Moffat Tunnel

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- Moffat Tunnel Summary
  - Provides an alternate route through Rocky Mountains instead of going over Rollins Pass or Traveling south by Pueblo
  - Plans to build tunnel began in 1913 but delayed due to political reasons
  - Construction period: 1922-1928
  - Consists of Two tunnels. One for train and other for water
  - Two camps were setup on each side of the mountain. Each had three teams which worked in eight hour shifts to drill through James Peak.
  - 28 workers died before project was completed.
  - Connected with existing rail line in 1931 east of Glenwood Springs
  - Still in use today and used by ski train
  - Lewis Twin Needle bar developed during project.

- Geology and Geological Hazards of Moffat Tunnel and James Peak
  - All Three types of Rock contained in mountain
  - Composed mostly of Granite
  - Also contains Precambrian Metamorphic Rock and Precambrian Igneous Rock
  - Sedimentary Rock on West Side
  - 750,000 cubic yards of rock removed
  - Tunnel flooded several times which delayed work
  - Ventilation problems were solved by placing blowers at each end of the tunnel.
  - Several rock collapses occurred (mostly on the west side) due to fractures and voids in Rock