for the particular point involved:

Pilot—Albert R. Hall, Jr.

| | | | |
|------|-----------------------------|---------------|-------|
| 74N1 | Denver—(black)—Hall | (1504 pieces) | 1.00 |
| | a. (blue) | | 3.00 |
| | f. Airfield—(blue) | (731 pieces) | 1.00 |
| 74S2 | Cheyenne—(magenta)—Hall | (975 pieces) | 1.00 |
| | f. Airfield—(green) | (735 pieces) | 1.00 |
| 74W2 | Cheyenne—(magenta)—Hall | (277 pieces) | 1.50 |
| | f. Airfield—(green) | (680 pieces) | 1.50 |
| 74E3 | Laramie—(black)—Hall | (832 pieces) | 1.00 |
| 74W3 | Laramie—(black)—Hall | (346 pieces) | 1.00 |
| 74E4 | Rawlins—(black)—Hall | (621 pieces) | 1.00 |
| 74W4 | Rawlins—(black)—Hall | (462 pieces) | 1.00 |
| 74E5 | Rock Springs—(green)—Hall | (1242 pieces) | 1.00 |
| 74W5 | Rock Springs—(green)—Hall | (348 pieces) | 1.00 |
| 74E6 | Kemmerer—(blue)—Hall | (925 pieces) | *1.00 |
| 74W6 | Kemmerer—(blue)—Hall | (371 pieces) | *1.00 |
| 74E7 | Salt Lake City—(green)—Hall | (1324 pieces) | 1.00 |
| | f. Airfield—(blue)—Hall | (1388 pieces) | 1.00 |

* Covers with official cachet have a greater value.

BILLINGS TO SALT LAKE CITY LEG INAUGURATED

June 10 and 16, 1947

One month after its inauguration, A. M. 74 was extended to give service from Billings, Mont., through Rock Springs, Wyo. to Salt Lake City, Utah. As the original plans called for the first flight on June 5, the Powell post office cancelled half its covers prematurely; the rest were postmarked June 10. Due to poor conditions at the Worland airfield, first service took place on June 16, 1947. In addition, Lander changed postmark times midway through the cancelling process. Although first flights previously had taken place between Salt Lake City and Rock Springs on the AM-74 inauguration, official cachets were provided at all points.

Cachet—Type 74

Pilot—Albert R. Hall, Jr., Floyd H. Ririe, Joseph A. Swan.

| | | | |
|-------|------------------------|---------------|------|
| 74S8 | Billings—(purple)—Hall | (2000 pieces) | 1.00 |
| | f. Airfield—(magenta) | (1787 pieces) | 1.00 |
| 74N9 | Lovell—(purple)—Hall | (810 pieces) | 1.00 |
| 74S9 | Lovell—(purple)—Hall | (771 pieces) | 1.00 |
| 74N10 | Powell—(blue)—Hall | (1944 pieces) | 1.00 |
| 74S10 | Powell—(blue)—Hall | (500 pieces) | 1.00 |
| | a. (purple) | | 3.00 |
| 74N11 | Cody—(black)—Hall | (1378 pieces) | 1.00 |
| 74S11 | Cody—(black)—Hall | (512 pieces) | 1.00 |
| 74N12 | Greybull—(black)—Hall | (1700 pieces) | 1.00 |
| 74S12 | Greybull—(black)—Hall | (400 pieces) | 1.00 |
| 74N13 | Worland—(red)—Hall | (1259 pieces) | 1.00 |
| 74S13 | Worland—(red)—Hall | (517 pieces) | 1.00 |

| | | | |
|--------|-----------------------------|---------------|------|
| 74N14 | Riverton—(purple)—Hall | (1807 pieces) | 1.00 |
| 74SW14 | Riverton—(purple)—Hall | (518 pieces) | 1.00 |
| 74N15 | Lander—(red)—Hall | (822 pieces) | 1.00 |
| 74SW15 | Lander—(red)—Hall | (905 pieces) | 1.00 |
| 74NE16 | Rock Springs—(magenta)—Hall | (1496 pieces) | 1.00 |
| 74W16 | Rock Springs—(magenta)—Hall | (391 pieces) | 2.00 |
| 74E17 | Kemmerer—(black)—Ririe | (798 pieces) | 1.00 |
| 74W17 | Kemmerer—(black)—Swan | (296 pieces) | 1.50 |
| 74E18 | Salt Lake City—(black)—Hall | (1770 pieces) | 1.00 |
| | f. Airfield—(magenta) | (2061 pieces) | 1.00 |
| | fa. Airfield—(blue) | | 3.00 |

INAUGURATION OF SEGMENT BETWEEN RAWLINS AND RIVERTON-LANDER, WYOMING

July 10, 1947

In order to complete scheduled service from Billings, Mont. to Denver, Colo. the segment between Rawlins and Riverton-Lander was first flown on July 10, 1947. No official cachet was supplied for these flights.

Pilots—Sam Grande, Myron W. Reynolds

| | | | |
|--------|------------------------------|---------------|------|
| 74NW19 | Rawlins—(no cachet)—Reynolds | (170 pieces) | 4.00 |
| 74SE20 | Riverton—(no cachet)—Grande | (360 pieces) | 4.00 |
| 74SE21 | Lander—(no cachet)—Grande | (281 pieces) | 4.00 |

ADDITION OF GREELEY, COLORADO

August 1, 1947

Greeley, Colo. was added to Route 74 between Denver, Colo., and Cheyenne, Wyo., on August 1, 1947. Covers for the Billings leg were postmarked 7:30 A.M. Those routed for Salt Lake City and Rock Springs were carried on a later flight and received a 3 P. M. cancellation. Southbound covers all received an 11 A. M. postmark. An official green cachet was used, supplemented in some cases by an unofficial cachet.

Pilots—L. S. Keller, W. A. McCrystal

| | | | |
|-------|---------------------------|---------------|------|
| 74N22 | Greeley—(green)—Keller | (3863 pieces) | 1.00 |
| 74S22 | Greeley—(green)—McCrystal | (921 pieces) | 1.00 |

ADDITION OF VERNAL, UTAH

July 1, 1949

Effective the above date, Vernal, Utah was made a stop on AM-74 between Rock Springs and Salt Lake City. A revised version of the official map type cachet was applied in green.

Cachet—Type 74

Pilots—Harry Mitchell, R. D. Nicholson.

| | | | |
|-------|--------------------------|---------------|------|
| 74N23 | Vernal—(green)—Nicholson | (2102 pieces) | 1.00 |
| 74W23 | Vernal—(green)—Mitchell | (713 pieces) | 1.00 |

ROUTE CONSOLIDATION

Effective on November 13, 1951, this route was combined with Route No. 73, the entire route designated as AM-73. Later listings will be found under that route.