Originally born in the state of New York, David Moffat was a western pioneer, president of both the First National Bank of Denver and the Denver and Rio Grande Railroad, stockholder in over one hundred gold and silver mines, as well as the builder of nine regional railroads. He was one of the most influential financiers and industrialists in 19th and 20th century Colorado, even if he wasn’t actually the wealthiest. His unwavering resolve to build the Denver and Northwestern rail lines, as well as the Pacific line, which would have given Denver its first transcontinental railroad, made him a regional legend.

Moffat’s most ambitious goal was a rail project that included the boring of 2.6 miles of tunnel through James Peak. When he began construction in 1902 he was confident his project would see a rapid completion. However, when his initial investors from back east pulled their financial support, Moffat had to rely on his own personal fortune to fund the construction effort. Faced with insufficient capital, he switched gears and decided to begin building over the mountains, instead of through them.

Induced by double pay, work crews managed to lay track over the top of Rollins Pass at Corona, 11,660 feet high. Colorado and the nation watched as winter after winter, engines of the “Moffat Road” struggled through snow drifts forty feet deep, efforts that were not always rewarded in the success of passage.

In 1911, while on a desperate search for financial backing in New York City, David Moffat suddenly died with his rail line near bankruptcy and only built as far as Steamboat Springs, as well as his personal fortune exhausted.

Located in the west half of Block A