

PH 363022

DATA SHEET 16/01/0076/04

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATE ENTERED OCT 22 1976

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC The Moffat Station
AND/OR COMMON

2 LOCATION

STREET & NUMBER 2105 15th Street

CITY, TOWN Denver

NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

STATE Colorado

VICINITY OF
CODE 08

COUNTY Denver

CODE 031

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input checked="" type="checkbox"/> OTHER: storage

4 OWNER OF PROPERTY

NAME Denver and Rio Grand Railroad Company

STREET & NUMBER 1531 Stout St.

CITY, TOWN Denver

VICINITY OF

STATE
Co.

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Denver Assesment Division

STREET & NUMBER City County Building 1445 Cleveland Place

CITY, TOWN Denver

STATE
Colorado

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Colorado Inventory of Historic Sites

DATE March 26, 1976

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS State Historical Society of Colorado-200 14th Ave

CITY, TOWN Denver,

STATE Colorado

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Moffat Railroad Station is located on the northeast corner of 15th and Basset Street. The overall impression of the style is one of exaggerated neoclassic. The main station building is a square, one story, red brick building with three identical facades facing northwest, southwest, and southeast. Extending from the northeast side of the building is a loading dock and freight warehouse. The three facades are symmetrical and are divided into three bays. The two end bays have one square window and the central bay has large round arched entrances. These entrances are now closed up with only a small door for access to the interior. An early photo of the building reveals that there were large double doors in the lower half of the archways, with glass in the upper portion.

The windows and doors have a quoin motif of light colored brick which provides a sharp color contrast to the red brick body of the building. The roof is flat with a cornice, some distance below the top, with oversize dentil decoration.

The most unusual feature of building is the large globes with encircling bands that are located along the edge of the roof at the corners of the end bays. They are stone and are painted green.

With the exception of the alteration of the doors, the building remains virtually unchanged from the days of its use with the historically significant Moffat Line.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1906 ?

BUILDER/ARCHITECT Edwin H. Moorman

STATEMENT OF SIGNIFICANCE

The significance of the Moffat station lies in its association with the Denver Northwestern and Pacific railroad line (the Moffat Line) across the Continental Divide. In addition, it is the only remaining building in Denver with any direct association with David Moffat an important financier with interests in both mining and railroad lines.

The Denver Pacific Co was incorporated in 1867 with Moffat a leading figure in the organization. It's line built from Cheyenne Wyoming reached Denver in 1870, and the first engine to run on that line was named the David Moffat. The importance of this line is that ensured Denver would become a major population center and not just remain a mere village bypassed by all the railroad routes. As J.C. Smiley in his History of Denver notes(p.832), it was Moffat's name and personality that was conspicuously identified with the growth of Denver and the State.

In 1902, the Denver Northwest and Pacific Railroad was incorporated. Moffat served as its president until 1911 when he died. Work was begun on constructing the line across the continental divide by means of 11,680 ft Rollins Pass and then on to Salt Lake City. In addition to providing a shorter route to Salt Lake City as well as opening up the northwestern portion of the state for new growth and development, it provided Denver for the first time with a direct freight and passenger connection to the east and west coast. Moffat's ultimate dream was a tunnel under the continental divide, a dream which did not come to pass until February 1928 when the Moffat tunnel, the main route of the Denver and Rio Grande RR was put in service.

The Moffat station served as the main terminus for this important line. In addition, it was a popular starting place for tourist trains which went as far as Tolland. In the summer of 1905, the line ran a commuter train for summer residents who lived in Tolland.

The Station Building, its freight platform and warehouse are endangered by a proposed "new Town" development by Burlington-Northern Railroad company. They are in the process of developing plans for a new residential-light industrial development and park area between the Union Station and the Platte River. The Moffat station is located in this area. For now, however, the Moffat stands as a monument to a man who was a tremendous figure in the development of Denver, and to a railroad line which had a significant role in the growth of Denver as an important center.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Edward Bollinger and Frederick Bauer, The Moffat Road. 2nd ed. Sage Books. Denver, Co. 1967.
 Harold Boner. The Giant's Ladder. Kalmbach Publishing Co. Milwaukee, Wis. 1962. p.87.
 Jerome C. Smiley. History of Denver. 1901. reprint ed. Unigraphich: Evansville, Ind. pp. 437, 455, 794, 832.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY under one acre

UTM REFERENCES

A

1	3	4	9	9	5	5	0	1	4	0	0	2	8	0
ZONE			EASTING				NORTHING							

B

ZONE			EASTING				NORTHING							

C

ZONE			EASTING				NORTHING							

D

ZONE			EASTING				NORTHING							

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE Barbara Norgren	DATE March 26, 1976
ORGANIZATION Historic Denver	DATE
STREET & NUMBER 1015 9th Ave.	TELEPHONE 825-8455
CITY OR TOWN Denver	STATE Colorado

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation 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.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Stephen H. Horst

TITLE 5th St

DATE 11/4/76

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE 10/22/95

DATE 10/25/76