UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

Denver

FOR NPS USE ONLY
RECEIVED JUL 1 1980

Colorado 80203

INVENTORT NOMINATION	FURIVI DATE	LINICALD	
SEE INSTRUCTIONS IN HOW T	O COMPLETE NATION.		
1 NAME			
Denver, Northwestern and Pacific Rail	lway Historic Distr	ict	
AND/OR COMMON	Iway mistoric bistr	ici	
"Moffat Road"			
2 LOCATION W at Mod	echand		
STREET & NUMBER	and the same of th		
N/A		NOT FOR PUBLICATION	
CITY, TOWN Nederland Vic.		CONGRESSIONAL DISTR	ІСТ
	VICINITY OF	2 and 4	
STATE _Colorado	code 08 Boulder (013);	COUNTY Gilpin (047): Gran	CODE
	- (also in	and n	7 -
3 CLASSIFICATION	(ACED AR. 1	on a fi	Chances)
CATEGORY OWNERSHIP	STATUS	PRES	ENT USE
_XDISTRICT X_PUBLIC	OCCUPIED	AGRICULTURE	MUSEUM
BUILDING(S) X_PRIVATE	X_UNOCCUPIED	COMMERCIAL	PARK
STRUCTUREBOTH	WORK IN PROGRESS	X EDUCATIONAL	PRIVATE RESIDENC
SITE PUBLIC ACQUISITION	ACCESSIBLE	ENTERTAINMENT	RELIGIOUS
OBJECTIN PROCESS	X_YES: RESTRICTED	GOVERNMENT	SCIENTIFIC
BEING CONSIDERED	X_YES: UNRESTRICTED	INDUSTRIAL	XTRANSPORTATION
	NO	MILITARY	X other Recreation
A OWNER OF PROPERTY NAME See continuation sheet STREET & NUMBER	m sem ne intro	talika en	
CITY, TOWN		STATE	· ·
	VICINITY OF	VIAIL	
5 LOCATION OF LEGAL DESCR	RIPTION		
courthouse, REGISTRY OF DEEDS,ETC. See continuation	sheet		
STREET & NUMBER	onece		
CITY, TOWN		STATE	
6 REPRESENTATION IN EXIST	ING SURVEYS		
τίτιε Colorado Inventory of Histor	cic Sites	(24/01/0000/02)
DATE		(2 (01) 0000 02	<u>, </u>
Ongoing	FEDERAL X	STATECOUNTYLOCAL	
DEPOSITORY FOR SURVEY RECORDS Colorado Historical	Society, 1300 Broa	dway	
CITY, TOWN		STATE	



CONDITION

CHECK ONE

CHECK ONE

__EXCELLENT

__GOOD

XFAIR

__DETERIORATED

__UNEXPOSED

__RUINS

JINS X ALTI

__UNALTERED

X_ORIGINAL SITE
__MOVED DATE_____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Located in the eastern section of Grand County, the western section of Gilpin County and the southern section of Boulder County, the Moffat Road is a narrow, winding, historic district that was once the right-of-way for the Denver, Northwestern and Pacific Railroad which brought the first rail service over the Continental Divide to Middle Park. The tracks and ties have been removed and replaced by a light duty road which is accessible from East Portal in Gilpin County and from West Portal in Grand County.

The boundaries of the district comprise the original right-of-way of the Denver, Northwestern and Pacific Railroad. This consists of two parallel lines 100 feet apart or 50 feet on either side of a center line that can be seen on the USGS quadrangle maps (Fraser, East Portal, and Nederland) which accompany the nomination. The right-of-way runs through the mountains for a distance of 34 miles. The actual road follows this right-of-way and is approximately 30 feet wide.

The condition of the roadbed varies throughout. For the most part, it is an unpaved pathway whose condition varies from that of an unpaved county road to a jeep trail. Here and there along the route are old rock cuts, tunnels, trestles, water towers, and the ruins of several old railroad towns including Corona Station located at the top of Rollins Pass at an elevation of 11,600 feet. The scenic vistas are spectacular as the roadbed rises from the forests below timberline, curves around hairpin turns, and finally runs above the timberline to the summit of the pass.

PERIOD	AF	REAS OF SIGNIFICANCE CH	IECK AND JUSTIFY BELOW	
_PREHISTORIC	ARCHEOLOGY-PREHISTORIC	COMMUNITY PLANNING	LANDSCAPE ARCHITECTURE	RELIGION
_1400-1499	ARCHEOLOGY-HISTORIC	CONSERVATION	LAW	SCIENCE
_1500-1599	AGRICULTURE	ECONOMICS	LITERATURE	SCULPTURE
_1600-1699	ARCHITECTURE	EDUCATION	MILITARY	SOCIAL/HUMANITARIAN
_1700-1799	ART	X_ENGINEERING	MUSIC	THEATER
_1800-1899	COMMERCE	EXPLORATION/SETTLEMENT	PHILOSOPHY	X_TRANSPORTATION
<u>1</u> 1900-	COMMUNICATIONS	INDUSTRY	POLITICS/GOVERNMENT	X_OTHER (SPECIFY)
		INVENTION		Recreation

SPECIFIC DATES 1903 - Present

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Moffat Road is significant for its association with David H. Moffat, one of the most important financiers and industrialists in late nineteenth and early twentieth century Colorado, and for its association with the Denver, Northwestern, and Pacific Railway, which brought the first rail service over the Continental Divide from Denver to Middle Park. For the past fifty years the roadbed has been an important recreation area for those who choose to walk, drive, ride, or ski across it, view the ruins, and enjoy the scenery.

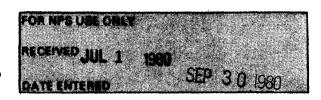
David H. Moffat spent much of his business career in Colorado. He was born in Washingtonville, Orange County, New York in 1838, and at the age of twelve took his first job at a bank in New York City. Then he moved west, working at banks in Des Moines and Omaha before moving to Denver in 1860, the year after the gold rush. He became cashier of the First National Bank of Denver in 1865 and rose to president fifteen years later, but it was during this time that his work with the bank involved him with many industries. He was influential in railroad construction, particularly with the Denver South Park & Pacific and the Florence & Cripple Creek lines. And perhaps more important he was a major investor in mines at Caribou, Cripple Creek, Creede, and Leadville. By 1900 he had amassed a very large fortune—at least on paper—and much of this he invested in the Denver, Northwestern, and Pacific Railroad. But this investment did not work out as expected, and both Moffat and the First National Bank were on the verge of bankruptcy when he died on a trip to New York in 1911.

The Denver, Northwestern and Pacific Railway owed its origin to Moffat, who dreamed of creating a transcontinental line that would run from Denver to Salt Lake City and eventually on to the Pacific Coast. He and his company began building west from Denver in 1903. To cross the Continental Divide into the drainage of the Colorado River, the line built a "temporary" route that consisted of a 4% grade that ran for thirty-five miles over Rollins (Corona) Pass. This was regarded as a remarkable engineering feat, but it was also remarkably expensive. Clearing the snow through six months of winter took two-thirds of the firm's operating budget. Because of the extreme weather conditions, high costs, and the opposition of Edward H. Harriman of the Union Pacific Railroad (which opposed the construction of a rival line) the Moffat Road had only reached Steamboat Springs, less than half the distance to Salt Lake City, when Moffat died in 1911. The line itself failed two years later and was taken over by the Denver and Salt Lake Railway Company. The "temporary" route over Rollins Pass remained in operation for twenty-four years until 1928 when both public and private funds permitted the completion of the Moffat Tunnel under the Pass, lowering the time, distance and cost of transportation. Eventually, the road reached Salt Lake City and still later passed into the control of the Denver & Rio Grande railway system.

9 MAJOR BIBLIOGI	RAPHICAL REFE	RENCES		
Black, Robert C., II 1969).	I. Island in the R	ockies (Boulder,	CO: Pruett Publi	ishing Co.
Boner, Harold, The	Giant's Ladder (Mil	wankoo. Valinbaa	uh Duhlishina Ca	1062)
Bollinger, E. T. The	Moffat Road (Chica	go: Swallow Pres	in rubitshing co.	, 1902).
Rai	1s That Climb (Sant	a Fe: Rydal Pres	s, 1950).	
The Moffat TunnelA				1936).
10 GEOGRAPHICAL	DATA	UTM NOT VE	RAFIFD	
ACREAGE OF NOMINATED PROP	/10 10	ACDEACE NO	ny vedicien	
QUADRANGLE NAME <u>Fras</u> UTM REFERENCES	er, East Portal, Ne	derland o	UI YLIIIILU uadrangle scale <u>1:</u>	24000
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c			عليا لنبية	
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VERBAL BOUNDARY DESC	RIPTION The boundar	ies consist of tw	o parallel lines	each located
50 feet apart from t quadrangle maps. Th	ne centerline drawn is centerline follo	on the fraser, E ws the old right-	ast Portal, and	Nederland
western, and Pacific				nver, North-
LIST ALL STATES AN	D COUNTIES FOR PROPERT	TES OVERLAPPING STA	TE OR COUNTY BOUND	DARIES
STATE	CODE	COUNTY		CODE
STATE	CODE	COUNTY		CODE
	,		·	
11 FORM PREPAREI) BY			
NAME/TITLE Tina Patte:	rson			•
Howard Moo	dy			
ORGANIZATION	ont of Diamaino and	Darra 1 anmont	DATE	70
Grand County Department STREET & NUMBER	ent of Flanning and	Development	August 17, 19	19
Courthouse - 308 Bye	rs Avenue	(303) 7	25-3215	•
CITY OR TOWN			STATE	
Hot Sulphur Springs		Col	orado 80451	
12 STATE HISTORIC	PRESERVATIO	N OFFICER CEI	RTIFICATION	
	LUATED SIGNIFICANCE OF			
NATIONAL		E <u>~</u>	LOCAL	
As the designated State Historic				
hereby nominate this property for	A	= :	t has been evaluated a	ccording to the
criteria and procedures set forth	by the National Park Service	1 1 - 1	<i>1</i>	. •
STATE HISTORIC PRESERVATION (OFFICER SIGNATURE	u C.Omm	sand Jun	u 26, 1580
TITLE			DATE	
State Historic	Preservation Office	r	•	
FOR NPS USE ONLY I HEREBY CERTIFY THAT THE	S PROPERTY IS INCLUDED	IN THE NATIONAL REGI	STER	_
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Love, W. Nan	Yuce		DATE // Sc	1/80
ATTEST: - ATTEST	A REDISTER		alda	Ļ
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CHEFOF REGISTRATION	<u> 44 — </u>		DATE 9/5/80	

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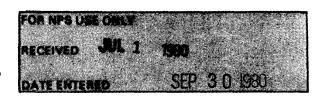
CONTINUATION SHEET Owner of Property ITEM NUMBER 4 PAGE 1

Property Owners, Moffat Road:

- United States Forest Service c/o Gary Morgan, District Ranger Arapaho National Forest 612 Hemlock Hot Sulphur Springs, CO 80451
- 2. Denver Water Board Property adjacent to road Hideaway Park, CO 80450
- 3. Goodwin Gibson Property adjacent to road Hideaway Park, CO 80450
- 4. Frank Baker Property adjacent to road 173 Byers Avenue Fraser, CO 80442
- 5. Charles R. Bridge Property adjacent to road 108 St. Louis Avenue Fraser, CO 80442

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Location of Legal
CONTINUATION SHEET Description ITEM NO

ITEM NUMBER 5 PAGE 1

- Boulder County Clerk and Recorder Boulder County Courthouse Pearl Street between 13th and 14th streets P. O. Box 471 Boulder, CO 80302
- 2. Gilpin County Clerk and Recorder Gilpin County Courthouse Central City, CO 80427
- 3. Grand County Clerk and Recorder Grand County Courthouse Hot Sulphur Springs, CO 80451

United States Department of the Interior Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

Geographical Data

Continuation sheet UTM References

Item number 10

Page

1

Ea	st Portal Quad	Fr	aser Quad
A F G H I J K L M Y Z A ₁ B ₁ C ₁ D ₁ E ₁	13/444900E/4416710N 13/445060/4419340 13/444245/4421360 13/441980/4421230 13/439430/4416570 13/438160/4418225 13/437540/4418220 13/438015/4416380 13/436340/4416390 13/438365/4416100 13/438015/4417350 13/438400/4415970 13/439400/4415970 13/442540/4420230 13/443070/4418995 13/444310/4419675	N O P Q R S T U V W X	13/435315/4418690 13/434985/4418310 13/435230/4419280 13/434525/4419290 13/434395/4417740 13/433785/4417120 13/433900/4416640 13/434385/4416460 13/433980/4416940 13/435255/4418340 13/435725/4417055
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B 13/449175/4417370 C 13/449080/4419100 D 13/448800/4418545 E 13/447630/4419625 G₁ 13/448135/4418810 H₁ 13/447425/4417340

Nederland Quad