

A Special Bulletin
on the History and Operations of
DENVER TRAMWAY CORPORATION

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D E N V E R T R A M W A Y C O R P O R A T I O N

FOREWARD

This is the third in a series of articles on urban transportation systems to be published by the United Transit Boosters in an effort to create a greater interest in the subject among its members as well as the general public by presenting material on the details of past and present transit operating practices. This particular article has been produced in cooperation with the Motor Bus Society, Inc. The entire article, due to the dictates of the budgets and the facilities available to each group, has been divided into two sections, general material and detailed material. The former section has been published by the MBS in the June 1969 issue of their monthly publication, Motor Coach Age, and consisted of 19 pages in which were included the history, an all-time bus roster, 24 photos, two maps and a generalized survey of present-day operations. The latter section (which is now in the hands of the reader) concerns itself with the details of present-day operations. For those UTB members or subscribers who wish to obtain the MBS-published section, copies are obtainable by sending $1.00 to the MBS at 767 Valley Road, Upper Montclair, New Jersey 07043.

D T C I N T H E S P R I N G O F 1 9 6 9

This article on the operations of the Denver Tramway Corp. has been is preparation for well over a year. Virtually all of its operating practices, routes and schedules had remained static for several years prior to the completion of this article. But, as we went to press, changes began to occur. In April, many of the lightly patronized routes lost their midday service; in July an across-the-board fare increase was instituted. Rather than revise the material that had already been prepared, and was changed by the recent developments, it was decided to present this material as a picture of what DTC was like on March 1, 1969, and what it had been like for several years prior. At the same time, it was decided to advise the reader of what changes had occurred since March 1st, so that he might update his impression of DTC accordingly.

SERVICE REDUCTIONS--APRIL 14, 1969

The 1968 Annual Report of DTC, which was released in March, showed that well over half of its routes were making less money per mile than they cost. In mid March, DTC went to the Colorado Public Utilities Commission asking for permission to reduce service on the money-losing routes, claiming that it would lose $122,000 in 1969 without the reductions.

The Tramway petitioned to eliminate base service on routes 15, 16, 17, 18, 23, 55, 59, 73, 75, 82 and 83. It proposed to d[illegible] Saturday service on these routes as well as routes 9, 31 and 84; and that no trips an any route leave downtown after 10:45PM, but that there be no trips from downtown after 8:00PM on routes 4, 28, 40 and 60. The Tramway also requested an increase in headways of from 30 to 40 minutely on routes 3 and 6.

Early in April, the PUC handed-down its decision which allowed DTC to make the following changes effective on April 14, 1969:

(1) Elimination of weekday base service (i. e., between 9:00AM and 3:00PM) on routes 15, 16, 17, 18, 23, 55, 59 and 82 (but not 73, 75 and 83).
(2) Elimination of Saturday service on routes 15, 16, 17, 18, 23, 31, 55 and 82 (but not 9, 73, 75, 83 and 84).
(3) Elimination of all Monday through Saturday trips leaving downtown after 10:45PM. Trips after 8:00 PM on routes 4, 28 and 60 (but not 40) are also eliminated.
(4) Reduction of weekday and Saturday base headway on Routes 3 and 6 from 30 to 40 minutely.

Although the PUC did not allow the complete elimination of Route 75 in the midday period on weekdays and all day on Saturday, it did allow elimination of service at these times on the East Lawrence portion (or that section northeast of downtown). The decision further stipulated that although the request for elimination of Saturday service on Routes 83 and 84 was denied, that schedules could be reduced on these routes so as to allow operation with one bus each (this meant a 120 minute headway). The Commission further directed DTC to investigate the feasibility of extending Route 64 westward along Colfax Ave. as a potential substitute for, or additional service to Route 84.

FARE INCREASE AND ABANDONMENT--JULY 27, 1969

Because of a labor contract that had been negotiated between the Tramway and the Amalgamated Transit Union, a contract that became effective on May 1, 1969, DTC estimated that under current fares it would lose $336,000 in 1969. For this reason, DTC again went before the PUC, but this time for a fare increase. It also petitioned for elimination of the rush-hour only Route 31 service to Westminister.

After public hearings in June, the PUC handed-down its decision in this request, allowing the Route 31 abandonment because of insufficient patronage, and a 5¢ fare increase. The last Route 31 bus ran on Friday, July 25, 1969; the fare increase became effective at 12:01AM on Sunday, July 27, 1969. The new and old fares are as follows:

	Old Fare	New Fare
Adults	$.30	$.35
Children (6-12) and students (to age 19)	.20	.25
Express route (8X and 14X) premium fare	.10	.15
Interurban fare zone (per zone)	.10	.15

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EQUIPMENT DISPOSITION

In the 40 or so years of Tramway bus operation, in excess of 1,000 different buses have been operated. An appropriate question might well be, what happened to all of them? The answer to this question is undertaken in this section.

Of the approximately 1020 buses in question, 214 remain in service. Another 235 or so buses retired before 1955 have left no record of their disposition. About 60 of these buses were of the non-integral construction, and were sold before and during World War II; we presume that these vehicles were mainly used for non-transit purposes, or were scrapped. The remaining 180-odd buses were of integral construction, but although they were of relatively modern design, they were of a relatively small size and had gasoline engines. By disposition time most of these buses must have been pretty well worn out; of those that were still usable, the demand for diesel buses undoubtedly relegated them either to private use or the scrap heap. We are thus left with 362 diesel buses that DTC bought, used and sold between 1950 and 1969, and 208 trolley coaches that were bought, used and sold between 1939 and 1955.

Coach Numbers	Serial Numbers	Sold to	Date	New Numbers
G. M. Coach TDH-3612 (6/49)				
238	203	Topeka TCo	----	920
239	204	Eau Claire	----	628
240-241	205-206	?		
242	207	Eau Claire	----	629
243	208	?		
244	209	Eau Claire	----	630
245-246	210-211	?		
247	212	Topeka TCo	----	923
248	213	?		
249-250	214-215	Eau Claire	----	631-632
251	216	Topeka TCo	----	924
252	217	?		
G. M. Coach TDH-4509 (6/49)				
253	473	Topeka TCo	----	902
254	474	Topeka TCo	----	900
255-281	475-501	?		
282	502	Topeka TCo	----	901
283-287	503-507	?		
G. M. Coach TDH-4509 (4/50)				
288-338	758-808	?		
339	809	Pioneer BL	7/62	
340-342	810-812	?		
343	813	Pioneer BL	7/62	
344-348	814-818	?		
349-350	819-820	Pioneer BL	7/62	457-458
351-353	821-823	?		
354	824	Pioneer BL	7/62	461
355	825	?		
356-357	826-827	Pioneer BL	7/62	462-463
358-361	828-831	?		
362	832	Pioneer BL	7/62	
363-364	833-834	?		
G. M. Coach TDH-3612 (11/50)				
365-389	592-616	?		
Brill 44-SMT (1940, 41, 42)				
501-535	084-100, 066-083	Bus Nos. 501-642 sold to		
536-542	131-137 (1940)	Mr. Alonzo Pettys. 75 of		
543-545	198-200 (1941)	these were shipped to Sao		
546-552	218-224 (1941)	Palo, Brazil; remainder		
553-562	319-328 (1942)	were scrapped.		
ACF-Brill TC-44 (1945, 46, 47, 48, 49)				
563-567	171-175	See note above	(1945)	
568-576	267-275	" " "	(1946)	
577-582	281-286	" " "	(1946)	
583-612	346-375	" " "	(1947)	
613-642	626-655	" " "	(1948-49)	
Marmon-Harrington TC-44 (1948)				
643-648	?	Transp. Electricos		3643-3648
Marmon-Harrington TC-48 (1949)				
649-673	?	Transp. Electricos		3649-3673
Marmon-Harrington TC-48 (1950)				
674-708	?	Transp. Electricos		3674-3708

Coach Numbers	Serial Numbers	Sold to	Date	New Numbers
G. M. Coach TDH-5105 (6/54)				
801-825	877-901	St. Louis	3-4/61	4175-4199
826-850	902-926	St. Louis	9/61	4150-4174
G. M. Coach TDH-5105 (5/55)				
851-857	1159-1165	South Sub'n	----	554-560
858-875	1166-1183	Ind. Trans.	10/62	901-918
876-877	1184-1185	Western TCo	5/62	3-4
878-884	1186-1192	Ind. Trans.	10/62	919-925
885-886	1193-1194	Topeka TCo	11/62	930-931
887-888	1195-1196	Sub'n Trans.	12/62	129, 128
889-894	1197-1202	South Sub'n	1-2/63	561-566
895-896	1203-1204	Sub'n Trans.	1/63	130-131
897-901	1205-1209	South Sub'n	2-4/63	567-571
902	1210	Gary Trans.	----	614
903-906	1211-1214	South Sub'n	6/63	572-575
907	1215	?		
908	1216	Gary Trans.	----	615
909	1217	?		
910-911	1218-1219	Des Moines	10/63	801-802
912-913	1220-1221	Gary Trans.	----	616-617
914-951	1222-1259	Des Moines	1/64	803-840
952-953	1260-1261	Sub'n Trans.	----	132-133
954-959	1262-1267	South Sun'n	2-6-9/64	578-583
960-961	1268-1269	?		
962	1270	Bloomington	Summ/65	
G. M. Coach TDH-5105 (8/55)				
963	1300	Des Moines	1/66	846
964	1301	Bloomington	Summ/65	
965-968	1302-1305	?		
969	1306	Bloomington	Summ/65	
970	1307	Des Moines	1/66	847
971-976	1308-1313	Bloomington	Summ/65	
977	1314	Topeka TCo	9/66	932
978	1315	Bloomington	Summ/65	
979	1316	Air Ride	6/66	
980	1317	Des Moines	1/66	848
G. M. Coach TDH-5105 (7/57)				
981	2879	Des Moines	1/66	849
982	2880	Pueblo TCo	1/66	62
983-984	2881-2882	Des Moines	1/66	850-851
985	2883	Pueblo TCo	1/66	63
986	2884	Des Moines	1/66	852
987-991	2885-2889	Gary Trans.	3/67	618-622
992-993	2890-2891	Richfield	Summ/68	
G. M. Coach TDH-5105 (11/58)				
101-116	3351-3366	Richfield	Summ/68	
117-124	3367-3374	In service	Spring, 1969	
Mack C-47DT (1959)				
125-144	1429-1448	In service	Spring, 1969	
145	1449	ELFLBCo	7/68	1
146-148	1450-1452	In Service	Spring, 1969	

With two exceptions, all buses in the 500, 600, 700, 3100, 4100 and 8100 series were in service during the Spring of 1969. The exceptions were SDM-4501's:

601, 604	035, 038	H-VCL	Summ/65

COMPANIES ABBREVIATED ABOVE ARE:

Topeka Transit Company
Eau Claire Transportation Company
Pioneer Bus Lines (Houston)
Transportes Electricos (Mexico City)
Saint Louis Public Service Company
South Suburban Safeway Lines (Chicago)
Indianapolis Transit Company
Western Transit Company (Billings)
Suburban Transit (Chicago)
Gary Transit, Inc.
Des Moines Transit Company
Bloomington Transit Company
Air Ride, Inc. (Chicago Airport)
Pueblo Transportation Company
Richfield Bus Company (Minn.)
Englewood-Littleton-Fort Logan Bus Company
Hudson-Valatia Coach Lines (N.Y.)

ROUTE INFORMATION AND SERVICE TABLE

March 1, 1969

ROUTE		Route Type and Direction	Size of Bus Used	Maximum One-Way Running Time	Maximum One-Way Mileage	Revenue per Mile	Rank*
Number	Name						
3	SOUTH BROADWAY-ENGLEWOOD	Tr-South	53	30	6.6	$.97	1
4	EAST FOURTH AVENUE-LAKESHORE	Tr-NW/SE	45-51	50	11.4	.61	11
5	SOUTH GAYLORD-ARGO-50TH & FEDERAL	Tr-NW/SE	51-53	62	13.5	.68	9
6	WEST 44TH AVENUE-EAST SIXTH AVENUE-LOWRY NO. 1	Tr-NW/SE	53	56	11.4	.70	7
8	WEST 29TH AVENUE-UNIVERSITY PARK-UNIVERSITY HILLS	Tr-NW/SE	53	75	16.6	.73	6
8X	UNIVERSITY HILLS EXPRESS	Tr-SE	45	57	11.0	.60	12
9	YORK STREET	CT-N/S	51-53	33	9.4	.50	14
12	DOG RACES (Mile-High Kennel Club)	Tr-NE	53	n/a	7.5	#	#
13	EAST 13TH AVENUE-WEST 38TH AVENUE-WHEATRIDGE	Tr-W/E	53	58	13.3	.89	3
14	EAST COLFAX-AURORA-FITZSIMONS-LOWRY NO. 2	Tr-East	53	52	9.8	.90	2
14X	EAST COLFAX-AURORA EXPRESS	Tr-East	53	45	9.8	%	%
15	COLORADO BOULEVARD	CT-N/S	51	27	9.1	.37	20
16	STOCKYARDS	Tr-NE	45	23	5.0	.38	19
17	GARFIELD HEIGHTS-EAST LOUISIANA AVENUE	CT-E/W	51-53	24	6.7	.34	22
18	BRENTWOOD	CT-E/W	45	28	6.1	.17	26
19	AIRPORT-FAIRMOUNT	CT-N/S	45	22	6.2	.37	21
23	BRIGHTON BOULEVARD-SWANSEA	Tr-NE	45	21	4.8	.33	23
28	EAST 28TH AVENUE-BERKELEY	Tr-NE/NW	51-53	41	10.7	.66	10
31	WESTMINISTER	CT-N/S	45	15	3.8	.07	27
40	PARK HILL	Tr-East	53	25	6.2	.74	5
50	EAST 22ND AVENUE-KALAMATH-WEST ALAMEDA	Tr-E/SW	45-53	43	9.2	.69	8
55	FEDERAL BOULEVARD	CT-N/S	45	30	7.0	.26	25
59	FEDERAL CENTER	Tr-SW	51-53	52	10.8	.42	17
60	HARVARD & YATES-LORETTO HEIGHTS	Tr-SW	51-53	36	9.6	.58	13
64	EAST 34TH AVENUE-WEST COLFAX	Tr-W/NE	51-53	40	9.9	.84	4
73	GLOBEVILLE-DOWNING STREET	CT-N/S	45-51	33	9.3	.45	16
75	EAST LAWRENCE-BARNUM	Tr-NE/SW	45-51	37	9.1	.49	15
77	HORSE RACES (Centennial Park)	Tr-SW	53	n/a	10.3	#	#
82	ARVADA-OBERON	Int-NW	45	47	14.4	.27	24 &
83	OLIVET	Int-NW	45	42	11.8	.27	24 &
84	LAKEWOOD-GOLDEN	Int-West	45-51	45	15.1	.40	18
84X	GOLDEN EXPRESS	Int-West	45-51	37	12.0	%	%
TJ	THOMAS JEFFERSON SCHOOL	CT-E/W	53	n/a	9.6	#	#

ABBREVIATIONS USED ABOVE:

Route Types - Tr--Trunk; CT--Crosstown; Int--Interurban
Direction - N--North; S--South; E--East; W--West; NW--North West; NE--North East; SE--South East; SW--South West. A slash (/) between directions indicates that the route operates in the indicated parts of Denver in the case of Trunk routes, and in the mentioned two directions in the case of the Crosstown routes.

* - Routes are ranked in importance in terms of revenue per mile (ties were broken by giving the lower numbered route the higher rank).
n/a - Not available. # - Data not published. % - Revenue for Express route included in regular route.
& - Operated as one route.

SERVICE TABLE NOTES

Headways: During morning and evening rush hours (and during other hours on some routes) the time between buses does not remain even, but varies. In such cases, the range of varience has been entered in the headway column. Thus an entry such as "5-45" indicates that during the period listed there is a minimum of 5 minutes and a maximum of 45 minutes between buses.

Rt. No.	Monday through Friday								Night 8PM to End of Service		Saturday				Sunday			
	First Bus	Morning 4 to 9 A.M.		Base 9AM to 3PM		Evening 3 to 8 P.M.		Last Bus			First Bus				First Bus			
		Head-way	No. of Buses Used	Head-way	No. of Buses Used	Head-way	No. of Buses Used		Head-way	No. of Buses Used		Head-way	No. of Buses Used	Last Bus		Head-way	No. of Buses Used	Last Bus
3	418A	10-13	9	20	5	6-13	13(11)	100A	30	3	418A	20	5	247A	515A	20	5	101A
4	535A	13-20	8	20	5	10-16	11(9)	1226A	40	2	535A	30	4	1226A	600A	40	2	1226A
5	512A	12-20	10	22	6	12-18	10	1244A	40	3	512A	26	5	1244A	609A	40	4	1244A
6	514A	5-15	15	20	7	8-13	15	124A	30	4	514A	20	7	135A	541A	20	6	135A
8	502A	8-15	17	20	8	6-15	18(17)	115A	40	5	502A	20	8	115A	555A	40	5	115A
8X	711A	One Trip	1	--	--	Two Trips	1	506P	--	--	--	--	--	--	--	--	--	--
9	533A	7-17	13(11)	30	3	20	10	819P	--	--	539A	30	3	819P	--	--	--	--
12	600P	--	--	--	--	To Track	9-10	900P	From Track	9-10	545P	Varies	8	900P	--	--	--	--
13	539A	3-16	18	20	7	5-12	19	1245A	40	3	539A	20	8	1245A	554A	24	5	1245A
14	439A	7/15	23	10/20	10	5/11	23	146A	15/30	6	439A	8/17	13	254A	446A	15/30	7	143A
14X	646A	30	4*	--	--	30	2*	505P	--	--	--	--	--	--	--	--	--	--
15	544A	35-40	2	40	2	40-45	2	635P	--	--	544A	40	2	647P	--	--	--	--
16	526A	30	2	30	2	30	2	802P	--	--	526A	30	2	802P	--	--	--	--
17	545A	30	3	60	1	18-35	5(4)	730P	--	--	545A	60	1	730P	--	--	--	--
18	530A	24-33	2	60	1	30-40	3(2)	743P	--	--	530A	60	2(1)	743P	--	--	--	--
19	645A	Two Trips	2	--	--	Three Trips	4	512P	--	--	--	--	--	--	--	--	--	--
23	527A	25	2	30	2	30	2	705P	--	--	527A	30	2	700P	--	--	--	--
28	425A	15-20	9(8)	24	5	17-22	6	103A	40	2	500A	21	5	123A	515A	40	2	103A
31	627A	30	1	--	--	30-60	1	635P	--	--	915A	1-AM 1-PM	2(1)	430P	--	--	--	--
40	507A	8-15	8	15	5	10-13	8	1234A	30	2	507A	15	5	1234A	607A	30	2	1234A
50	523A	10/20	13	20/40	6	12/24	17(13)	1241A	30/60	3	526A	20/40	6	1241A	612A	30/60	4	1241A
55	538A	40	4	40	2	40	5	754P	--	--	535A	40	2	754P	--	--	--	--
59	629A	Three Trips	3	Two Trips	1	Two Trips	2	440P	--	--	--	--	--	--	--	--	--	--
60	546A	12/24	13(12)	30/60	3	10/20	11(10)	1205A	40	2	546A	30/60	3	1205A	640A	40	2	1205A
64	449A	12-15	11	20	5	6-13	13	100A	40	2	449A	24	6	100A	513A	30	3	100A
73	518A	20	8	30	3	20	5	819P	--	--	518A	30	3	819P	--	--	--	--
75	513A	30	4	30	3	15-25	6	802P	--	--	515A	30	3	802P	--	--	--	--
77	1130A	--	--	Varies	4-5	--	--	210P	--	--	1110A	Varies	4-5	120P	--	--	--	--
82	526A	38-53	4(3)	60	3(2)	10-45	5(4)	805P	60	1	526A	50-60	3(2)	805P	--	--	--	--
83	545A	15-40	4(3)	60	3(2)	25-45	3	850P	90	1	545A	50-60	3(2)	850P	--	--	--	--
84	515A	8-25	5	60	2	5-35	5	850P	60	2	515A	60	2	850P	--	--	--	--
84X	640A	One Trip	1*	--	--	One Trip	1*	530P	--	--	--	--	--	--	--	--	--	--
TJ	625A	Two Trips	2	Two Trips	2	--	--	121P	--	--	--	--	--	--	--	--	--	--
Gross Buses Used			216(210)		107(105)		235(222)			51			118(115)				47	
Less: Buses Used on More than One Route			21		3		37			0			5				0	
Net Buses Required			195		104		198			51			113				47	

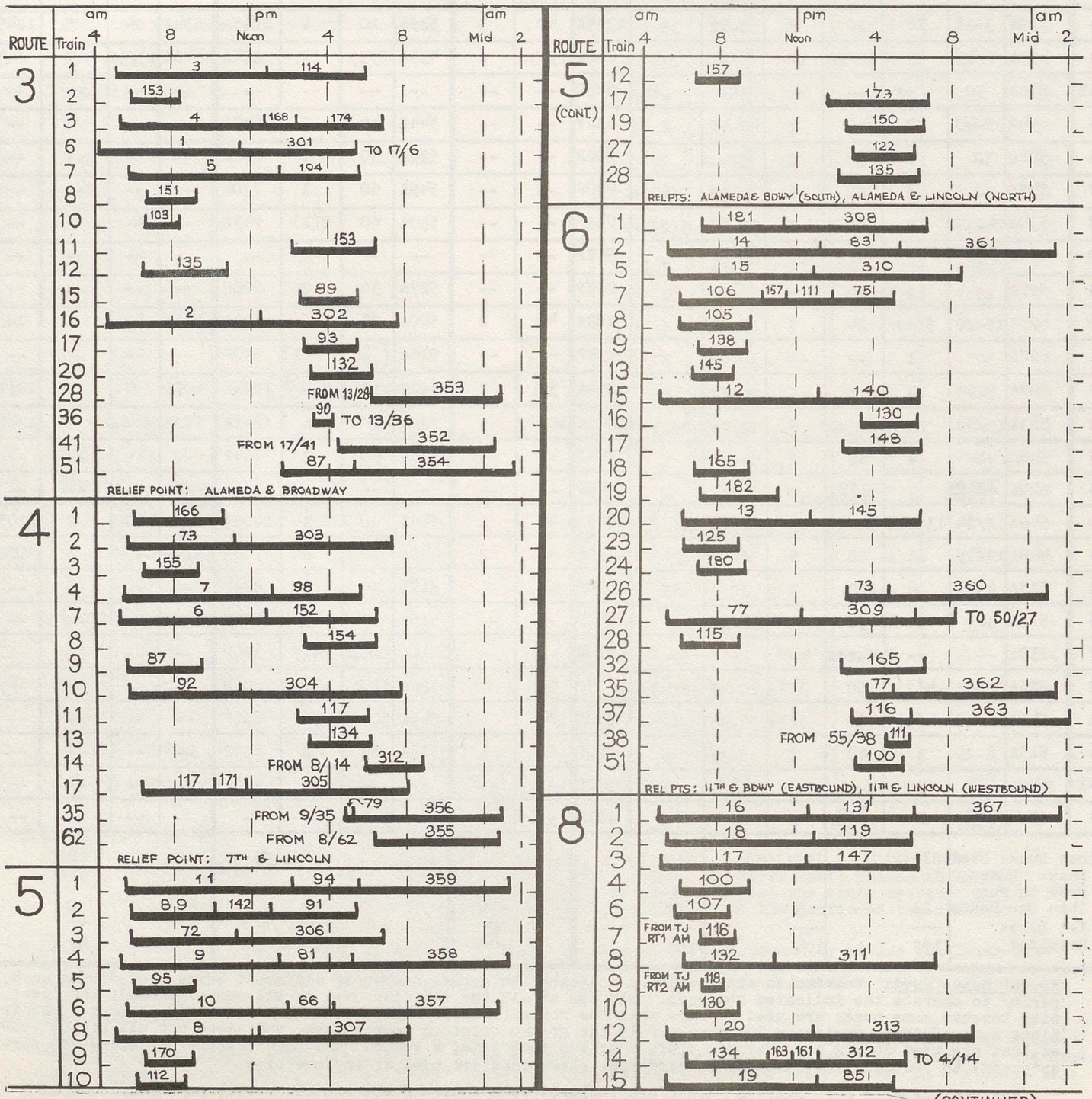
No. of Buses Used: Entries in these columns indicate the actual number of different buses used during each period to operate the indicated headways. The sum of all the vehicles used on all routes exceeds the fleet size because some buses are used on more than one route. (These duplications are listed in another appendix.) Since many of these duplicate buses make only one or two trips on some routes, and since not all of the buses that are used during some periods operate at the same time, a second "No. used" figure was added (in parenthesis) to indicate the quantity of different buses that are used at any one time.

* - Bus requirements for "Express" trips are included with those of the regular route, and should not be counted twice

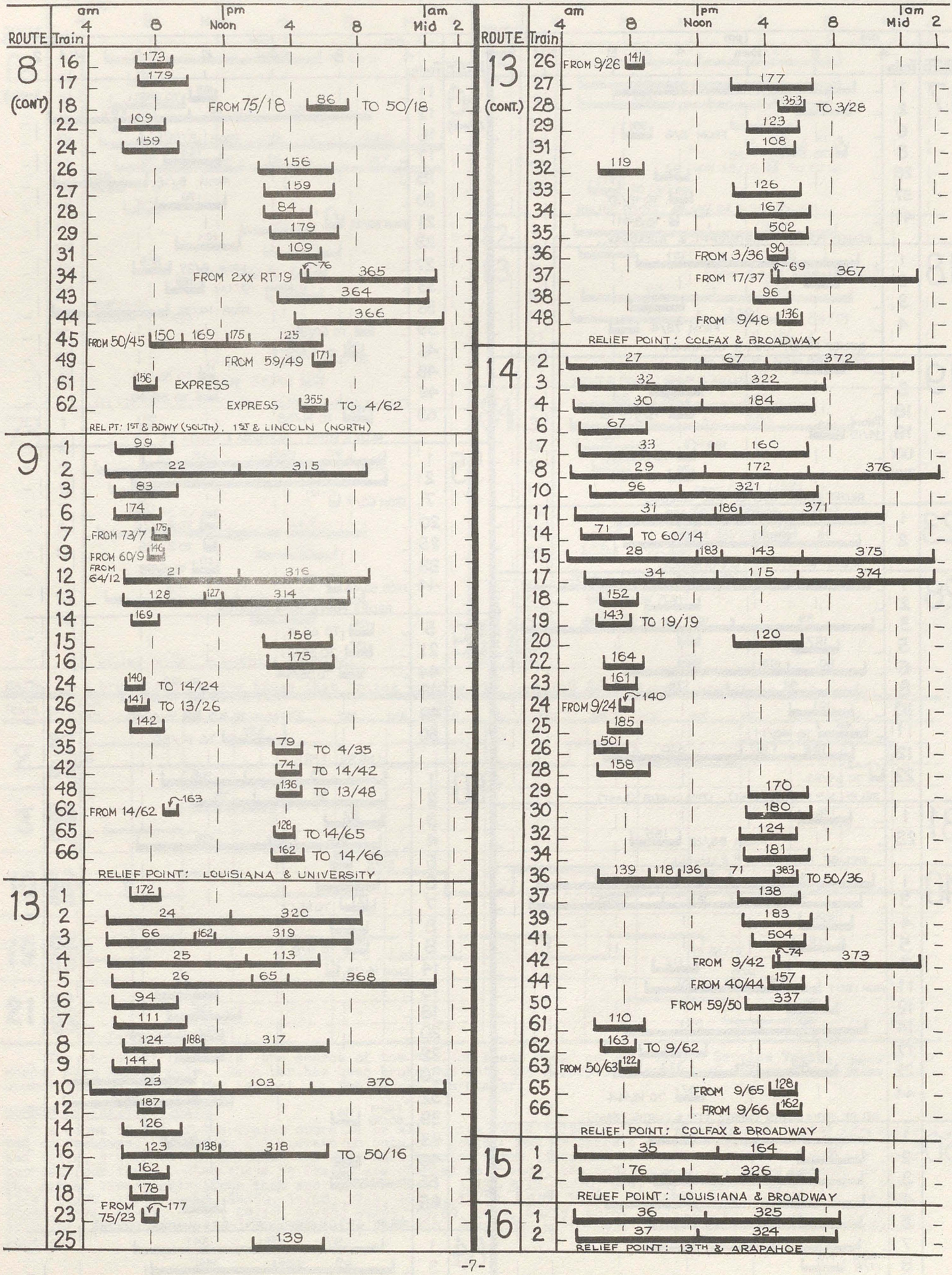
VEHICLE AND WORK ASSIGNMENTS

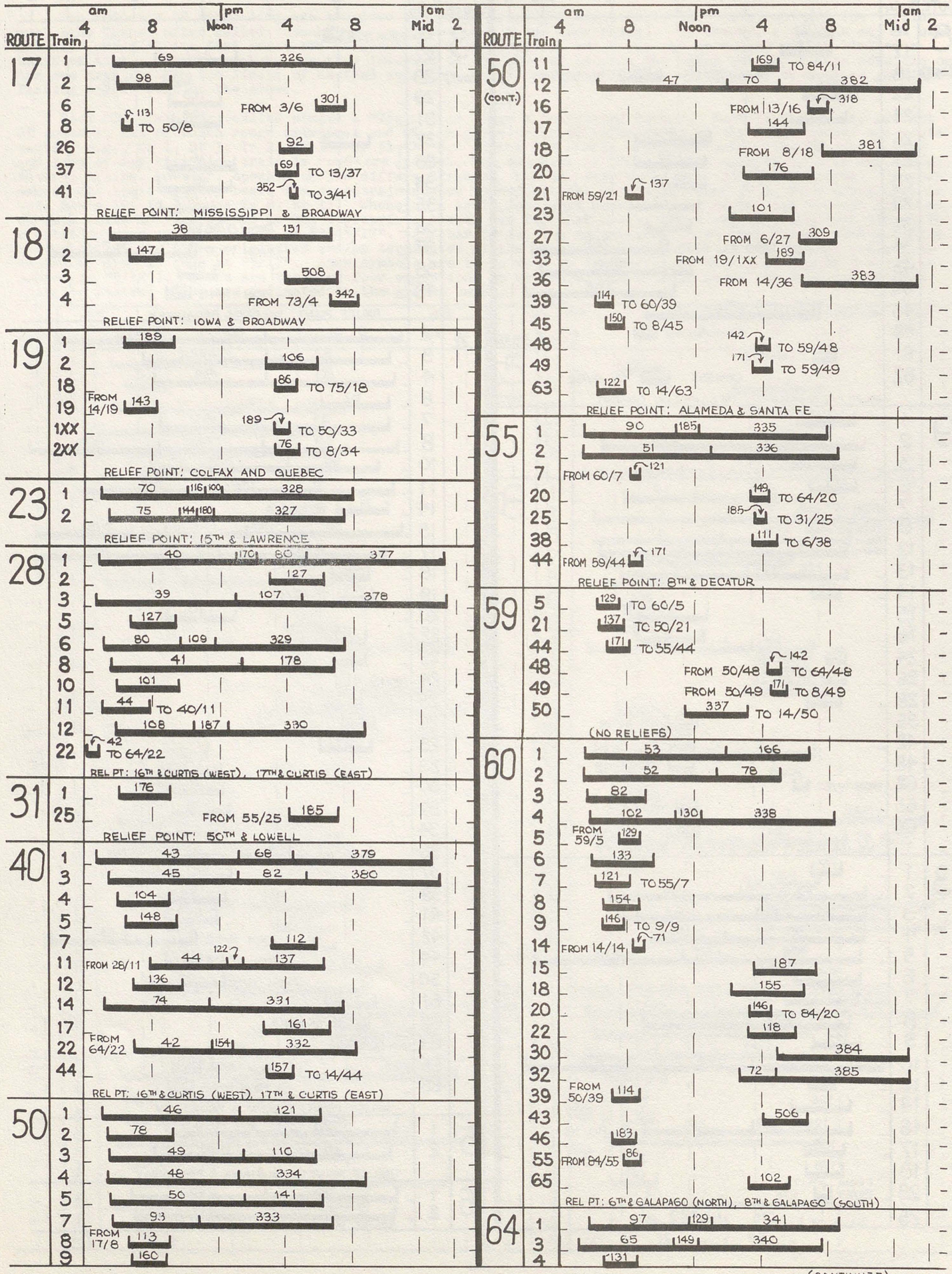
Two concepts of scheduling are involved in Denver Tramway's operations, the "work run" and the "train run" (the latter often called "coach" or "bus" runs on all-bus properties). In theory, a vehicle may be used all day (provided its fuel lasts and it stands up mechanically), but a man may be worked only a limited amount of time. Schedule makers are thus involved in the game of keeping the buses out as long as possible on the one hand (within the limits of desired service), while trying to make as many pieces of work as possible lasting eight hours on the other.

Each DTC train run (called simply a "Train") is given a designated number. Each route has its own set of numbers, all of which range between 1 and 99. A given train is referred to by its train number and route number, e.g., Tr 1, Rt 3; Tr 2, Rt 14; Tr 51, Rt 6. In the bar charts presented below, the length of time and time of day that each train is "out" are listed. The majority of DTC's trains operate on only one route; several trains, however, operate on two different routes, and one even works four different routes. In such cases, the train usually bears the same train number throughout the day, e.g., when Tr 6, Rt 3 moves over to work Route 17, it becomes Tr 6, Rt 17. Whenever a train does work more than one route, the segment operated on each route is represented by the appropriate length bar for that route; these segments are then linked by a notation such as "From 3/17" or "To 5/17". Any bar (e.g., the majority of them) that has no such notation at one end or the other originates and/or terminates at the garage. Hereinafter, train numbers are represented by symbols such as "5/17". Such symbols are to be read as "route/train" (e.g., Tr 17, Rt 5 would be listed as "5/17"). There are three or four exceptions to the rule that a train keeps the same number when changing routes; these are indicated in the graphs below.

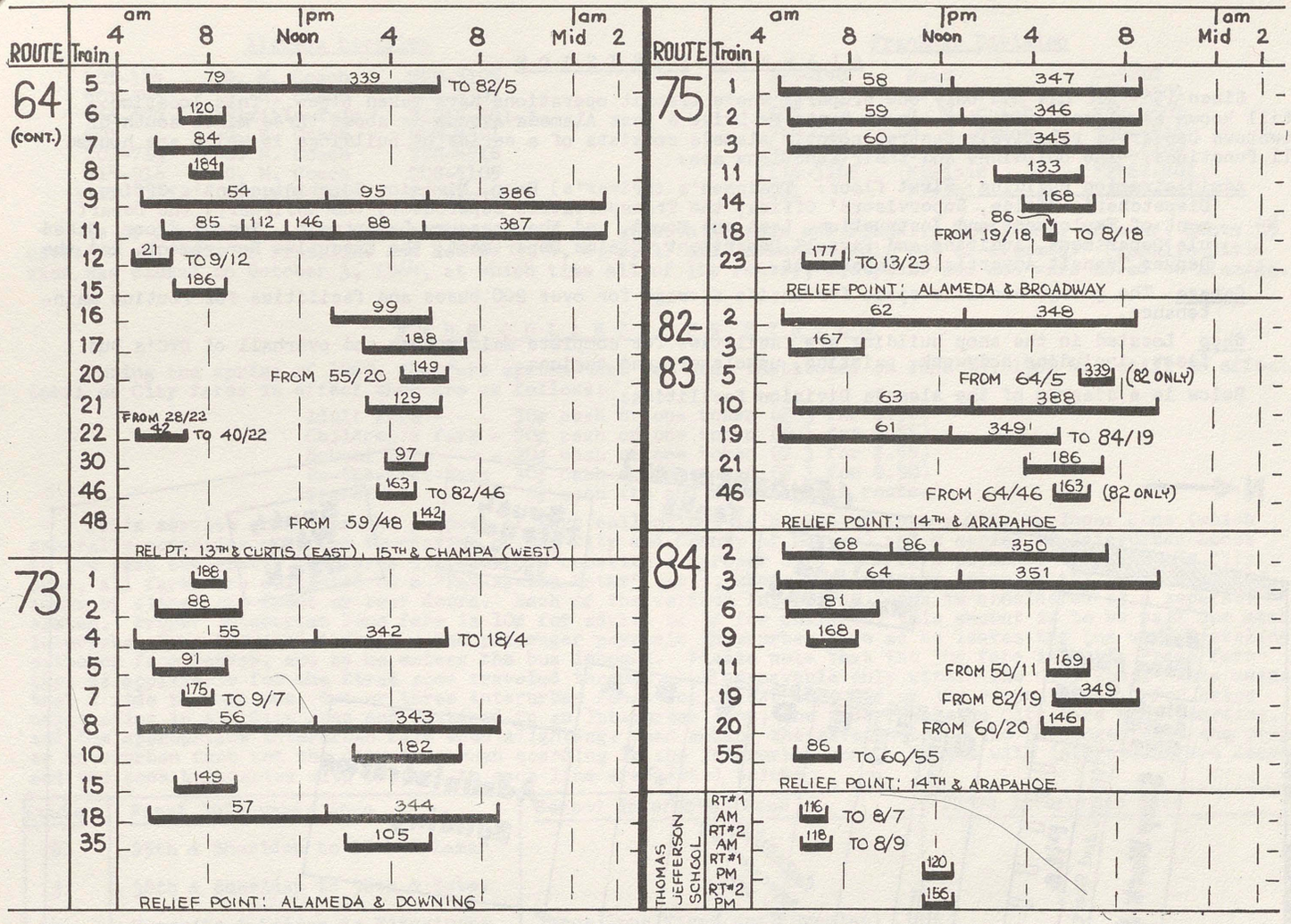


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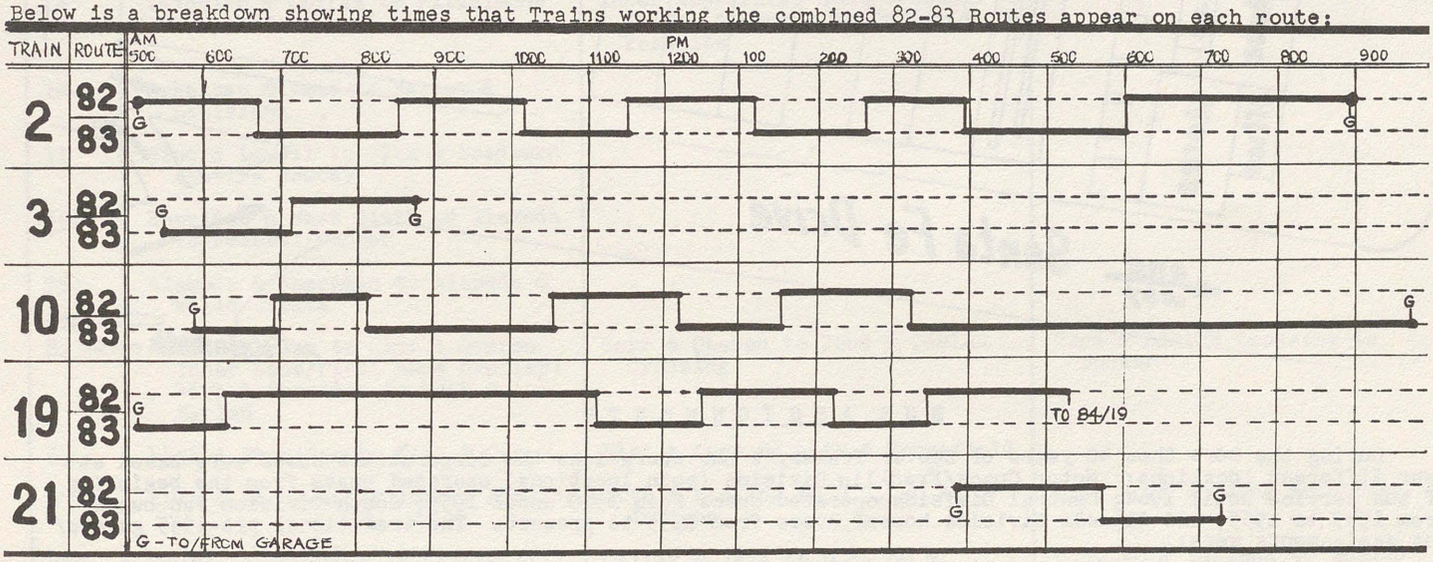

ROUTE
Train
am
pm
am
4
8
Noon
4
8
Mid
2
8 (CONT)
16 173
17 179
18 FROM 75/18 86 TO 50/18
22 109
24 159
26 156
27 159
28 84
29 179
31 109
34 FROM 2XX RT 19 76 365
43 364
44 366
45 FROM 50/45 150 169 175 125
49 FROM 59/49 171
61 156 EXPRESS
62 EXPRESS 355 TO 4/62
REL PT: 1ST & BDWY (SOUTH), 1ST & LINCOLN (NORTH)
9
1 99
2 22 315
3 83
6 174
7 FROM 73/7 175
9 FROM 60/9 146
12 FROM 64/12 21 316
13 128 127 314
14 169
15 158
16 175
24 140 TO 14/24
26 141 TO 13/26
29 142
35 79 TO 4/35
42 74 TO 14/42
48 136 TO 13/48
62 FROM 14/62 163
65 128 TO 14/65
66 162 TO 14/66
RELIEF POINT: LOUISIANA & UNIVERSITY
13
1 172
2 24 320
3 66 162 319
4 25 113
5 26 65 368
6 94
7 111
8 124 188 317
9 144
10 23 103 370
12 187
14 126
16 123 138 318 TO 50/16
17 162
18 178
23 FROM 75/23 177
25 139
13 (CONT.)
26 FROM 9/26 141
27 177
28 353 TO 3/28
29 123
31 108
32 119
33 126
34 167
35 502
36 FROM 3/36 90
37 FROM 17/37 69 367
38 96
48 FROM 9/48 136
RELIEF POINT: COLFAX & BROADWAY
14
2 27 67 372
3 32 322
4 30 184
6 67
7 33 160
8 29 172 376
10 96 321
11 31 186 371
14 71 TO 60/14
15 28 183 143 375
17 34 115 374
18 152
19 143 TO 19/19
20 120
22 164
23 161
24 FROM 9/24 140
25 185
26 501
28 158
29 170
30 180
32 124
34 181
36 139 118 136 71 383 TO 50/36
37 138
39 183
41 504
42 FROM 9/42 74 373
44 FROM 40/44 157
50 FROM 59/50 337
61 110
62 163 TO 9/62
63 FROM 50/63 122
65 FROM 9/65 128
66 FROM 9/66 162
RELIEF POINT: COLFAX & BROADWAY
15
1 35 164
2 76 326
RELIEF POINT: LOUISIANA & BROADWAY
16
1 36 325
2 37 324
RELIEF POINT: 13TH & ARAPAHOE


ROUTE Train
am 4 8 pm Noon 4 8 am Mid 2
17
1 69 326
2 98
6 FROM 3/6 301
8 113 TO 50/8
26 92
37 69 TO 13/37
41 352 TO 3/41
RELIEF POINT: MISSISSIPPI & BROADWAY
18
1 38 151
2 147
3 508
4 FROM 73/4 342
RELIEF POINT: IOWA & BROADWAY
19
1 189
2 106
18 86 TO 75/18
19 FROM 14/19 143
1XX 189 TO 50/33
2XX 76 TO 8/34
RELIEF POINT: COLFAX AND QUEBEC
23
1 70 116 100 328
2 75 144 180 327
RELIEF POINT: 15TH & LAWRENCE
28
1 40 170 60 377
2 127
3 39 107 378
5 127
6 80 109 329
8 41 178
10 101
11 44 TO 40/11
12 108 187 330
22 42 TO 64/22
REL PT: 16TH & CURTIS (WEST), 17TH & CURTIS (EAST)
31
1 176
25 FROM 55/25 185
RELIEF POINT: 50TH & LOWELL
40
1 43 68 379
3 45 82 380
4 104
5 148
7 112
11 FROM 28/11 44 122? 137
12 136
14 74 331
17 161
22 FROM 64/22 42 154 332
44 157 TO 14/44
REL PT: 16TH & CURTIS (WEST), 17TH & CURTIS (EAST)
50
1 46 121
2 78
3 49 110
4 48 334
5 50 141
7 93 333
8 FROM 17/8 113
9 160
ROUTE Train
50 (CONT.)
11 169 TO 84/11
12 47 70 382
16 FROM 13/16 318
17 144
18 FROM 8/18 381
20 176
21 FROM 59/21 137
23 101
27 FROM 6/27 309
33 FROM 19/1XX 189
36 FROM 14/36 383
39 114 TO 60/39
45 150 TO 8/45
48 142 TO 59/48
49 171 TO 59/49
63 122 TO 14/63
RELIEF POINT: ALAMEDA & SANTA FE
55
1 90 185 335
2 51 336
7 FROM 60/7 121
20 149 TO 64/20
25 185 TO 31/25
38 111 TO 6/38
44 FROM 59/44 171
RELIEF POINT: 8TH & DECATUR
59
5 129 TO 60/5
21 137 TO 50/21
44 171 TO 55/44
48 FROM 50/48 142 TO 64/48
49 FROM 50/49 171 TO 8/49
50 337 TO 14/50
(NO RELIEFS)
60
1 53 166
2 52 78
3 82
4 102 130 338
5 FROM 59/5 129
6 133
7 121 TO 55/7
8 154
9 146 TO 9/9
14 FROM 14/14 71
15 187
18 155
20 146 TO 84/20
22 118
30 384
32 72 385
39 FROM 50/39 114
43 506
46 183
55 FROM 84/55 86
65 102
REL PT: 6TH & GALAPAGO (NORTH), 8TH & GALAPAGO (SOUTH)
64
1 97 129 341
3 65 149 340
4 131

(CONTINUED)



Below is a breakdown showing times that Trains working the combined 82-83 Routes appear on each route:



The above bar charts is the source of the "No. of Buses Used" columns in the Service Table, and are for Monday thru Friday only. Each bar has been broken-up into the appropriate number of drivers' work runs; the number listed on each bar segment is the actual run number.

NUMBER OF TRAINS OPERATED

A count of all of the Trains operated by all Routes would indicate that 342 different Trains are operated on weekdays. Of these, 231 operate on only one Route. But 49 operate on two routes, and have been counted twice, 3 work on three routes and have been counted three times and one works four routes and has been counted four times. When these 53 Trains are counted only once, the total number of Trains becomes 284. The actual line combinations that are operated are: 3/13, 3/17, 6/50, 8/4, 8X/4, 9/4, 9/13 (2), 9/14 (4), 13/3, 13/50, 14/9, 14/19, 14/50, 14/60, 17/3, 17/13, 17/50, 19/8, 19/50, 28/40, 40/14, 50/8, 50/14, 50/60, 50/84, 55/6, 55/31, 55/64, 59/14, 59/50, 59/55, 59/60, 60/9, 60/55, 60/84, 64/9, 64/82 (2), 73/9, 73/18, 82-83/84, 84/60 and TJ/8 (2) (two Routes); 28/64/40, 50/59/64 and 50/59/8 (three Routes); and 19/75/8/50 (four Routes).

ALAMEDA DIVISION

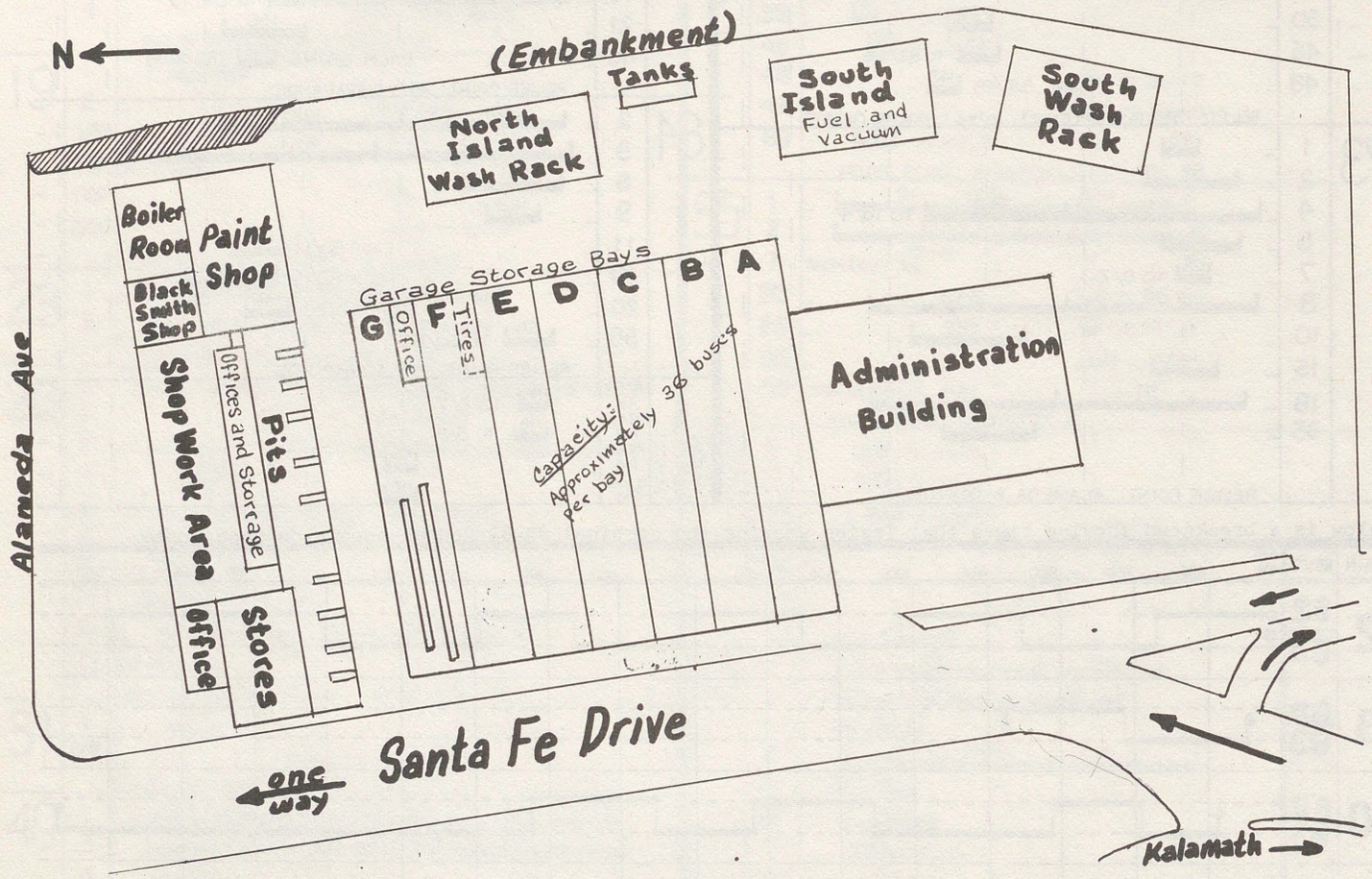
Since 1964 DTC has had only one property where transit operations have taken plece. This location, still known as Alameda Division, is at Santa Fe Drive & West Alameda Avenue is about three miles south of downtown Denver--a relatively central point. Alameda consists of a series of buildings in which are housed all functions. The buildings and their functions are:

Administration Building First floor: Trainmen's (Driver's) Room, Division Superintendent's Office, Dispatcher's Office, Supervisors' Office, the Transportation Department, the Infirmary, the Department of Employment and Instruction, Lost and Found, and the Treasury Department. Second Floor: Schedule Department, Auditing and Payroll Department, Claims Department, the Executive Department, and the Denver Transit Advertising Department.

Garage The garage contains space for inside storage for over 200 buses and facilities for routine maintenance.

Shop Located in the shop building are facilities for complete maintenance and overhall of DTC's bus fleet, including bodywork, painting, upholstery and engines.

Below is a diagram of the Alameda Division facilities:



BUS ASSIGNMENTS

During the more than 40 years of Denver Tramway's bus operations the Corporation's buses were based at four different locations: Motor Coach/Franklin Division (both locations) operated buses from the beginning of bus service until 1964; Central Division operated buses from 1940 until 1955; South Division ran buses from 1949 to 1955; and Alameda Division housed buses from 1955 to present. The traditional pre-1955 garage/bus assignments were:

Motor Coach/Franklin Division

1-124	Mixed builders--gas buses	
132-143	Twin	35-G
158-237	Ford	69-B
238-252	G.M.C.	TDH-3612
253-287	G.M.C.	TDH-4509
356-364	G.M.C.	TDH-4509
365-389	G.M.C.	TDH-3612

Central Division

501-562	Brill	44-SMT
563-592	ACF-Brill	TC-44
668-708	Marm-Herr	TC-48
288-349	G.M.C.	TDH-4509

(Plus various shopper shuttle Ford Transits)

South Division

125-131	Twin	35-G
144-154	Twin	35-G
155-157	Ford	29-B
350-355	G.M.C.	TDH-4509
593-642	ACF-B	TC-44
643-648	M-H	TC-44
649-667	M-H	TC-48
801-850	G.M.C.	TDH-5105

Trolley coach Routes 3 and 8 were worked out of South; all other TC lines operated out of Central Division.

With the opening of Alameda as an operating division and the concurrent closing of Central and South, in 1955, all motor buses at the latter locations were either transferred to Alameda or were sold. Between 1955 and 1964, buses operated out of two divisions, Franklin and Alameda. As of January 1, 1964, the start of the last year in which Franklin was open, bus assignments were as follows:

Alameda Division			Franklin Division		
101-124	G. M. Coach	TDH-5105	125-148	Mack	C-47DT
501-545	G. M. Coach	TDH-5301	602-603	G. M. Coach	SDM-4501
546-572	Flxible-Twin	F2D6V-401-1	605	G. M. Coach	SDM-4501
601	G. M. Coach	SDM-4501	714-722	G. M. Coach	TDH-4516
701-713	G. M. Coach	TDH-4516	954-993	G. M. Coach	TDH-5105
914-916	G. M. Coach	TDH-5105	3136-3165	Flxible	F2D6V-401-1
3101-3135	Flxible-Twin	F2D6V-401-1	4101	Flxible	F2D6V-401-1

As of January 1, 1964, most routes worked out of both Alameda and Franklin Divisions, however, Route 55 operated only out of Franklin, and Routes 3, 4, 6, 8, 17 and 18 worked only out of Alameda. Franklin Division was closed on October 3, 1964, at which time all of its routes, equipment and men were moved to Alameda.

FARE COLLECTION SYSTEM

During the spring of 1969, the fare system that had been instituted on June 13, 1967 was still in effect. Local or City fares in effect then are as follows:

Adult fare - - - 30¢ cash or one token (@ 3 for $.90)
Children's fare - 20¢ cash or one token (@ 3 for $.55)
School fare - - - 20¢ cash or one token (@ 3 for $.55)
On-the-Town-Pass 30¢ cash or one token (@ 3 for $.90)
Transfers 5¢ cash (to and from through routes)

DTC's service area, for the purpose of fare collection, is broken-up into a City or Inner Zone (which generally coincides with the boundaries of the City and County of Denver) and a series of Interurban Zones to the east and west. The fares listed above constitute "proper City Zone fare payment." Within the City zone, all fares are collected on a "Pay-As-You-Enter" basis, wherein passengers enter at the front door and leave by either the front or rear doors. Each of the various Interurban Zones is considered as a separate system. Proper Interurban Zone fare is 10¢ for adults or 5¢ for children; this amount is to be paid for each Interurban Zone traveled through. The passenger pays his Interurban fare as he leaves the bus when traveling outbound from Denver, and as he enters the bus inbound. Please note that the 30¢ fare is not a "base fare" that is applicable for the first zone traveled through, but is payable only within the City Zone. This means that a ride through one, two or three interurban zones would cost 10¢, 20¢ or 30¢ respectively. For trips originating in the City Zone and destined to an Interurban zone, the rider pays the City fare upon boarding, and the appropriate interurban fare when alighting; when making the reverse trip, the passenger pays the proper interurban fare and the City fare when boarding in the Interurban zone. Routes with Interurban Fare Zones and the zone boundaries with respect to each line are listed below:

Route	First Interurban Zone	Second Interurban Zone	Third Interurban Zone
8	25th & Sheridan to 25th & Lamar		
13	38th & Sheridan to 38th & Estes		
14	Yesemite & Colfax to Fitzsimons Hospital	Inner Zone/First Zone Overlap: Colfax & Geneva to Colfax & Yosemite	
17	Arkansas & Ames to Harlan & Louisiana		
31	52nd & Lowell to 77th & Bradburn (Entire Route)		
59	Sheridan & West Sixth or Alameda to Federal Center		
75	Alameda & Sheridan to Alameda & Villa Italia		
82	48th & Harlan to Carr & Overon Inner Zone/First Zone Overlap: 46th & Sheridan to 48th & Harlan	Carr & Oberon to 72nd & D&SLRR Crossing	72nd & D&SLRR Crossing to Tucker
83	44th & Sheridan to 51st & Carr	51st & Carr to 44th & Youngfield	
84	10th & Sheridan to 10th & Kipling	10th & Kipling to U.S. 40 & Indiana	U.S. 40 & Indiana to Golden
84X	Colfax & Sheridan to Colfax & Iris	Colfax & Iris to U.S. 40 & Indiana	U.S. 40 & Indiana to Golden

In areas of zone overlap (Routes 14 and 82) interurban fare is good in the overlap zone to to the first interurban zone; City fare only is good to the Inner Zone. In addition to the obove notations, certain lines have other fare payment requirements as follows:

Route 8 UNIVERSITY HILLS EXPRESS Route 8X operates inbound in the morning and outbound in the evening via Valley Hwy., Emerson, Clarkson and 16th inbound, and Colfax, Washington and Valley outbound. Operates nonstop from downtown to Evans & Colorado. A premium fare of 10¢ (5¢ for children) is charged.

Route 12 DOG TRACK (SPECIAL) Special service to dog races at Mile-High Kennel Club. Stops are made at all established bus stops along 17th/18th, York and 46th between 15th & Lawrence and 46th & Milwaukee. Operates nonstop between 46th & Milwaukee and the dog track. In addition to the regular City fare, a 15¢ premium fare is charged on this route.

Route 14X COLFAX-AURORA EXPRESS Route 14X operates inbound in the morning nonstop between Colfax & Quebec and 16th & Sherman (via Colfax, Josephine and 16th), and outbound in the afternoon nonstop between Colfax & Grant and Colfax & Quebec. A 10¢ (children 5¢) premium fare is also charged on this route.

Route 77 HORSE RACE (SPECIAL) Special service to horse races at Centennial Park. Buses stop at all regular stops between downtown and Evans & Santa Fe along Broadway/Lincoln, Iowa and Santa Fe; buses will then stop upon signal between Evans & Santa Fe and Centennial Park. Fare for adults, as well as children is 50¢ cash; no transfers accepted or issued.

OPERATING PRACTICES

DTC's drivers operate under a broad set of instructions; some implicit and some explicit; some written down, some not; some with respect to certain routes and some with respect to the entire system. Below are some of the written instructions--first those with respect to certain routes, then general instructions.

Route 3 Proper outbound destination sign is to be displayed on buses on the inbound portion of the downtown loop for the benefit of outbound passengers who may wish to board there.

Route 4 Special service is also operated to and via Bear's Stadium on the west end of this route (info.).

Rts.14&6 Route 6 and 14 buses that happen to be on the grounds of Lowry Air Force Base at the time of a "Retreat" (flag lowering or raising) will remain at that location for the duration of the Retreat.

Route 16 After 7:00PM Monday through Saturday, Route 16 buses will cover the "Globeville Loop" (served by Route 73 buses at other hours) on out (north) bound trips only.

Route 60 After 7:00PM Monday through Saturday and all day Sunday and holidays, the Jewell Ave. branch to Harvard & Yates is not operated, however, at these times through Loretto Heights buses are routed off Federal Blvd. between Jewell and Evans (Brentwood district) via Jewell, Knox and Evans in both directions.

Route 82 Prior to 6:30PM no local passengers are handled between 38th & Tennyson and downtown.

Route 83 Prior to 6:30PM no local passengers are handled between 29th & Tennyson and downtown.

Route 84 Prior to 6:30PM no local passengers are handled between Colfax & Perry and downtown.

THOMAS JEFFERSON SCHOOL Special school service to Thomas Jefferson School, located in the extreme southeast corner of the city, is operated to the school in the morning (arriving by 7:00AM) and from the school in the afternoon (leaving at 12:10PM). Two basic lines are operated, Route 1--YALE and Route 2--CORNELL. Short turn versions of both routes are operated (designated as 1A and 2A) over routes slightly different from the through routes. There is also a special combined YALE/CORNELL route. The fares that are charged are the regular school fare for students 12-19 years of age, and the regular City fare for adults. Transfers are issued and accepted.

Transfers Transfers issued on DTC buses are of two types, "Regular" and "Free". Free transfers are issued by feeder or crosstown lines to trunk or through lines, so as to provide a 30¢ ride from anywhere in the city to downtown Denver. Feeder lines are: 9, 15, 17, 18, 19, 55 and 73. Regular transfers sell for 5¢ each and are designed for transferring between through lines. Through lines are: 3, 4, 5, 6, 8, 12, 13, 14, 16, 23, 28, 40, 50, 59, 60, 64, 75, 82, 83, and 84.

Turn-Back Service On lines having trips that terminate before reaching an outer terminal (e.g., short-turn buses) passengers destined to points past the short turn are allowed (and are encouraged) to board the short-turn buses and transfer to through buses at the point of turn-back, so as to make possible a more even loading of buses.

Night-Time Bus Stops Starting at 7:30PM and continuing until the end of service on each day, passengers are allowed to board and alight from buses at all street intersections (rather than only at designated bus stops), except in the downtown Denver area, where regular-stops-only are observed at all hours.

Passing Buses In the downtown Denver area, with a few exceptions, a bus is not to pass a preceding bus. The exceptions are:

1. Routes 3 and 14 may pass other buses on 14th St. between Court and Market.
2. Route 40 may pass other buses on 16th Street between Court and Blake.
3. Route 16 and 23 may pass other buses on Arapahoe St. between 20th and 14th.
4. Route 60 will be permitted to pass Routes 4 and 5 buses on 14th St. between Tremont and Curtis.

When passing is done in the downtown area under the above exceptions, it will occur only when the preceding unit is at a standstill in a loading zone and when passing may be done in complete safety. Buses are not to pass each other on viaducts except in cases of disabled buses. Buses may pass each other outside the downtown area only when passing can be made in complete safety and when there is no possibility that passengers will be passed up.

Free Transportation The following persons may ride on DTC buses without payment of fare or presentation of ticket or pass:

1. City of Denver police officers, when in full uniform (but no other police officers).
2. City of Denver firemen, when in full uniform.
3. "Sisters of Charity" when in regulation garb (recognizable either by robes or habit worn by Catholic Sisters, or by distinctive bonnet worn by Deaconesses) and only when engaged solely in charitable religious work.
4. Tramway bus operators, when in regulation uniform, or in civilian garb when presenting a pass.
5. Two children under six years of age when accompanied by an adult paying passenger.
6. U. S. Post Office mail carriers, carrying regulation satchel, and while on duty.

Bus Drivers As of May 1, 1968 DTC drivers were paid $2.96 to $3.00 per hour; union membership is a requirement for all drivers having worked for the company over 60 days. Requirements for prospective DTC drivers are:

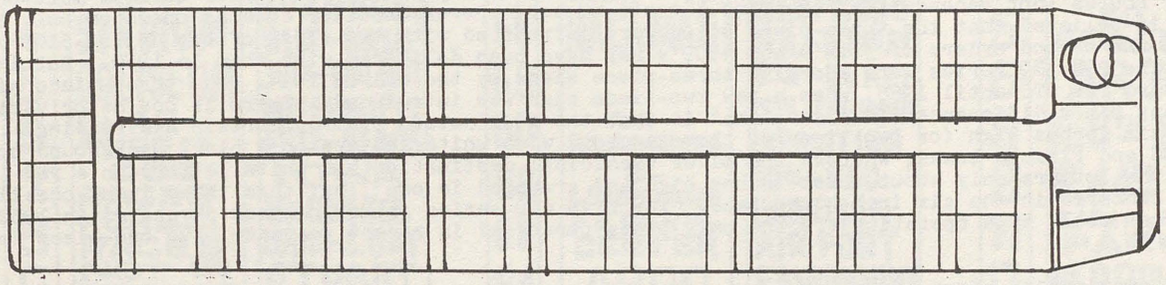
1. Age: 21 to 40 years.
2. Weight: 135 to 190 pounds
3. Education: Two years of high school or equivalent.
4. Residence in Denver Metropolitan Area for at least six months.

Each new driver is required to undergo a two-week training program, during which time he is paid $8.00 per day. At the conclusion of the training period, new operators are placed on the revolving extra board and work hours as assigned on a day-by-day basis. At the conclusion of a 90-day probationary period, all drivers are guaranteed 80 hours of pay for each semi-monthly pay period, provided he appears at all roll calls and works all assignments offered.

SEATING DIAGRAMS

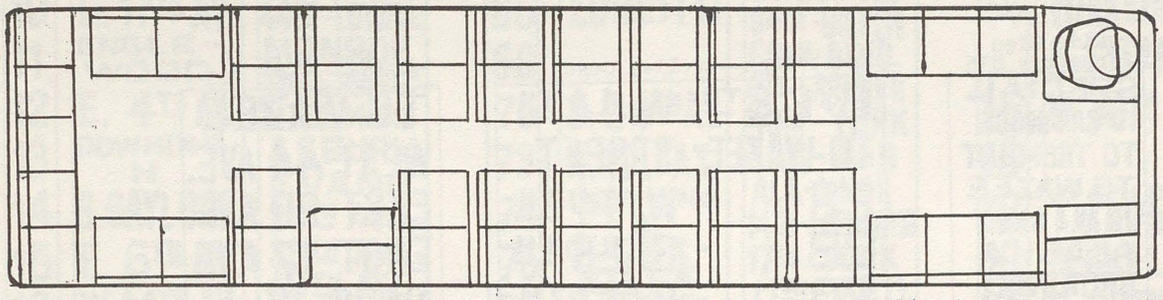
Denver Tramway's current fleet of 215 buses come in four basic sizes, viz. 41, 45, 51 and 53. There are two variations in the 45 seat size buses, which reflects a difference in manufacturer (although the difference in appearance is greater than the difference in arrangement of seats); the 53 seat buses were built by by two different manufacturers, however the same pattern was used on all vehicles. Shown below, then, are diagrams of the five different seating arrangements to be found in DTC's buses today.

G. M. Coach Model SDM-4501 Length: 35 feet; Width: 96 inches DTC Series: 602, 603, 605



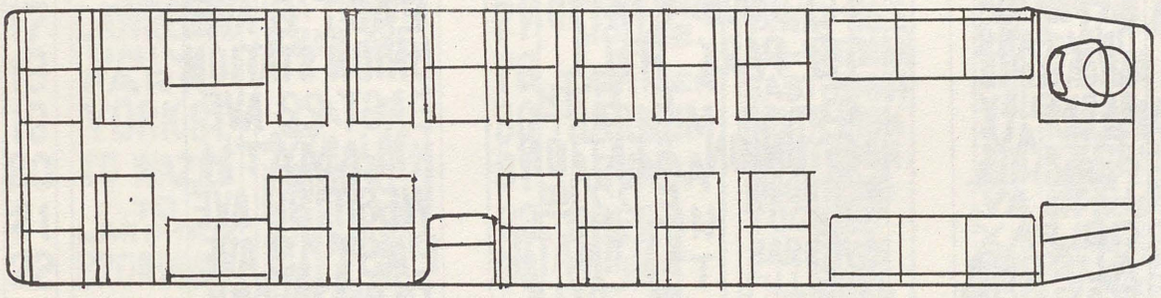
41

Mack Model C-47DT Length: 35 feet; Width: 102 inches DTC Series: 125-137, 139-144, 146-148



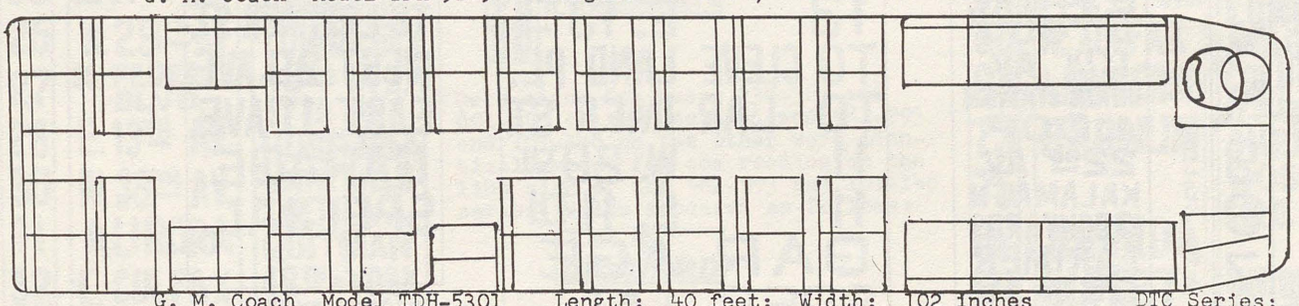
45

G. M. Coach Model TDH-4516 Length: 35 feet; Width: 102 inches DTC Series: 701-722



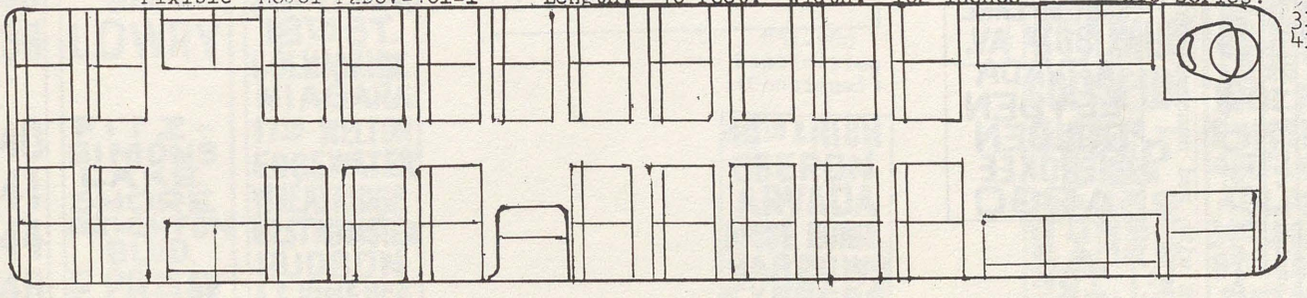
45

G. M. Coach Model TDH-5105 Length: 40 feet; Width: 102 inches DTC Series: 116-124



51

G. M. Coach Model TDH-5301 Length: 40 feet; Width: 102 inches DTC Series: 501-545
G. M. Coach Model T6H-5305 Length: 40 feet; Width: 102 inches DTC Series: 8101-8118
Flxible Model F2D6V-401-1 Length: 40 feet; Width: 102 inches DTC Series: 546-572, 3101-3165, 4101-4103



53

DESTINATION SIGNS

The earliest illuminated destination signs to appear on DTC vehicles were the large two-curtain route number signs that were mounted in the door side front window of their streetcars. These were augmented by signs in the first side window consisting of one curtain upon which were printed line names and destinations. Early and prewar buses had standard size illuminated front destination signs with line names painted upon them. It wasn't until after the first of the new diesel buses appeared that route numbers were placed upon bus destination signs. On the other hand, however, trolley coaches had route numbers along with line names on their front destination signs at an early date. The difference is probably that prior to 1950 most bus lines were feeder routes (not necessarily requiring a route number) whereas trolley coaches operated only on trunk lines. It is believed that the three-piece signs were introduced with the first of the GM TDH-5105's in 1954, however, the second orders of 3612's and 4509's may have been delivered with them in 1950. But in any case, the entire 238-389 series were sporting three-piece signs by the end of 1954. The three-piece sign thus became standard for DTC until 1968, when a new two-piece sign was introduced. There is one major variation among the many minor differences in signs; that is that the destination (third) curtain had readings that were a full six inches high (or two lines of three inches) with white letters on a black background on all "New Look" GMC and Flxible buses, whereas the older vechicles' destination had white letters on a red background--with the letters only about three inches high and arranged in one line; this three inch, one line reading was then centered in the six inch-high space. The five 600-series suburban buses purchased in 1960 for a hoped-for "car pool" type operation are the only buses purchased in recent years to have one-piece destination signs.

The lists of destination signs presented below serve to illustrate the various differences among signs that have been used by DTC--both in content and in lettering style.

Front Sign
Streetcar 333

LEFT SIDE

9 8 7 6 5 4 3 2 1 0

LOOP
TO CAR HOUSE
SPECIAL

9 8 7 6 5 4 3 2 1 0

White numbers with red background

RIGHT SIDE

9 8 7 6 5 4 3 2 1 0

WAZEE
TREMONT

9 8 7 6 5 4 3 2 1 0

White numbers with black background

Cars with red numbers went to Union Station

Side Sign
Streetcar 835

SPECIAL
TO CAR HOUSE
TO TREMONT
TO WAZEE
11TH AV. & B'WAY
ALASKA
BROADWAY
ENGLEWOOD
So PEARL
UNIV. PARK
So GAYLORD
BERKELEY
6TH AV.
PARK HILL
17TH AV.
COLFAX
AURORA
BARNUM
E. 34TH AV.
STOUT
11TH AV.
UNION STATION
LOOP
22ND AV.
KALAMATH
STOCKYARDS
LARIMER
28TH AV.
W. 44TH AV.
RCKY MT LAKE
W. 38TH AV.
ARVADA
LEYDEN
GOLDEN
CHEROKEE
ARGO

Front Sign--Trolley Coach 521

6-E. 6TH W. 44TH
TO WAZEE STREET
28 W. 44TH
28 E. 28TH
20 E. 17TH
40 UNION STATION
40 PARK HILL
6 E. 6TH
6 UNION STATION
50 E. 22ND
50 KALAMATH
13 W. 38TH
13 E. 13TH
TO CLEVE LAND PL.
TO LAR IMER ST.
11 W. 29TH
11 E. 11TH
GAR AGE
SPEC IAL

Side Sign
Trolley Coach 521

TO WAZEE
WEST 44 AVE.
EAST 28 AVE.
EAST 17 AVE.
PARK HILL
EAST 6 AVE.
UNION STATION
EAST 22 AVE.
KALAMATH
WEST 38 AVE
EAST 13 AVE
TO CLEVELAND PLACE
TO LARIMER ST.
WEST 29 AVE.
EAST 11 AVE.
GARAGE
SPECIAL

Deck Signs for Buses 238-364, 801-850, 981-993, 101-148

Route	Line	Destination
1		EXPRESS
2	GARAGE	LOUISIANA
3	CENTRAL LOOP	DAKOTA
4	STADIUM	IVANHOE
5	COLISEUM	51ST-WASH.
6	CHAR-TERED DOG RACES HORSE RACES NOT IN SERVICE	38TH-WALNUT
		MISSISSIPPI
		48TH-PECOS
7		IOWA
8		UNION STA.
9		LOUIS-S.GAY
10	E. 17TH AV.	STUART
11	ENGLE-WOOD	50TH-LOWELL
12	E. 4TH AV.	44TH-LOWELL
13	DOWNING N.	MONROE
14	S.GAYLORD *	QUEBEC
15	E. 6TH AV.	FITZSIMONS
16	W.44TH AV.	ASBURY
17	LAWRENCE	EVANS
18	UNIV. PARK	34TH AVE.
19	YORK ST.	38TH AVE.
20	TO WAZEE	46TH AVE.
21	TO LARIMER	41ST-STEELE
22	BROADWAY	VIA 17TH ST.
23	E. 11TH AV.	22ND AVE.
25	W. 29TH AV.	YALE
27	SO. FEDERAL BLVD.	47TH-LAF.
28	E. 13TH AV.	HUMBOLDT
30	W. 38TH AV.	SHERIDAN
31	AURORA	SYRACUSE
32	E. COLFAX	BIRCH ST.
33	COLORADO BLVD.	POPLAR ST.
36	LOWRY	OSWEGO ST.
		LOWRY NO.1
40	FITZ-SIMONS LAKE SHORE	48TH AVE.
41		17TH AVE.
44	BRIGHTON BLVD.	HOSP. AREA
46	E. 28TH AV.	UNIV. HILLS
50	BERKELEY	GENEVA
		QUITMAN
		48TH-YORK
		52ND-STEELE
		ENGLEWOOD
		18TH ST.
		COLUMBINE
		NIAGARA
		17TH-WELTON
		EDGEWATER
		WHEATRIDGE
		WESTMINSTER
		HUDSON
		A.F. FINANCE
		ROSLYN

Route	Line	Destination
53	PARK HILL	52ND-FED
55	UNION STATION	8TH-FED
56	E. 22ND AV.	W. 6TH AVE
58	KALAMATH	1ST-VRAIN
59		WESTWOOD
60	W. ALAMEDA E.	ALA.-B'DWAY
62	LOUISIANA FEDERAL CENTER	8TH-ELATI
63		13TH-TREMONT
64	ARGO	EXPOSITION
66	LORETTO	50TH-FED.
68		HARRISON
70	E. 34TH AV.	AIR PORT
73	W. COLFAX	FAIRMOUNT
74	DOWNING S.	TO COLFAX
75	GLOBE-VILLE STOCK-YARDS PACKING HOUSE E. LARIMER	34TH-GILPIN
76		COLO. BLVD.
77		9TH-LARIMER
78		40TH-YORK
80	BARNUM	40TH-HIGH
81	ARVADA	ALA-KNOX
82	OBERON	14TH-LARIMER
83	OLIVET	17TH-YORK
84	GOLDEN	11TH-FED.
85		ALAMEDA
		LOWRY NO.2
		ALA-QUITMAN
		EAST HIGH
		SOUTH HIGH
		WEST HIGH
		RIDGE HOME
		TUCKER
		BARROWS
		FILLMORE

*Deck signs for buses 238-364 and 801-850 on the one hand and 981-993 and 101-148 on the other were identical except for one reading on the line sign of the 981-993 and 101-148 series, which appeared as follows:

S. GAYLORD

Deck Signs for Buses 851-980

Route	Line	Destination
3	BROAD-WAY LAKE-SHORE	ENGLEWOOD
4	E. 4TH AVE	LOUISIANA
5	SO. GAYLORD	YALE
6	ARGO	ALAMEDA
8	E. 6TH AVE.	HUDSON
9	W. 44TH AV.	MISSISSIPPI
11	UNIV. PARK	LOUIS.-S.GAY.
13	W. 29TH AV.	DAKOTA
14	YORK STREET	50TH & FED.
	E. 13TH AVE	48TH & PECOS
15	W. 38TH AV.	WESTMINSTER
16		STUART
18	E. COLFAX AVE.	50TH & LOWELL
19	BERKELEY	9TH & HUMBOLDT
23	E. 28TH AV.	LOWRY 1
28	E. 17TH AVE	UNIV. HILLS
30	E. 22ND AV.	FILLMORE
31	KALAMATH	YORK ST.
40	FEDERAL CENTER S. FEDERAL BLVD	LOWELL
		EDGEWATER
50	STOCK-YARDS	WAZEE
55	E. 34TH AV.	40TH & STEELE
60	W. COLFAX	A.F. FINANCE
64	LAWRENCE	34TH AVE.
73	BARNUM	22ND AVE.
75		TO COLFAX
82	ARVADA	EVANS
83	OLIVET	WHEATRIDGE
84	GOLDEN	MONROE
	STADIUM	QUEBEC
	COLISEUM	FITZSIMONS
	CHAR-TERED DOG RACES HORSE RACES NOT IN SERVICE	POPLAR
		BIRCH ST.
		LOWRY 2
		NIAGARA
	GARAGE	COLUMBINE
		17TH & WELTON
		SHERIDAN
		ROSLYN
		COLO. BLVD.
		UNION STA.
		1ST & VRAIN
		WESTWOOD
		BROADWAY
		LORETTO
		WOLFF
		EXPOSITION
		48TH & YORK
		AIR PORT
		34TH & GILPIN
		9TH & LARIMER
		QUITMAN
		ALA-KNOX

851-980 Destination (Continued)

40TH & HIGH
OBERON
ARVADA
RIDGE HOME
BARROWS
EXPRESS

Deck Signs for Buses 501-545, 701-722

Route	Line	Destination	Destination (Cont)
3	GARAGE	EXPRESS	A.F. FINANCE 40TH & STEELE
4	NOT IN SERVICE	BARROWS	WAZEE
5	HORSE RACES	RIDGE HOME	
6	DOG RACES	ARVADA	
8	CHARTERED	OBERON	EDGEWATER
9	COLISEUM	40TH & HIGH	LOWELL
11	STADIUM	ALA-KNOX	YORK ST.
13	GOLDEN	QUITMAN	FILLMORE
14	OLIVET	9TH & LARIMER	UNIV. HILLS
	ARVADA	34TH & GILPIN	LOWRY #1
15		AIRPORT	9TH & HUMBOLDT
16	BARNUM	48TH & YORK	50TH & LOWELL
17	LAWRENCE	EXPOSITION	STUART
18	W. COLFAX	WOLFF	WESTMINISTER
19	E. 34TH AVE.	LORETTO	48TH & PECOS
23	STOCKYARDS	BROADWAY	50TH & FEDERAL
28	S. FEDERAL BLVD.	WESTWOOD	DAKOTA
30	FEDERAL CENTER	1ST & VRAIN	LOUIS. & S. GAY.
31	KALAMATH	UNION STATION	MISSISSIPPI
40	E. 22ND AVE.		HUDSON
	E. 17TH AVE.	COLO. BLVD.	ALAMEDA
50	E. 28TH AVE.	ROSLYN	YALE
55	BERKELEY	SHERIDAN	LOUISIANA
60	E. COLFAX AVE.	17TH & WELTON	ENGLEWOOD
64		COLUMBINE	
73	W. 38TH AVE.	NIAGARA	
75	E. 13TH AVE.	LOWRY #2	
82	YORK ST.	BIRCH ST.	
83	W. 29TH AVE	POPLAR	
84	UNIV. PARK	FITZSIMONS	
	W. 44TH AVE	QUEBEC	
	E. 6TH AVE.	MONROE	
	ARGO	WHEATRIDGE	
	SO. GAYLORD	EVANS	
	E. 4TH AVE.	TO COLFAX	
	LAKESHORE	22ND AVE.	
	BROADWAY	34TH AVE.	

Deck Signs for Buses 546-572, 3101-3165, 4101-4103

Route	Line	Destination	Destination (Cont)
3	GARAGE	EXPRESS	AIR FORCE FINANCE 40TH & STEELE
4	NOT IN SERVICE	BARROWS	WAZEE
5	HORSE RACES	RIDGE HOME	
6	DOG RACES	ARVADA	
8	CHARTERED	OBERON	EDGEWATER
9	COLISEUM	40TH & HIGH	LOWELL
11	STADIUM	ALA-KNOX	YORK
13	GOLDEN	QUITMAN	FILLMORE
14	OLIVET	9TH & LARIMER	UNIV. HILLS
	ARVADA	34TH & GILPIN	LOWRY #1
15		AIRPORT	9TH & HUMBOLDT
16	BARNUM	48TH & YORK	50TH & LOWELL
17	LAWRENCE	EXPOSITION	STUART
18	WEST COLFAX	WOLFF	WESTMINISTER
19	EAST 34TH AVE.	LORETTO	48TH & PECOS
23	STOCKYARDS	BROADWAY	50TH & FEDERAL
28	SO. FED. BLVD.	WESTWOOD	DAKOTA
30	FEDERAL CENTER	1ST & VRAIN	LOUIS. & S. GAY.
31	KALAMATH	UNION STATION	MISSISSIPPI
40	EAST 22ND AVE.		HUDSON
	EAST 17TH AVE.	COLO. BLVD.	ALAMEDA
50	EAST 28TH AVE.	ROSLYN	YALE
55	BERKELEY	SHERIDAN	LOUISIANA
60	EAST COLFAX	17TH & WELTON	ENGLEWOOD
64		COLUMBINE	
73	WEST 38TH AVE.	NIAGARA	
75	EAST 13TH AVE.	LOWRY #2	
82	YORK ST.	BIRCH	
83	WEST 29TH AVE.	POPLAR	
84	UNIV. PARK	FITZSIMONS	
	WEST 44TH AVE.	QUEBEC	
	EAST 6TH AVE.	MONROE	
	ARGO	WHEATRIDGE	
	SOUTH GAYLORD	EVANS	
	EAST 4TH AVE.	TO COLFAX	
	LAKESHORE	22ND AVE.	
	BROADWAY	34TH AVE.	

Deck Signs for Buses 601-609

Route/Line

9 YORK STREET
15 COLORADO BOULEVARD
17 MISSISSIPPI
18 BRENTWOOD
19 AIRPORT
19 FAIRMOUNT
31 WESTMINISTER
33 SHOPPERS SPECIAL
73 DOWNING
77 CENTENNIAL TRACK
82 ARVADA-OBERON
83 OLIVET
84 GOLDEN
SPECIAL
CHARTERED
EXPRESS
NOT IN SERVICE
DENVER
GARAGE

Deck Signs for Buses 8101-8118

Route	Destination
3	GARAGE
4	23RD-QUITMAN
5	EVANS AVE.
6	HUDSON ST.
7	23RD-ROSLYN
8	UNION STATION
9	50TH-FEDERAL
12	LOUIS-CLAYTON
13	LOUIS-GAYLORD
14	COLFAX
15	16TH-BLAKE
16	EDGEWATER
17	UNIVERSITY HILLS
18	EVANS-MILWAUKE
19	SHERIDAN BLVD.
23	AIRPORT
28	COLORADO BLVD.
30	ALAMEDA AVE.
31	28TH-NIAGARA
35	28TH-COLUMBINE
40	QUEBEC ST.
45	CLERMONT ST.
50	50TH-STUART
55	LOWRY FIELD
59	FITZSIMONS
60	15TH-MARKET
64	ENGLEWOOD
73	BROADWAY
75	WHEATRIDGE
77	HARLAN ST.
82	HAMPDEN AVE.
83	FINANCE CENTER
84	STEELE ST.
	YALE AVE.
	GLOBEVILLE
	LARIMER ST.
	14TH STREET
	13TH STREET
	48TH AVENUE
	YORK ST.
	WESTWOOD
	1ST-ZENOBIA
	19TH-PENN
	18TH STREET
	LORETTO
	YATES ST.
	52ND-FEDERAL
	VILLA ITALIA
	40TH AVENUE
	ENG.SHOP.CNTR.
	FEDERAL BLVD.
	DENVER
	ARVADA
	OLIVET
	GOLDEN
	SIMMS ST.
	FEDERAL CENTER
	LAWRENCE ST.
	DOG TRACK
	HORSE TRACK
	EXPRESS
	CHARTER
	STADIUM
	NOT IN SERVICE

Side Sign for Buses 951-980
BROADWAY
E. 4TH AVE
W. 23RD AVE.
SO. GAYLORD
ARGO
W. 6TH AVE.
W. 44TH AVE.
EVANS
W. 29TH AVE.
E. 13TH AVE.
W. 38TH AVE
E. COLFAX AVE
BERKELEY
E. 28TH AVE
E. 17TH AVE.
E. 22ND AVE
KALAMATH
SO. FED. BLVD.
STOCKYARDS
E. 34TH AVE
W. COLFAX
LAWRENCE
BARNUM
ARVADA
END

Side Sign for Buses 981-993 and 101-124
CENTRAL LOOP
ENGLEWOOD
S. GAYLORD
MISSISSIPPI
IOWA
UNION STATION
E. 6TH AVE.
6-QUEBEC
6-W. 44TH AVE
UNIV. PARK
YALE-MONROE
UNIV. HILLS
E. 11TH AVE
W. 29TH AVE
W. 13TH AVE.
11TH SYRACUSE
W. 38TH AVE.
AURORA
BIRCH
POPLAR
E. 28TH AVE
28TH-NIAGARA
BERKELEY
PARK HILL
23RD-ROSLYN
E. 34TH AVE
W. COLFAX
AIRPORT
TO WAZEE
TO COL-BWAY
TO LARIMER
END

Rear Route Sign
3
4
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50
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77
82
83
84

List of Portable Signs (Located in Bay A, Alameda Div.)

Hook Number	Front Reading	Used on Route	Back Reading	Used on Route
1	LORETTO	60	YATES-HARVARD	60
2	WEST 6TH AVE. VIA RT. 60	60	SHOPPING CENTER	3*
3	ALAMEDA & TEJON	50		
4	CENTENNIAL DAILY DOUBLE	77		
5	EXPRESS			
6	INSTRUCTION BUS			
7	BALL PARK	4		
8	BASE SHOP	6		
9	18TH ST.	#		
10	NORTH HIGH	55		
11	GARRISON	84		
12	PIKEVIEW	84		
13	TUCKER VIA 48TH & WADSWORTH	82		
14	PACKING HOUSE	73	GLOBEVILLE	73
15	38TH & WALNUT	73		
16	FAIRMOUNT	19		
17	BRIGHTON BLVD.	23		
18	TUCKER	82		
19	HAMPDEN	9		
20	FEDERAL CENTER	59		
21	AUGUSTANA			
22	FIRST PLYMOUTH			
23	6TH AVE.	6		
24	13TH ST.	#		
25	WASHINGTON VIA MONACO			
26	ASHBURY ONLY	8		
27	SPECIAL			
28	R-1 YALE	TJ	SHORT R-1 YALE	TJ
29	R-2 CORNELL	TJ	SHORT R-2 CORNELL	TJ
30	VILLA ITALIA	75		
31-35	(VACANT)			
36	19TH - PENN	50		
37	(VACANT)			
38	UNIVERSITY HILLS EXPRESS	8X		
39	AURORA-FITZSIMONS EXPRESS	14X		

* Some signs only.
\# Any bus

Portable signs are metal signs that are placed in racks on the front of the bus above the right headlight.