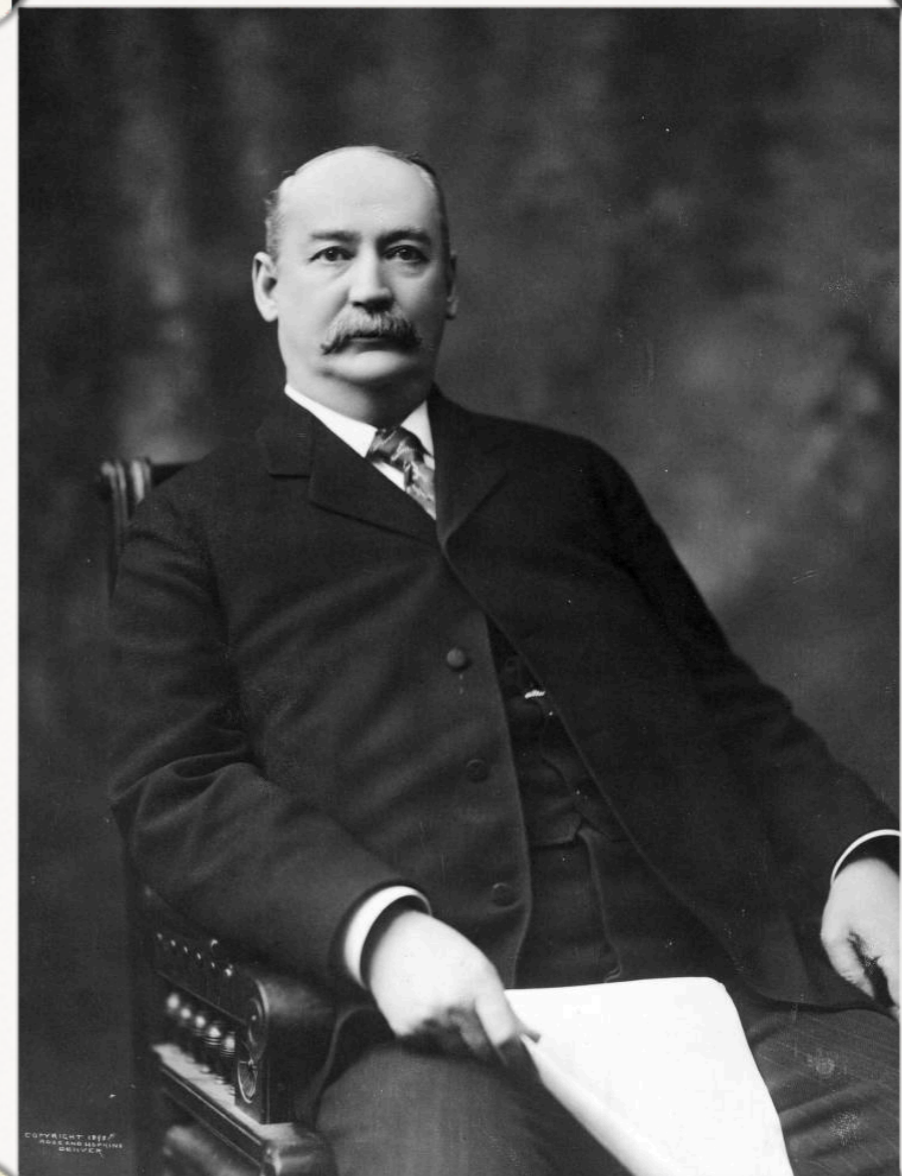




DAVID MOFFAT'S LOVING CUP

DAVID HALLIDAY MOFFAT, JR.

- Born July 22, 1839, Washingtonville, New York.
- Left home at age 12 for New York City and found a job as a messenger in the New York Exchange Bank. By age 16 he was assistant teller.
- In 1855, he became teller in the bank of A. J. Stevens & Co. in Des Moines, Iowa.
- Just one year later, in 1856, he was cashier of the Bank of Nebraska in Omaha.
- By 1859, at the age of 20, he had become a paper millionaire investing in the Omaha real estate boom which had been driven by rumors of the coming railroad.
- One year later, having lost that first million, he struck out for the Colorado Territory on his latest venture.



EARLY DENVER

- Partnering with C. C. and S. W. Woolworth, Moffat opens the Woolworth and Moffat bookstore in Auraria.
- 1861, Moffat married childhood sweetheart, Frances Buckhout, from Washingtonville, NY.
- October, 1862, daughter and only child, Marcia, was born.
- Moffat's resourcefulness, courage, friendship and generous respect for others soon earned him new leadership roles.
- On Sept. 6, 1866, he became cashier of the First National Bank, eventually becoming its president in 1880.
- Denver business leaders met on Nov. 11, 1867 to deal with the panic resulting from the transcontinental railroad being constructed through Wyoming. Unknown to Moffat at the time, this would begin his quest to put Denver on a transcontinental rail line.
- November 19, 1867, Moffat partners with John Evans, William Byers and others to form the Denver Pacific Railway and Telegraph Company to bring rail service to Denver.

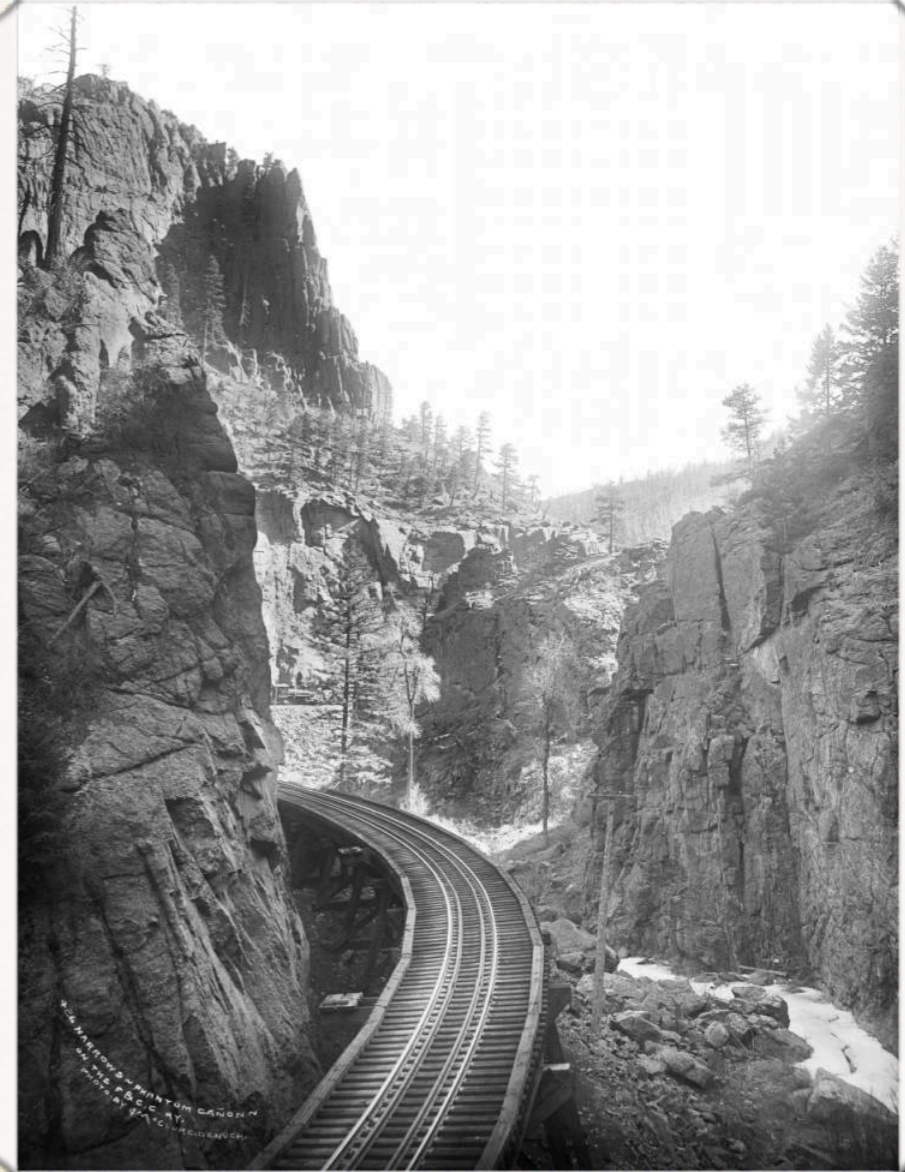


MOFFAT'S RAILROAD CONTRIBUTIONS

On June 24, 1870, the first passenger train rolled into Denver. The Denver Pacific locomotive that led the train was named the David H. Moffat.

Moffat was involved in many other early Colorado Railroads including:

- Denver & Boulder Valley
- Denver, South Park & Pacific Railroad
- Denver and New Orleans
- Denver Tramway
- Manitou and Pikes Peak Railway
- Denver, Utah and Pacific
- Denver & Rio Grande
- Creede Branch
- Florence and Cripple Creek
- Denver, Northwestern & Pacific



MOFFAT'S MINING CONTRIBUTIONS

He also invested in over 100 mining ventures with names like:

- Caribou
- Little Pittsburg
- New Discovery
- Dives
- Winnemuck
- Robert E. Lee
- Maid of Erin
- Louisville
- Wolftone



THE CUP

Meyer Harrison, a prominent Denver insurance man and a general agent for Penn Mutual, originated the idea of paying a tribute to Mr. Moffat to show the gratitude, respect, and affection of his old friends, neighbors and community members.

Nearly all the leading citizens of Denver considered it a privilege to contribute.

At the time it was to be the largest Loving Cup ever made, forty-two and one-half inches in height with a capacity of 75 pints, over 200 pounds of sterling silver, and a pedestal of Italian marble, which is twelve and one-half inches high and heavily ornamented with silver.

It was furnished by Bohm-Bristol Company. It is entirely hand wrought. On one side of the bowl is a bust of Mr. Moffat five inches in height and surrounded by columbines - the state flower. The two great handles of the cup are entwined silver oak branches with applied oak leaves and acorns. Scenic views of the Moffat Road - the Denver, Northwestern and Pacific Railway - are etched and carved into the cup. The pedestal is of verde antique marble ornamented with additional scenic views.

The following is part of the presentation speech given by Mr. C. S. Thomas and exemplifies the respect, gratitude and appreciation the citizens of Denver had for David Moffat when the cup was presented in 1904:

“We beg you, sir, to accept this loving cup, wrought from the silver and gilded with the gold of our hills, fashioned by the hands of the artisan for some feeble expression of our feeling toward you. It is small, indeed, compared with what we mean it to represent, and of little avail in contrast with what we would embody as the token of our love. We beg you to accept it as a tangible expression of our sentiments toward you. Whether it may henceforth be unfilled, or brim with sparkling wine, be assured that to you it will exemplify our abiding friendship, and be ever-redolent with the fragrance of our affection.”

UNCLE DAVE'S DREAM

THE DENVER, NORTHWESTERN & PACIFIC



Receiving the Loving Cup in 1904 was bittersweet for Moffat. It had been 37 years since Denver was bypassed and his dream of putting Denver on a transcontinental rail line had not yet been achieved.

His latest venture, the Denver, Northwestern & Pacific, was being built towards Salt Lake City with that goal in mind. Moffat was fought mercilessly by snow on a temporary line over Rollins Pass and by eastern railroad interests that perceived the threat his railroad presented. He died on March 18, 1911, while on a fundraising trip to the east coast - his dream unfulfilled.

On February 28, 1928, the Moffat Tunnel opened bypassing the snow and expense of operating over Rollins Pass, but the rails still ended in Craig.

On June 15, 1934, Moffat's dream was finally achieved. The Dotsero Cutoff opened between Dotsero and Orestod along the Grand (now Colorado) River connecting his railroad to the Denver and Rio Grande. By this time his railroad had gone through reorganizations and a merger with the Denver & Rio Grande. It had taken 67 years, and his vast fortune, but his dream had finally been realized.

One final note of irony. Railroad historians will be quick to point out that this Loving Cup is now housed in a facility that was off limits to Moffat. The east coast railroad barons that fought him as he built the Denver, Northwestern & Pacific controlled this beautiful station and Moffat was not allowed to use this facility. He had to build his own station which was at 15th and Bassett.

We believe it's fitting that the Moffat Cup stands here as tribute to a man of integrity and honor, a man who believed that the wealth he created in Colorado should be returned to Colorado. It now is housed where all those who enjoy his road can appreciate the history and understand the lasting value of courage and character.

