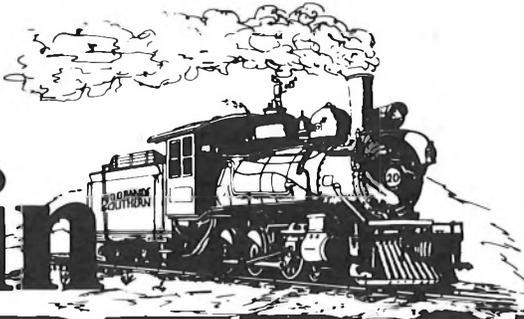


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

November 14, 1995 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church,  
2950 South University at Bates. Off-street  
parking at rear (east) of meeting hall.  
Please use the building's south entrance.

Jim Trowbridge..... Editor  
Mike Johnson..... President  
Roger Callender..... Vice President  
Bill Gordon..... Secretary  
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.

**COPY DEADLINE** ALL copy for publication in the December, 1995 Rail Report is due no later than November 14, 1995!!

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## MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, and, any other membership related matters to:

Linda Johnson, Membership Chairperson  
1935 Independence  
Colorado Springs, Colorado 80920-3705

November, 1995..... No. 434  
Club Telephone..... (303) 431-4354  
P. O. Box 2391..... Denver, CO 80201-2391

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

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## CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$24.00 (\$20.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, CO 80201-2391. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$4.00 enrollment fee plus \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

## NOVEMBER 14 PROGRAM— ANNUAL VIDEO POTPOURRI NIGHT

The Club will present its 2nd Annual Video Potpourri Night, featuring a number of Club members as presenters. This turned out to be an excellent program in 1994 and we would encourage all to attend. Subject matter will, of course, be a surprise just as with our annual Slide Potpourri Night!!

## PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Street, Denver, CO 80201-2391 for \$14.00 per year which is deducted from member's dues. First Class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, CO 80201-2391.



## OCTOBER PROGRAM AND MEETING— ANNUAL BANQUET

The Club is very pleased to announce one of the largest turnouts in recent years for the Annual Banquet at which 138 Club members and guests attended!!

This year, the Banquet was held at the Regency Hotel where we found excellent facilities and enjoyed some outstanding meals consisting of Trout, London Broil or Chicken Pierre. Not only was the food very good, but no one went away hungry! The change of facilities added some extra spice to the outing.

In addition to a fine evening of food and good conversation with old (and new) friends, everyone thoroughly enjoyed the program, featuring Margaret Speas Coel. Margaret entertained us with slides of Colorado & Southern railroading along with stories handed down from her railroading family of three generations, as presented in her book entitled "Goin' Railroading."

As usual, the Club provided door prizes with the following winners:

Carolyn Damrath / Colorado Memories of the Narrow Gauge Circle

John J. Dolan / 1950's Union Pacific Promotional Booklets (3)

Joyce Thode / Locomotives of the Rio Grande

Dave Mott / USGS Quad Maps for: Boulder, Georgetown & Silverton, showing railroad right-of-ways circa 1901-1903

Jack Damrath / Never on Wednesday--1st Ten Years of the Rio Grande Zephyr

Loren Alldredge / 1950's Union Pacific Promotional Booklets (3)

Art Crawford / Georgetown and the Loop

Tom Fisher / \*Santa Fe RR Warbonnet Locomotive in cross-stitch

[\*This beautiful cross-stitch work (framed) was produced especially for the Annual Banquet by our Membership Chairperson, Linda Johnson]

Prizes didn't end with the formal drawing of names. Every table in the room (except for two which had to be added due to the unexpected large turnout) had an additional door prize (or is that "table prize") of a copy of Margaret Coel's book, "Goin' Railroading." The Club had to do some scrambling to come up so many copies as this book is now out-of-print! The two tables that did not have a copy of Margaret's book received a copy of "Rio Grande in the Rickies--A contemporary Glimpse." All attending were told to look under their coffee saucer for a green dot which became the winner of the prize at each table.

All-in-all, everyone had a wonderful time and we wish to thank those primarily involved in making this event such a success. Out "Thanks" go out to Linda Johnson, Jeannie Perrin and Roger Callender. "Thanks" also to a normally unseen worker, Hugh Alexander, our Ticket Chairman who puts so much work into recording reservations and sending out tickets for these functions throughout the year.

We should note that Linda and Jeannie do not live in Denver; rather, they live in Colorado Springs! Why mention this? It only goes to show that you do not have to live in or around the Denver area to serve in some capacity within the Club. Our President is also from Colorado Springs and we have had (and currently have) Board members from outside the Denver area (Boulder being another RMRRRC hotbed, along the Fort Collins and Louisville). When you read the information under "ELECTIONS," please remember these folks and consider responding to the request for candidates for the Board, officers and chairpeople! But, again. THANKS!





**THE DURANGO & SILVERTON NG RR  
WINTER TRIP**

The Rocky Mountain Railroad Club presents its last railroading event of 1995 as plans proceed to ride the Durango & Silverton NG Railroad to Cascade Wye in the Animas Canon on December 2, 1995.

A three-day excursion to Durango from Denver is planned with several options being offered:

PACKAGE 1. This complete package includes deluxe motor coach transportation (Denver to Durango and return), two nights lodging at the Durango Lodge (1/2 block to the rail station), Durango & Silverton NG Railroad excursion, lunch and narrow gauge shop tour. Cost: \$179/person (based on double occupancy). Single supplement for lodging is \$45/person.

PACKAGE 2. Includes the same as package No. 1 except no transportation is provided to Durango and return. Cost: \$119/person (based on double occupancy) Single supplement for lodging is \$45/person.

PACKAGE 3. This package includes the Durango & Silverton NG RR excursion, lunch and the narrow gauge shop tour. Cost \$65/person.

*Note: A minimum number of passengers is required to run this trip and the support*

*of the Club's members is needed to fill the necessary seats aboard the train. We encourage your full support.*

**PAYMENT SCHEDULE:** Reservations and a deposit of 50% must be made by September 29, 1995. Full payment is due by October 16, 1995. Send the enclosed form and a check to Alpine World Travel, attention Al Miller, 1155 So. Havana, Aurora, Colorado 80012. [Telephone: 1-800-878-2468; Local: (303) 752-0900]

**NO CANCELLATIONS** after November 2, 1995. (In case the excursion is cancelled due to insufficient ticket requests, a full refund will be provided).

A trip flyer was mailed with the newsletter during August. Additional flyers are available upon request by writing to the Club at P. O. Box 2391, Denver, CO 80201-2391, or, calling the Club's telephone number: (303) 431-4354.

ROCKY MOUNTAIN RAILROAD CLUB  
Durango & Silverton Railroad  
1995 Winter Excursion Train

Reservation Form

NAME(s) \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip \_\_\_\_\_

PHONE ( ) \_\_\_\_\_

*Please Print or Type*

Package #1 \_\_\_\_\_ [Number in party]

Package #2 \_\_\_\_\_ [Number in party]

Package #3 \_\_\_\_\_ [Number in party]

Double Occupancy [ ]

Single Occupancy [ ]

\*Note: I am sharing with \_\_\_\_\_

\_\_\_\_\_ who is registered SEPARATELY!

**A VISITOR RETURNS TO RUN ON THE  
DURANGO & SILVERTON'S TRACKS—  
THE "EUREKA" COMES TO CALL, AGAIN!**

 12

**DURANGO & SILVERTON  
NARROW GAUGE RAILROAD**

**EUREKA & PALISADE RAILROAD**  
Good for One  
Round Trip Passage

**DURANGO  
TO  
SILVERTON**

**SEPTEMBER 30, 1995**

On Board The  
**"EUREKA"**

An 1875 Baldwin 4-4-0  
Narrow Gauge Locomotive

States of this wheel arrangement of either narrow or standard gauge. One of the two other locomotives is located in the Smithsonian Institute, Washington, D.C. (the "Jupiter"), and the other is in the California State Railroad Museum in Sacramento, CA (the "Sonoma"). Of these three remaining locomotives mentioned, the "Eureka" is the only engine fully restored and in operating condition to 1875 Baldwin specifications and finish.



With the success of last October's visit to the D&SNG RR, the Eureka returned to Durango for some additional filming for a video tape by Pentrex Video, and, the first revenue passenger runs this century!

For those new members who did not have the opportunity to read Ed Gerlit's article in the December, 1994 issue of the Rail Report, we will give a short history of this unique little engine so as to whet your appetite for this article and, perhaps, an opportunity to ride behind this locomotive at some future date.

This classic American Standard design, 4-4-0, three-foot gauge locomotive is currently owned by Dan Markoff of Las Vegas, Nevada. It is one of only three remaining locomotives known to exist in the United

*The "Eureka" is a tiny engine compared to the K-Series engines we're used to seeing. Note the relative size of the engineer as the "Eureka" rounds a curve on the High Line of the D&SNG. If you didn't know that this photograph was taken on September 30, 1995, you would probably assume that it was from the turn-of-the-century or earlier!*

*(Jim Trowbridge Photograph)*



*The September 30, 1995 trip to Silverton saw the "Eureka" take the siding at Needleton to pick up wood and await the arrival of Train #461. It was quite a sight to see a line of folks passing wood up to the tender! How many decades has it been since this happened on a revenue passenger train? Well, this is the first time this century for the "Eureka!"*

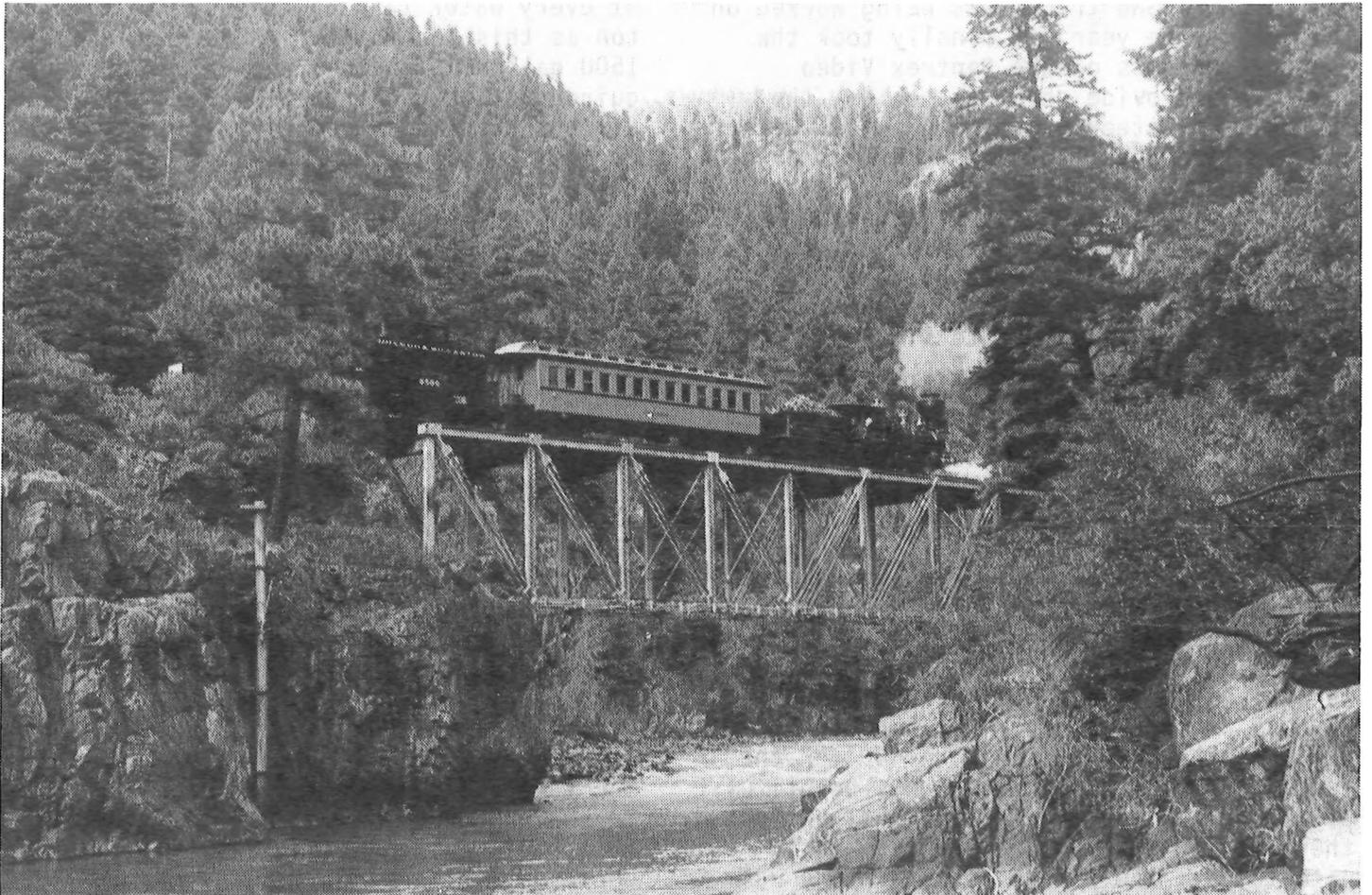
*(Jim Trowbridge Photograph)*

The locomotive is a wood burning engine. It was built (and restored) with highly ornate brass domes, casings, bands, a naturally finished walnut cab, and intricate gold leaf striping typical of passenger locomotives in the mid-19th century, but which have all but disappeared today.

The "Eureka" was built for the Eureka & Palisade Railroad, an approximately 90-mile narrow gauge line running between Eureka and Palisade, Nevada. The Eureka & Palisade Railroad in 1875 was engaged in hauling passengers, merchandise, and silver/lead ore from the thriving mines of Eureka to Palisade, which was adjacent to the original transcontinental railroad in north central Nevada. Thus, passengers, goods, and ore were able to be transported to the nation's major transcontinental east/west rail artery from the unsettled

Nevada interior. Without the Eureka & Palisade Railroad, transportation and commerce would have been difficult at best, and part of Nevada's vast interior would have remained largely untapped, unsettled, and undeveloped.

The "Eureka" ran over this narrow gauge line until 1896 when it was sold to the Sierra Nevada Wood & Lumber Company, and became engine No. 5. At Sierra Nevada Wood & Lumber Company, the engine entered the more mundane task of hauling lumber for the company. It served in this capacity until about 1938 when the railroad was abandoned. During this time, the engine lost the classic polished brass and gold striping to layers of black paint. It was also converted to burn oil. It was sent off to the scrap yards in San Francisco, CA, to be cut up for scrap. While here,



*The "Eureka" allowed its passengers to disembark on the north side of the Tacoma Bridge where most lined up to get a level shot of the train which posed on the bridge first, and, then proceeded to back up for a runby at speed. Frank Stapleton and your editor hiked down to the river level to recapture the famous William Henry Jackson shot. (Jim Trowbridge Photo)*

it was "discovered" by famed rail historian Gerald Best in 1939. Gerald was aware of Warner Brothers' motion picture studios was looking for an engine to use in its movies. By 1940, Warner Brothers acquired the Eureka and used it in numerous movies and television series both as a running artifact and background prop. It has appeared in movies with James Stewart, Forrest Tucker, James Cagney, James Garner and others. The last motion picture in which it appeared was in John Wayne's last picture, "The Shootist" in the late 1970's.

In the late 1970's, "Eureka" was sold to a theme park outside of Las Vegas, known as "Old Vegas." There the engine and tender remained, slowly deteriorating in the elements until, one day in 1985, a fire broke out in a building next to the engine. The building collapsed on the "Eureka," burning it as well.

One year later, in May of 1986, the "Eureka" was still buried under burnt wood timbers with its walnut cab charred and in very dilapidated shape. The current owner, Dan Markoff, became aware of this locomotive and realized its historical value; purchased the engine, moved it to his home and completely overhauled, restored and returned it to its 1875 running condition as per its original Baldwin specs, including the return to wood burning. All of this includes being visually restored to the 1870's appearance according to Baldwin blueprints and finish schedules, complete with polished brass, pin striping, gold leaf work and walnut cab. The engine is now fully protected in its own engine house to keep it from the elements and provide proper protection.

While arrangements to bring this wonderful little engine back to Durango to once again

run on the D&SNG tracks was being worked on throughout the year, it finally took the combined efforts of the Pentrex Video Company to provide shipping monies, the "Eureka" volunteer group to provide fuel and supply monies, the D&SNG RR to provide trackage, and, passengers to provide the rental monies to run on the Silverton trackage. This all came together at the last minute during the latter part of September and two scheduled passenger runs were made available; one to Silverton on September 30th and one to Cascade Wye on October 1, 1995. Because of the short notice, very few fortunate passengers were able to participate--your editor and Frank Stapleton being two of them.

We signed up for the one-day trip to Silverton from Durango on Saturday, September 30th. Joining Frank and myself were two other friends, Ray Blevins from Dallas, Texas, and Jeff Stebbins from Taos, New Mexico. We arrived in Durango Friday night and were able to see the Eureka first hand in the yards as the crew polished her up for the next day's run. Just seeing this beautiful piece of machinery had us all excited for the next day's trip. We were very fortunate to have the weather clear into a warm, sunny day all the way up to Silverton and back! We had come through rain, and, snow on Wolf Creek Pass Friday night and there was a fresh blanket of snow on the San Juan Peaks up the Animas Cañon!

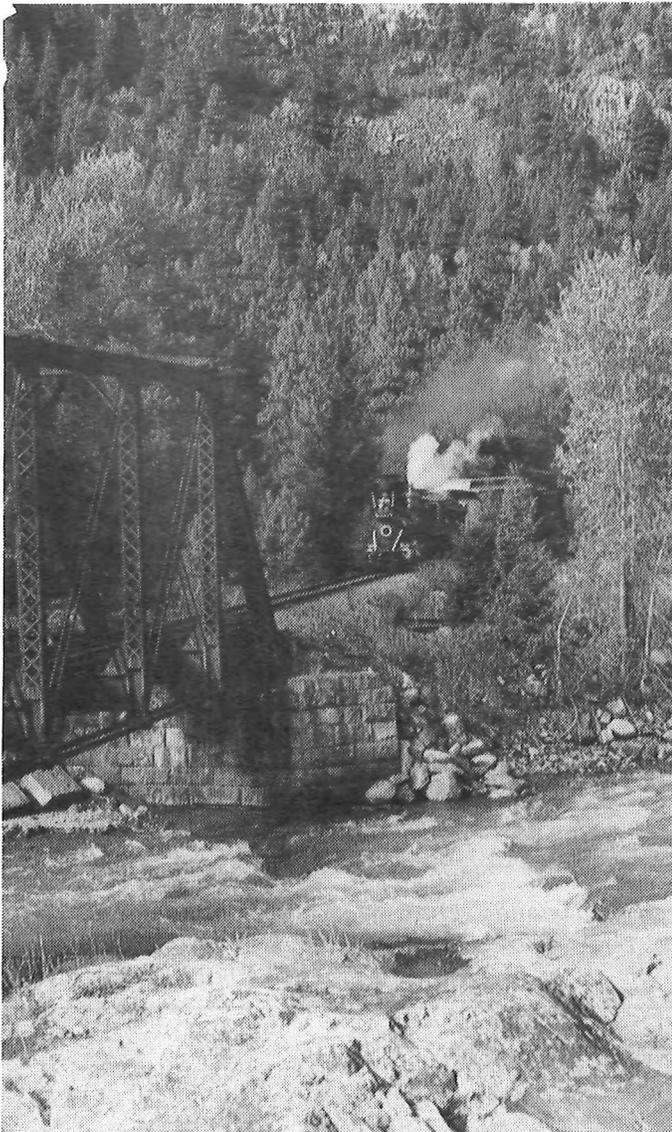
Our train consisted of the "Eureka", one passenger car, and caboose #0500. Talk about color! The "Eureka" was resplendent in its Russian Iron Boiler, Bright Polished Brass domes, boiler straps and other fixtures, and walnut cab. Its tender was painted a deep, rich brown that was almost black except when the sun hit it, and, both engine and tender were richly lettered and striped in golds and reds. Next came coach #270, the "Pemberton," just recently repainted in the Silverton Gold paint scheme, and, finally, the bright red Caboose #0500!! This was a "Kodak Moment!"

We departed Durango at 7:30 a.m. We had been given a schedule that had us stopping for water and wood and one photo runby. We proceeded to Hermosa where we took on water for the climb to Rockwood where our first stop for wood would be made. We had to stop

at every water tank up and back to Silverton as this locomotive's tender hold just 1500 gallons of water. Wood stops were required at Rockwood, Needleton Siding, Silverton and Rockwood. I believe that the engine could have gone all the way to Silverton, at least, but the neat stacking of wood on the tender would not have been as photogenic! Our one scheduled photo runby was vastly increased to include still photographic opportunities at water stops and wood stops, along with actual runbys at Needleton Siding including the additional passing of Train #461 as a second runby; a runby at MP 489.9 over the "new" deck plate girder bridge (just north of the 2nd Garfield Slide area); a runby at Elk Park with a second runby/meet with Train #462; Switching in Silverton; a runby at Schaaf's Cabin; a runby at Teft Bridge and more water stops and wood stops enroute back to Durango. Even with all this extra fare, we arrived back in Durango only 35 minutes late at 6:35 p.m.

The next morning, we planned to pace the locomotive and its train to Rockwood and leave for Chama for another special event that began on Sunday and went through Wednesday; but, more of that some other time. After some picture-taking at the Durango Station, your editor tried his hand at video while Frank Stapleton did the driving. I must say, I got some awfully good video of this engine at speed with some excellent whistling (We should get Frank to present a program on this adventure with his video!!) We stopped at Hermosa to photograph the engine arriving and taking on water. While there, we met up with Amos Cordova (Vice President and General Manager of the D&SNG). I mentioned what a wonderful time we had had on Saturday and how we almost decided to ride again as we stood on the platform in Durango. Well, Amos began to really twist my arm to get aboard at Rockwood and ride to Cascade Wye and back with some new photo runbys! It was tempting, but I held out for several minutes before Amos pulled out the "Ace-in-the-Hole"--reduced fare from Rockwood!!

Our plans changed immediately! Frank and I headed for Rockwood where we boarded the train during its wood stop. Amos was right! We enjoyed some additional photo runbys not done on Saturday. We began with stills and



*The "Eureka" almost looks like a toy as it approaches the Teft Bridge on its way back to Durango, September 30, 1995. What a splendid setting the Silverton Line offered for this special event! However, this year's foliage was dull compared to the color of this consist. Besides the colorful locomotive, the train consisted of a bright gold coach and bright red cabooses. (Jim Trowbridge Photograph)*

runby over the Tacoma Bridge; then we proceeded to Tank Creek to take on water, take some stills, and back up for a very nice runby through the reverse curves up to and past Tank Creek. It was here that I learned a bit about a wood burning locomotive and the embers it throws off--I now have a shirt with numerous burn holes in it! We had another runby at Tall Timber and some still time at Cascade Wye before we re-

tuned to Rockwood. The real highlight of the day was yet to come, though. We stopped at the big curve at the high line, deboarded, climbed above the curve and proceeded to have a wonderful runby!!

All too soon, the day was over and we had to leave the train at Rockwood. We managed to get a few shots near Shalona Lake before we had to make our way to Chama for the night. We can't begin to adequately describe what a wonderful time we had over this weekend. The "Eureka" was a real gem! Dan Markoff is to be commended for his time, effort and expense to save this locomotive and put it back into service, along with his crew and volunteers. Thanks to Pentrex for coming up with funds to help make this happen (Members might be on the lookout for their video of this event!). And, a special salute to the D&SNG, Amos Cordova and his employees for their part in having this wonderful little engine show its stuff over one of the most beautiful pieces of railroad in the world!

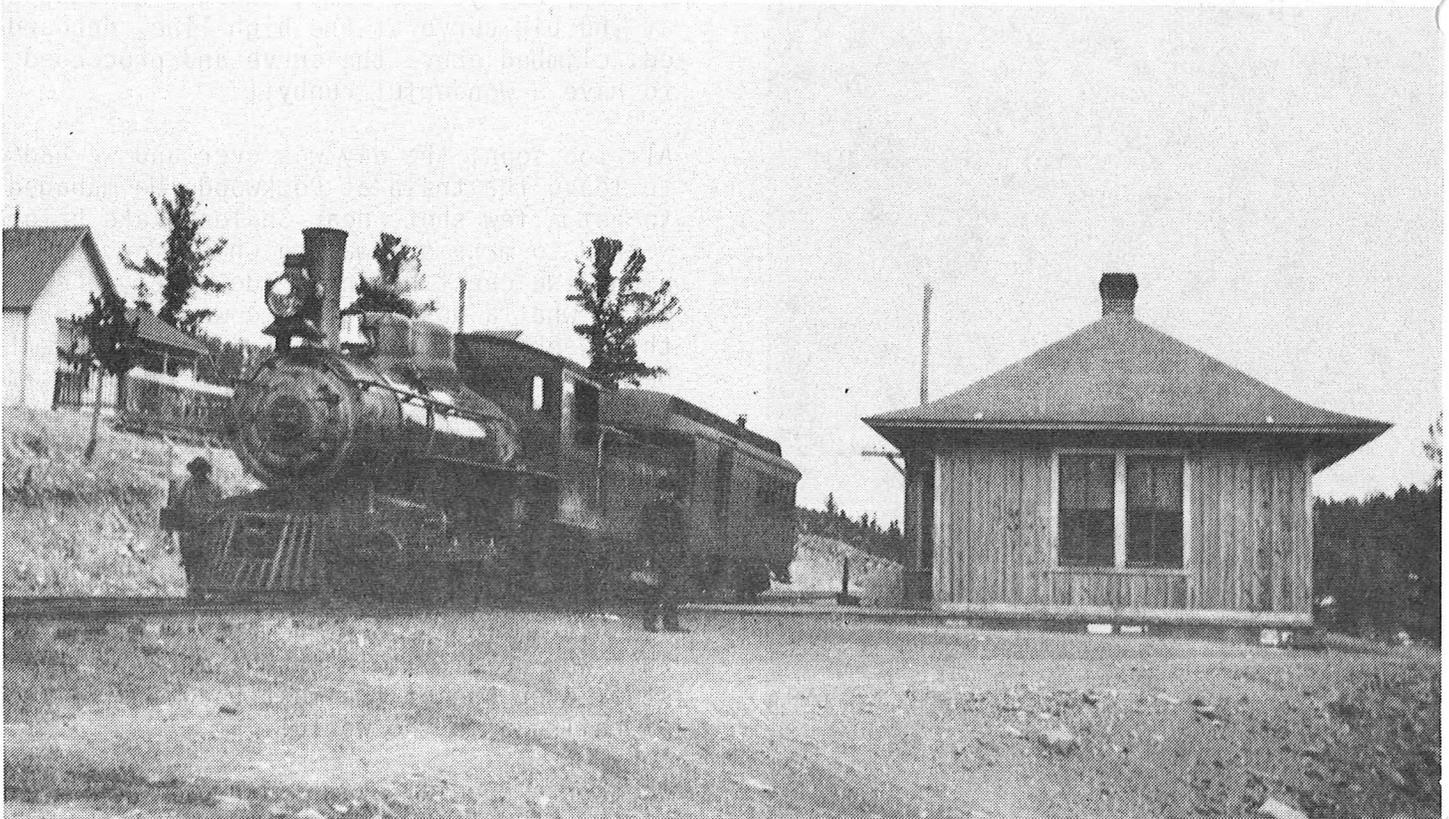
Whether a special event such as the "Eureka" or the D&SNG's Photographers' Special in September of each year, I would suggest that you write to the D&SNG and ask to have your name put on a mailing list so that you might have the opportunity to participate in such events. The Durango & Silverton Narrow Gauge Railroad's address is: 479 Main Avenue, Durango, Colorado 81301.



## NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the Rail Report, 502 South Cody St., Lakewood, Colorado 80226-3048.

## WHERE IS IT?



*This is a Colorado scene. The photographer's diary indicates that the photo of Engine No. 30 was taken on February 22, 1902. Would you like to guess the location and railroad?*

*(P. R. "Bob" Griswold)*

It has been nice having these photographs submitted by Bob to give our members a chance to use their knowledge and skills at detection and investigation to come up with the answer to our "Where Is It?" column. In addition, we have had the opportunity to see some photographs that have not necessarily been published before. And, while your editor is very appreciative of Bob's material, I do not want other Club members to feel that their material might not be used. As with other material solicitations, please feel free to send in your "Where Is It?" photos.

Photos will be returned at your request, along with extra copies of the newsletter for your trouble. Photos need not be only historic in nature, although these are nice. Perhaps there is some unusual railroading activity going on currently that might lend itself to this column.



## SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for SALE or TRADE or WANTED. We cannot enter into any correspondence, nor will we appraise goods.

WANTED: Walter J. Brasen, 1002 Mitchell Ave., Elmhurst, IL 60126 is interested in purchasing prints, slides, and video tapes of C&S #9 after it returned to Colorado in December, 1988. Also, he would like to purchase similar material about C&S #71 after its restoration for operation on the Blackhawk and Central City Railroad. If you have such material, please write to Walter. (P. R. Griswold)

FOR SALE: 2 Copies of the 1976 publication of Mac Poor's Memorial Edition of Denver, South Park & Pacific. New, in original box. \$100.00 each. John Dillavou, 1270 So. Grape St., Denver, CO 8022-3231. Or, phone (303) 756-7965 between 5 and 9 p.m., MT.



**PRE-PUBLICATION OFFER—DAVID MOFFAT'S  
DENVER, NORTHWESTERN AND PACIFIC**

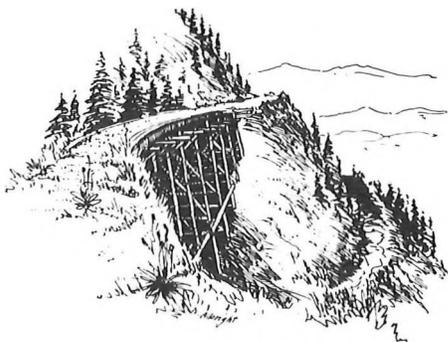
As the Club's newest publication, "David Moffat's Denver, Northwestern and Pacific" by P. R. (Bob) Griswold, is being printed, we are able to announce the retail price of \$39.95. The first 200 copies will be numbered and autographed. We are offering a November and December pre-publication price of \$29.95 exclusively to Club members with a \$3.50 shipping charge per copy. Those in the Denver area may prefer to pick up their ordered books at the first Club meeting after publication to save the shipping charge.

The book will be 256 pages--very similar to our Georgetown and the Loop book--with numerous fine old photographs; some of these photos have never been published before. The same high quality paper will be between the hard covers and the full color jacket.

Please make your checks or money orders payable to the ROCKY MOUNTAIN RAILROAD CLUB.

Mail your order to:

Rocky Mountain Railroad Club  
P. O. Box 2391  
Denver, Colorado 80201-2391



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Pre-Publication Order Form  
DAVID MOFFAT'S DENVER, NORTHWESTERN  
AND PACIFIC

--: --: --:

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip \_\_\_\_\_

\_\_\_\_\_ Books @ \$29.95\* \$ \_\_\_\_\_

Shipping Fee (\$3.50 1st copy;  
\$1.00 each additional copy) \_\_\_\_\_

Check here [ ] if book(s)  
is to be picked up at  
Club meeting

Sales Tax if shipped to Colo.  
address outside Denver @  
\$.95 per book \_\_\_\_\_

Sales Tax if shipped to Den.  
address or picked up @  
\$2.10 per book \_\_\_\_\_

Total Remittance \$ \_\_\_\_\_

*\*Pre-Publication Price: Members Only!*

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**ANNUAL DUES**

The end of the year is once again upon us and this brings up Annual Dues. We would request that members renew their memberships as soon as possible and make life easier for both our membership chairperson, Linda Johnson, and, treasurer, Ardie Schoeninger. Please be sure to send back the dues wrapper, carefully proofing your mailing label for errors in your name and address. The Post Office spends precious little time to read addresses and deliver mail with slightly erroneous addresses! Each year, the Club finds it harder to contact members whose newsletters begin to be returned because of "Unknown Addressee" or "No Such Street or Number." The Club can do little except to wait for members to contact the Club to say that they are not receiving the Rail Report! Also, we might share another story from last year (1995). The Club received at least one renewal where the member sent a money order

with NO information as to name of sender, no dues wrapper with name of member, and, no name or return address on the envelope!! And, while we're at it, PLEASE notify the Club of a new address after moving. The Post Office stops forwarding to new addresses all too soon!

## WHERE IS IT? ANSWER

The No. 30 with combine/coach in tow was photographed by W. D. Hollister at Ward, Colorado on the Colorado & Northwestern. The photograph is from the P. R. "Bob" Griswold collection.

# EXTRA!

As your editor was about to put the newsletter to bed, a troublesome story emerged as news flashed across our TV screens--the Moffat Road Railroad Station was on fire!

The Denver Post provided the following details the next day (Thursday, October 19, 1995):

An arson fire ripped through the Moffat Railroad Station in lower downtown Denver yesterday morning, clouding the city and creating traffic havoc.

No one was injured in the blaze at the vacant 89-year-old neoclassical building at 2101 15th Street.

The two-alarm fire, which started shortly before 5:00 a.m., drew 55 fire-fighters to the building. It was under control by 8:00 a.m.

Although investigators concluded that the fire was arson, it could take weeks to determine how it was set. Officials said it was possible that the fire was set by transients. The city has a lot of vacant-building fires where people are living--trying to get warm--but usually that does not start until later, around December or January. This fire was a disaster, but luckily, there were no injuries.

The Moffat Station is a historic Denver building. An old depot, it was converted to a warehouse in more recent years but has been vacant for several years. Moffat Station is owned by Trillium Corporation, a developer.

The Trillium Corporation and the City of Denver have been working on plans for the building's renovation and reuse.

The two-story, 16,000 square-foot building was the only Denver station connecting passengers with the West in the early 1900's. It is also the only building still standing that is tied directly to businessman David Moffat, who is largely credited with linking Denver to the rest of the country's rail traffic.

This latest development is disappointing because there has been some effort to hold the old station for a new use. However, local historical groups are still optimistic that it can still be saved and preserved.

The Denver Rail Heritage Society is one group that has been interested in using the building. They have been active in trying to increase downtown rail use.

The station fire was difficult to fight, and the damage was heavy--gutting the back half of the structure and the dock--but it appears that the building can be restored. The biggest problem was that the fire had vented through the roof, and an incredible amount of the fire was under the dock area, which was hard to get to by firefighters. The fire started under the dock in the front of the building and then spread to the back. It came up through the windows in the rear of the dock area and burned for some time under the 3-inch-thick, heavy wooden dock. The fire then jumped outside to a tree, climbing at, and re-entered the building on the second floor. It then climbed to the roof. (Denver Post, 10/19/95, Angela Cortez)

We will report any further information in the next issues of the Rail Report. It seems odd that this would occur just as the Club announces its newest publication, David Moffat's Denver, Northwestern and Pacific!