

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	Colorado
COUNTY:	Moffat
FOR NPS USE ONLY	
ENTRY DATE	JUN 20 1975

1. NAME

COMMON:	Moffat, David H. "Private Car"
AND/OR HISTORIC:	"MARCIA" (Pullman car) use this

2. LOCATION

STREET AND NUMBER: 341 East Victory Way			
CITY OR TOWN: Craig		CONGRESSIONAL DISTRICT: 4	
STATE Colorado	CODE 08	COUNTY: Moffat	CODE 081

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)				
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify)	<input type="checkbox"/> Comments

4. OWNER OF PROPERTY

OWNER'S NAME: Craig Chamber of Commerce			
STREET AND NUMBER: 341 East Victory Way			
CITY OR TOWN: Craig		STATE: Colorado	CODE 08

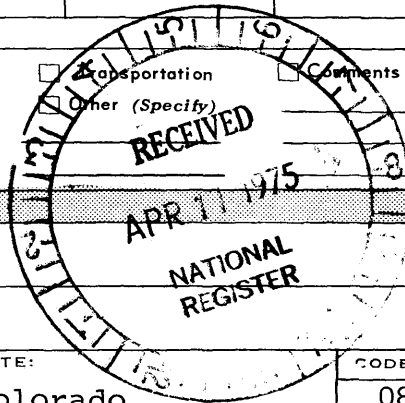
5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Courthouse Book 215, page 260 19t August 31, 1957			
STREET AND NUMBER: 221 West Victory Way			
CITY OR TOWN: Craig		STATE Colorado	CODE 08

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:			
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local			
DEPOSITORY FOR SURVEY RECORDS:			
STREET AND NUMBER:			
CITY OR TOWN:		STATE:	CODE

SEE INSTRUCTIONS



STATE: Colorado	COUNTY: Moffat	ENTRY NUMBER	DATE
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FOR NPS USE ONLY

7. DESCRIPTION

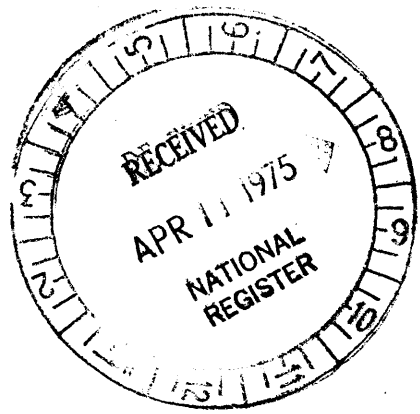
CONDITION	(Check One)					Ruins	Unexposed
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated			
	(Check One)			(Check One) Not applicable			
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

"The Marcia" was built by the Pullman Company in 1906 honoring David Moffat's daughter. The woodwork in the Marcia is all solid mahogany imported from Africa.

The Marcia has comfortable sleeping quarters for 12 people and a cleverly designed dining table will seat twelve.

The Marcia is also listed in Treasurers of America "Reader's Digest."



SEE INSTRUCTIONS

Late in 1859, Moffat formed partnership with C. C. Woolworth of St. Joseph, Missouri. His native shrewdness taught him that it would be far more profitable to supply the wants of the gold seekers than to hunt for the gold itself.

Moffat and Woolworth organized a book and stationery business and the first stock of merchandise was loaded onto four wagons in St. Joseph. They hired three drivers, Moffat drove one team himself, and the wagon train arrived in Denver, March 17, 1860. A store was opened on Eleventh Street below Larimer, and Moffat became an assistant postmaster along with his other duties.

The original plan was to sell out the stock of merchandise in Denver and continue on towards California but business proved so remunerative that these plans were changed and Denver became his permanent home. He returned East in the fall of 1861 and on December 11 of that year married Miss Fannie A. Buckhout of Mechanicsville, New York, a childhood sweetheart. Their honeymoon was spent on a prairie schooner since there were no steel rails to Colorado at that time.

David H. Moffat and his wife had one daughter, Marcia, who married James A. McClurg, a Denver businessman, in 1887. Mr. McClurg died early in 1909 and Marcia divided her time from then on between New York and Paris.

David Moffat died March 18, 1911, in a New York City hotel room, exhausted and beaten down in his efforts to raise funds for his beloved Denver and Northwestern Pacific Railroad. Later it was disclosed that he was practically bankrupt; his own great fortune had vanished in pursuit of his dream of pushing a transcontinental railroad west from Denver. His wife lived in the Grant street mansion alone with only servants about her. In 1918 she sold the mansion to J. B. Cosgriff and moved into her old home. Marcia returned to Denver briefly for her father's funeral.

From 1867, Moffat's activities are interwoven in the chronicles of Colorado and from 1867 the First National Bank properly marks the commencement of the Moffat activities on a large scale. A young man with the brains, energy and healthy imagination of David H. Moffat, supplemented by a thorough financial training, could not help but appeal to the two dominant forces in the affairs of Colorado during the '60's, '70's, and '80's. These dominant forces were (1) Jerome Chaffee, who turned his attention to mining development, and (2) John Evans, an empire builder who stood high in the regard of Jay Gould.

Chaffee needed Mofat's counsel in the exploitation of the Boulder County mineral holdings and Moffat became an owner in the Caribou Mine-the foremost bonanza of Colorado prior to the Leadville discoveries.

continued on page 3

Governor Evans sought the cooperation of Moffat in the building of the Denver Pacific Railroad which connected this city with the Union Pacific at Cheyenne, and Moffat was one of Evan's assistants in the building of the Boulder Valley Railroad which gave Denver a fuel base in the northern coal fields.

From 1870-1880, Moffat's interests radiate in every direction but always are connected with the great enterprises of that decade.

In the early '80's, Governor John Evans conceived a Denver railroad connection with the Gulf of Mexico and he organized the Denver and New Orleans Railroad Company. Mr. Moffat joined Governor Evans in this enterprise which is now the Colorado and Southern Railway. He and Governor Evans built the Denver, South Park and Pacific, which shortened the distance from Denver to Leadville nearly 150 miles. During his connection with these railroad projects, Mr. Moffat bought heavily into the stock of the Denver and Rio Grande.

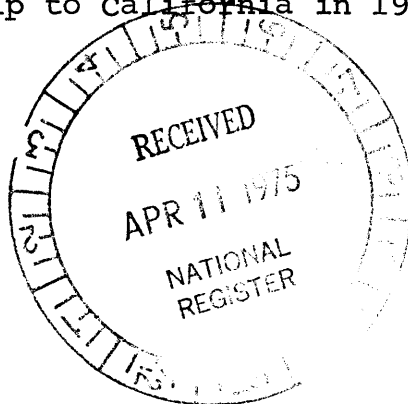
The Denver, Northwestern and Pacific Railway Company was incorporated July 18, 1902, with David H. Moffat as president, and he continued in this capacity until his death March 18, 1911.

The "Marcia" was built by the Pullman Company in 1906 and named Marcia, honoring David Moffat's daughter. The car cost \$24,568. New Pullman cars purchased in 1952 cost \$206,000 each. The woodwork in the Marcia is all solid mahogany, imported from Africa. Available now only in small quantities, this African mahogany is not sold by the foot but retails at one dollar a pound.

Upholstery of furniture in the Marcia is the original leather. When you examine it you probably will conclude as I have that modern artisans no longer follow the tanning methods of their predecessors. The original leather on the couches and chairs is as soft and pliable today as it was when installed years ago.

The Marcia has comfortable sleeping quarters for 12 people and a cleverly designed dining table will seat 12.

The Marcia made several trips to New York, went once to Canada, and was used by John Evans, president of the First National Bank on his honeymoon trip to California in 1908."



SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input checked="" type="checkbox"/> Historic | <input checked="" type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

David H. Moffat was a leader of the State in its most important industries: finance and railroads. It was his ability to produce reality from dreams that opened the gold fields and connected Colorado markets to those of the nation. The car "Marcia" was his personal car and symbolizes most closely the impact of the one man on the development of this state. Moffat County was named after David H. Moffat. The Moffat Tunnel completed in 1927 was also named after Mr. Moffat.

"Wilson H. McCarthy, president of the Denver and Rio Grande Western Railroad, and the last president of the Moffat line, paid tribute to David H. Moffat, first president of that historic railroad when he presented to the Town of Craig the historic railroad car used by Mr. Moffat during the building years of a number of Colorado railroads, at ceremonies held in Craig Saturday morning, August 1, 1953.

More than eight hundred interested people gathered at the famous old railroad car, now standing on rails taken from the original Moffat line at the entrance to City Park to hear Mr. McCarthy and express by their presence their interest in the car and their appreciation of the ^{the} ~~figt~~ to Craig. Over four hundred registered in the car when they inspected it Saturday following the ceremonies. Hundreds of people did not visit the car Saturday because of the congestion."

David Halliday Moffat was born July 22, 1839, in Washingtonville, Orange County, New York, the son of David H. and Katherine (Gregg) Moffat. His ancestors were typically American. By direct line, he was linked to the Gregg family, conspicuous in colonial and pre-Revolutionary history. Samuel Moffat emigrated to New York in 1720 and married Anne Gregg, and it was from this union that David H. Moffat descended.

He was thrown on his own resources early in life and at the age of 12 went to New York City in search of employment. He was hired as a messenger at the New York Exchange Bank, remaining there for four years during which time he rose from messenger to assistant teller, or assistant cashier as we know it today.

SEE INSTRUCTIONS

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Readers Digest, Treasure of America, Triple A Travel Directory
 US Travel Guide of Colorado, Colorado Directory Triple A,
 Mobile Guide, Denver Post, Channel 9 Movie 1959
 Ralph Grayson family pictures, National Geographic,
 Moffat Clan of America Alberta Canada, Kent Ruth Book,
 Silver Dollar Dave Moffat, Moffat Road on site by Bollinger &
 Bower
 Craig Empire Courier, Rails that Climb.

10 GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		40 ° 30' 52 N	107° 32 ' 31W	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **one quarter acre**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
Colorado	08	Moffat	081
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11 FORM PREPARED BY

NAME AND TITLE:
Ersel G. Deakins

ORGANIZATION: **Craig Chamber of Commerce** DATE: _____

STREET AND NUMBER:
Box 351

CITY OR TOWN: **Craig** STATE: **Colorado** CODE: **08**

12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name *Conthia G. M. [Signature]*

Title *Acting SHPO*

Date *3-21-75* *return*

I hereby certify that this property is included in the National Register.

[Signature]
 Director, Office of Archeology and Historic Preservation

Date *6/20/75*

ATTEST:

[Signature]
 Keeper of The National Register

Date *JUN 20 1975*

HM 13 / 4457990
 159620
 SEE INSTRUCTIONS