

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY	
RECEIVED	JUL 1 1980
DATE ENTERED	30

**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

Denver, Northwestern and Pacific Railway Historic District

AND/OR COMMON

"Moffat Road"

2 LOCATION

STREET & NUMBER

N/A

— NOT FOR PUBLICATION

CITY, TOWN *Nederland via.*

CONGRESSIONAL DISTRICT

Rollinsville and Winter Park

VICINITY OF

2 and 4

STATE

CODE

COUNTY

CODE

Colorado

08 Boulder (013); Gilpin (047); Grand (049)

3 CLASSIFICATION

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

DISTRICT

PUBLIC

— OCCUPIED

— AGRICULTURE

— MUSEUM

— BUILDING(S)

PRIVATE

UNOCCUPIED

— COMMERCIAL

— PARK

— STRUCTURE

— BOTH

— WORK IN PROGRESS

EDUCATIONAL

— PRIVATE RESIDENCE

— SITE

PUBLIC ACQUISITION

ACCESSIBLE

— ENTERTAINMENT

— RELIGIOUS

— OBJECT

— IN PROCESS

YES: RESTRICTED

— GOVERNMENT

— SCIENTIFIC

— BEING CONSIDERED

YES: UNRESTRICTED

— INDUSTRIAL

TRANSPORTATION

— NO

— MILITARY

OTHER:

Recreation

4 OWNER OF PROPERTY

NAME

See continuation sheet

STREET & NUMBER

CITY, TOWN

— VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

See continuation sheet

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Colorado Inventory of Historic Sites

(24/01/0000/02)

DATE

Ongoing

— FEDERAL STATE — COUNTY — LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Colorado Historical Society, 1300 Broadway

CITY, TOWN

Denver

STATE

Colorado 80203

7 DESCRIPTION

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

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.

6 SIGNIFICANCE

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

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.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY	
RECEIVED	JUL 1 1980
DATE ENTERED	SEP 30 1980

CONTINUATION SHEET Owner of Property ITEM NUMBER 4 PAGE 1

Property Owners, Moffat Road:

1. 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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY	
RECEIVED	JUL 1 1980
DATE ENTERED	SEP 30 1980

Location of Legal
CONTINUATION SHEET Description ITEM NUMBER 5 PAGE 1

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

East Portal QuadFraser QuadNederland Quad

A 13/444900E/4416710N
 F 13/445060/4419340
 G 13/444245/4421360
 H 13/441980/4421230
 I 13/439430/4416570
 J 13/438160/4418225
 K 13/437540/4418220
 L 13/438015/4416380
 M 13/436705/4416910
 Y 13/436340/4416390
 Z 13/438365/4416100
 A₁ 13/438015/4417350
 B₁ 13/439400/4415970
 C₁ 13/442540/4420230
 D₁ 13/443070/4418995
 E₁ 13/444310/4419675
 F₁ 13/444655/4419135
 I₁ 13/444885/4417250

N 13/435315/4418690
 O 13/434985/4418310
 P 13/435230/4419280
 Q 13/434525/4419290
 R 13/434395/4417740
 S 13/433785/4417120
 T 13/433900/4416640
 U 13/434385/4416460
 V 13/433980/4416940
 W 13/435255/4418340
 X 13/435725/4417055

B 13/449175/4417370
 C 13/449080/4419100
 D 13/448800/4418545
 E 13/447630/4419625
 G 13/448135/4418810
 H₁ 13/447425/4417340