nationally-significant property, in 1961. The 45-mile long D&SNG and the 64-mile long Antonito to Chama segment were both part of the D&RG's expansion into the San Juan Mountains and both date from the early 1880s. Each segment contains a variety of topography conveying the full spectrum of narrow gauge railroad engineering, construction and operation. Both segments served the important San Juan Mountain mining districts and the Durango smelting and supply center. While the D&SNG operated directly in this geographic region, freight and passenger traffic originating from or destined to the Durango and Silverton areas passed over the Antonito to Chama segment of the D&RG-SJE. In addition, the Antonito to Chama segment also played a major role in transporting forest products from the southern Colorado and northern New Mexico lumber industry; in hauling oil and construction materials to and from the New Mexico oil fields in Farmington and Chama; and in shipping cattle, sheep and wool from the area's ranches to eastern Colorado processors.

Both the Antonito to Chama segment and the Durango to Silverton segment continue to operate using vintage narrow-gauge equipment, much of it dating from the 1920s. For example, the D&SNG uses three class K-28 steam locomotives and four class K-36 steam locomotives in its tourist-train operations. The C&TS uses one class K-27 locomotive, four K-36 locomotives, and one K-37 locomotive. Both railroads use a variety of newly built passenger cars or modified vintage freight cars for tourist-train operations. In addition to a number of steel-sided passenger cars built in 1963-64, the D&SNG operates eight wood passenger cars of 1880s vintage. The C&TS does not own operate any historic wood passenger cars. However, it is in the area historic freight and non-revenue rail cars that the C&TS particularly stands above similar historic districts. The railroad owns 132 contributing freight cars, consisting of refrigerator cars, gondolas, flatcars, boxcars, stock cars, tank cars and pipe cars. Many of these cars have been restored to operating condition and are used in tourist trains and for photographic train operations. The railroad also maintains and uses numerous maintenance-of-way cars, including pile driver cars, flangers, hoppers, motor cars, a derrick car and support train, and two rotary snowplows. The significant collection of historic steam locomotives and rolling stock, much of it operational, enhances the *national* level of significance of the Antonito to Chama segment of the D&RG-SJE, particularly during the period from the mid-1920s through 1967.

Finally, this additional documentation emphasizes the importance of the historic name of this rail segment. The Cumbres & Toltec Scenic Railroad is a magnificent preservation achievement, demonstrating a successful partnership of dedicated volunteers, private enterprise, and multi-state and multi-level governments. One day the post-1970 history and accomplishments of the Cumbres & Toltec will be recognized by further amendments to the National Register designation of this railroad. However, it is important that the original name and history of the Antonito to Chama segment of the Denver & Rio Grande's San Juan Extension receive their proper recognition. It is the transportation and engineering accomplishments of the San Juan Extension that the Cumbres & Toltec Scenic Railroad so ably preserves and conveys to the public.

* * *

The Denver & Rio Grande Railroad's San Juan Extension is a major technological contributor to the western expansion and economic development of the United States. From prior to the Civil War until World War II, railroads represented the fastest, most economic method to transport goods and people across the nation. Railroad routes defined growth patterns and industrial centers, anticipated highway routes and even persist today in the form of our land-based telecommunications network. The railroad was a party to many of the events that are seminal points in our nation's history. Yet, the rising dependence on highways and airplanes has diminished the historic role of the railroad to relative obscurity. Perhaps the saddest part of all is the almost complete disappearance of the historical heritage of the railroad. In the rush toward more modern equipment and bigger, faster trains, the older equipment which had so much nostalgic appeal has been discarded, with little thought regarding its preservation and interpretation for future generations.

It is a pleasant surprise to find a railroad that is in all essential ways historic, unchanged from the way it was operated from the Depression era until the modern day. The Denver & Rio Grande's San Juan Extension (D&RG-SJE) is just that. Although the tiny locomotives and thirty-pound rail of the 1880s are gone, little else has changed on this remarkable railroad since the 1930s. It stands alone as a complete and intact segment of mountain railroad with equipment, structures, operating practices, and even the landscape much as they were from the Depression era until operations ceased in 1968. The historical integrity is so well preserved that the only operating coaling tower in the United States used to coal the engines during the operating season still survives. There are other tourist railroads in America, but few approach the authentic adherence to a period of the early twentieth century as does the C&TS.

Joseph P. Hereford, Jr. provides one of the best and most brief descriptions of the line's heritage in *Rio Grande Narrow Gauge—The Final Years, Alamosa to Chama:*

> *The track between Alamosa and Chama was built in 1880 by the Denver & Rio Grande Railroad, organized a decade earlier to construct a railroad from Denver, Colorado, to El Paso, Texas. Influenced by the apparent success of narrow-gauge railroads in Great Britain, the D&RG's promoters chose a track gauge of 36 inches, rather than the "standard" track gauge of 56-1/2 inches. Beginning at Denver in 1871, work proceeded south, reaching the vicinity of Trinidad, Colorado, five years later.*
>
> *Twenty-two miles of track built to La Veta, Colorado, in 1876 later were extended into the San Luis Valley. From a terminal at Alamosa, a line was projected south toward Santa Fe, New Mexico. The ultimate goal remained El Paso.*
>
> *As construction proceeded south from Alamosa in 1880, silver camps in southwestern Colorado beckoned. So, from Antonito, the Rio Grande sent forth two construction forces. One worked to the west, building what the railroad teamed its "San Juan Extension." Those crews crossed 10,015-foot Cumbres Pass, reaching Chama in December that year. The other force, building south toward Santa Fe, reached Espanola, New Mexico, the same month. Intended as part of a mainline to El Paso, construction toward Santa Fe halted at Espanola upon opposition from the rival*

Atchison, Topeka & Santa Fe Railroad- then building its own railroad toward El Paso. Eventually, in 1892, the D&RG absorbed what had been built as an independent connection between Espanola and Santa Fe. The narrow gauge into Santa Fe, though, never amounted to more than a lightly-trafficked branch line.

The railroad over Cumbres Pass was much more significant to the Rio Grande. The 107 miles of track between Chama and Durango were completed in 1881, and, the following year, the track was extended to Silverton. For ten years, the San Juan Extension served an active silver-mining industry.

Other narrow-gauge routes were constructed as well. To the north, between Salida and Grand Junction, Colorado, a narrow-gauge mainline was completed in 1881. It crossed Marshall Pass, at an elevation of 10,860 feet. The Marshall Pass railroad was part of an east-west narrow-gauge mainline into Utah for the purpose of supplementing the local traffic with bridge traffic, freight and passengers received from a connection carrier at one end of the railroad and delivered to a destination or another carrier at the other end.

As a bridge connection, though, the Rio Grande was at a serious disadvantage. Freight received from a connecting railroad had to be transferred from standard-gauge to narrow-gauge cars before it could proceed to its destination; the arrangement was distinctly impractical for large volumes of traffic. The Rio Grande in fact admitted the impracticality of its choice of track gauges when it added a third rail to its Denver-Pueblo line in 1880. That third rail enabled the D&RG to move cars received from the Santa Fe into Denver.

Consequently, in 1890, a new mainline was completed to Salt Lake City. Built as a standard gauge, it also bypassed the steep grades and narrow canyons of the Marshall Pass railroad. The new standard-gauge mainline ran over Tennessee Pass and along the Colorado River to Grand Junction. After the project was completed, the narrow-gauge track terminated at Grand Junction. Nine years later, the railroad into the San Luis Valley also was changed to standard-gauge. South of Alamosa, a third rail was added in 1901, permitting standard-gauge trains to operate as far south as Antonito.

After completing its new standard-gauge mainline, the D&RG built a narrow-gauge track connecting Alamosa with its railroad over Marshall Pass. This connection known as the "Valley line," afforded narrow-gauge equipment used on the latter route, direct access to the narrow-gauge lines south and west of Alamosa. On the west, an affiliated carrier, the Rio Grande Southern, was completed in 1891 between Durango and Ridgway, Colorado. Ridgway was a station on the Rio Grande's narrow-gauge Ouray branch, which connected with the Marshall Pass line at Montrose, Colorado. The narrow-gauge track thus formed a rough oval, the "narrow-gauge circle." Except for the Valley line, those routes passed through difficult terrain and incorporated grades as steep as four percent.

Operationally, then, the D&RG was divided into two major components, one standard gauge and the other narrow gauge. Shop facilities accessible to the company's narrow-gauge lines were located at Salida and Alamosa. The Salida shops accommodated both standard and narrow gauge, but those at Alamosa almost exclusively handled repairs on narrow-gauge equipment.

Had traffic justified, the remaining narrow-gauge track might have been widened, too. But in 1893, the nation entered a severe recession. In response, the federal government stopped purchasing silver in unlimited quantities for monetary purposes. The bottom fell out of the silver market. Most of the metal mines served by the Rio Grande's narrow-gauge railroad were silver mines. Though other customers, such as lumber mills and mercantile establishments, were adversely affected, they revived along with the rest of the economy in 1894. The silver mining industry, though, was permanently damaged. Mines, mills, and smelters throughout the West closed, never to reopen. At a stroke, the Rio Grande's narrow-gauge lines were deprived of the traffic for which they originally had been constructed.

The remaining traffic kept the narrow-gauge system operating but could not justify improvements. By the late 1930s, changing economic conditions and increasing competition from motor vehicles began to render the narrow-gauge components of the Rio Grande unprofitable. The 120-mile narrow-gauge branch from Antonito to Santa Fe, New Mexico, was abandoned in 1941. For the rest of the narrow-gauge system, entry of the United States into World War II later that year was a reprieve, increasing economic activity in the region and restricting the use of motor vehicles. In the decade following the end of hostilities, though, all of the narrow-gauge track, except the railroad from Alamosa to Durango, Silverton, and Farmington, was abandoned.

The former San Juan Extension was spared the fate of the other narrow-gauge lines by the development of a large natural-gas field in northwestern New Mexico. Adjacent to the field was the town of Farmington, New Mexico, terminus of the Rio Grande's Farmington branch.

The track to Farmington had been built south from Durango in 1905. At the time, there was a vigorous demand for coking coal to be used by copper smelters in southern Arizona. Extensive coal deposits in the San Juan Basin of northwestern New Mexico, it was thought, might satisfy that demand. The Southern Pacific Railroad, through a subsidiary, actually surveyed a route into Durango. To protect its territory, the Rio Grande responded by building south to Farmington; to effectively deter the Southern Pacific, the track was built as standard gauge. San Juan Basin coal, however, was found unsuitable for use in the smelters, so no further construction by either the SP or the D&RG was undertaken. For many years, the branch subsisted by hauling agricultural products and general freight. Eventually, in 1923, the track was narrowed to 36-inch gauge.

Although the Farmington branch had not fulfilled its original purpose as a transportation outlet for coal, the San Juan Basin was also rich in natural gas. After World War II, exploration and development of the natural gas began. Starting in 1952, drilling activities and construction of pipelines to bring the gas to market resulted in daily 70-car trains of supplies. Mostly pipe and drilling mud, the traffic had been transferred from standard- to narrow-gauge cars in Alamosa: from there it moved over Cumbres Pass, through Chama, to destinations on the Farmington branch.

For many years, the westward movement of pipe and drilling supplies more than compensated for the loss of other traffic that had moved over the railroad. Eventually, though, the Rio Grande received authority to substitute motor-truck services for that of the railroad. Freight received at Alamosa often was loaded onto trucks instead of narrow-gauge freight cars. When trucks were not available, or when large shipments of pipe and drilling mud not conveniently handled over the highway were received, narrow-gauge freight trains were operated.

Another category of traffic that had remained with the railroad for many years was crude oil. Extracted from a field northwest of Chama, the oil reached Chama through a pipeline. There, it was loaded into tank cars and moved over Cumbres Pass to a refinery in Alamosa. As the flow of freight into Farmington began to decline in the early 1960's, the oil remained a regular source of traffic. Even when there was no pipe to move, trains ran over Cumbres Pass to keep the refinery supplied with oil. Then, in September 1964 the refinery closed. The tank cars were sold or scrapped.

After 1964, traffic diminished considerably. In 1967, the D&RG petitioned the Interstate Commerce Commission to abandon the railroad between Antonito, Durango and Farmington, and the request was granted in July of 1969. Subsequently, the D&RG operated the line from Durango to Silverton seasonally until 1981 when this line was sold to the Durango & Silverton Narrow Gauge Railroad (D&SNG).

The D&RG and other Colorado lines represented the largest network of narrow gauge railroads in North America. The Antonito to Chama segment of the D&RG-SJE is a remnant of one of the most important parts of the D&RG, historically speaking. This one piece of railroad preserves a high mountain crossing, two early steel bridges and two tunnels within an almost virgin landscape. While the route has few towns, the buildings along the right-of-way are representative of the small communities railroads developed to maintain track in lonely places. Among the resources are three variations of a prototype section house used across the entire D&RG system: prototype designs represent an example of military thinking applied by railroads after the Civil War and now common throughout the world. One end of the line also preserves a typical railroad division point, with locomotive servicing facilities, a marshalling yard and depot.

The locomotive and rolling stock are perhaps the most important aspects of the D&RG-SJE. With very few exceptions, the equipment is native to the railroad and dates from the late 1880s to World War II.

Further, from the locomotive to the caboose, representative examples of almost every type of freight car survive on the line today. The collection of maintenance-of-way equipment is exceptional. It includes one of the oldest surviving rotary snow plows, the only narrow gauge spreader constructed by the Jordan Company and all the other track-mounted rolling stock necessary to keep the railroad functioning. This collection is unmatched among any in the nation.

The rugged terrain and the low density of population of northern New Mexico and southwestern Colorado remain one of the most seldom-seen parts of our land. For half a century, the railroad was the only means of transportation between Colorado's eastern slope and the mountain basins of southwest Colorado and northern New Mexico. The railroad brought the people in to settle this lonely land, and the railroad took to market the many riches the people found here. Gold, silver and other minerals, lumber, beans, livestock and other goods moved by the trainload over this busy little railroad. The line also traces the development of our energy resources. It may have been located to take advantage of the coal deposits west of Chama; later oil moved across the railroad in tank cars, and it is likely that materials for the Manhattan Project traveled across D&RG-SJE rails. The line bridges the era from the gold rush to the atom bomb.

Today, a ride across the D&RG-SJE on the C&TS is literally a trip back in time. It is exceptional for the experience combining a steam-powered train passing through grasslands and mountains that leaves the visitor wondering if it is 1925, 1945 or 2005. The ride is outstanding due to the cohesive nature of the breadth of historic equipment and structures that stand along the line. It is truly a property of national significance.

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GEOGRAPHICAL DATA

UTM REFERENCES

All UTM reference points utilize the NAD27 datum and were computed using the online mapping services of TopoZone.com.

Point Number	Zone	Easting	Northing	Location Notes
Antonito, CO 1967, USGS Quad Map				
1	13	409845	4102805	Track immediately west of US Highway 285 crossing
2	13	410271	4102812	
3	13	410290	4102995	
4	13	410055	4102945	
5	13	406834	4100616	
6	13	405656	4100075	
7	13	404905	4099114	Section line
8	13	403564	4098024	
9	13	403608	4097166	
10	13	403230	4096627	
11	13	403701	4096432	
12	13	402447	4095996	
13	13	402730	4095733	
14	13	402179	4095253	End of quad
Los Pinos, NM-CO 1995, USGS Quad Map				
15	13	402179	4094687	Colorado-New Mexico border
16	13	402859	4094294	
17	13	403522	4094672	Colorado-New Mexico border
18	13	403659	4094726	
19	13	403783	4094672	Colorado-New Mexico border
20	13	403803	4094562	
21	13	403345	4094008	
22	13	402604	4093557	
23	13	402443	4093228	
24	13	402819	4093055	Switch point
25	13	403007	4092938	
26	13	402839	4092853	Track at Lava water tank
27	13	402827	4092677	Pipeline
28	13	402959	4092267	Pipeline
29	13	402961	4092221	Pumphouse
30	13	402602	4093006	Switch point

Point Number	Zone	Easting	Northing	Location Notes
Los Pinos, NM-CO 1995 (continued)				
31	13	402134	4093067	
32	13	400724	4092928	
33	13	400427	4093347	
34	13	399875	4093588	End of quad
Bighorn Peak, NN-CO, USGS Quad Map				
35	13	399482	4093883	Directly north of bench mark
36	13	399050	4093758	
37	13	399038	4094114	
38	13	398567	4094431	
39	13	398423	4094716	Colorado-New Mexico border
40	13	398235	4094901	
41	13	397991	4094789	
42	13	397793	4094879	
43	13	397404	4094720	Colorado-New Mexico border
44	13	397199	4094718	Colorado-New Mexico border
45	13	397270	4094904	
46	13	397611	4094972	
47	13	398064	4095285	End of quad
Fox Creek, CO				
48	13	397926	4095630	
49	13	397713	4095290	End of quad
Bighorn Peak, NN-CO, USGS Quad Map				
50	13	397428	4095010	
51	13	396981	4094998	
52	13	396410	4094789	
53	13	396075	4094898	
54	13	395692	4094755	
55	13	395163	4094803	
56	13	395102	4094728	Colorado-New Mexico border
57	13	395126	4094389	
58	13	395252	4094381	End of Big Horn wye
59	13	395079	4094245	
60	13	394748	4094091	
61	13	394563	4094286	
62	13	393974	4094398	
63	13	393373	4094259	
64	13	393124	4093730	
65	13	393038	4093372	
66	13	392941	4093864	
67	13	392942	4094371	

Point Number	Zone	Easting	Northing	Location Notes
Bighorn Peak, NN-CO (continued)				
68	13	392745	4094025	
69	13	392354	4093996	
70	13	392308	4093697	
71	13	392067	4093707	
72	13	392099	4092914	
73	13	392127	4092732	
74	13	391707	4092718	
75	13	391583	4092425	
76	13	391393	4092796	
77	13	391423	4093706	
78	13	391747	4094298	
79	13	391226	4093967	
80	13	390723	4094209	
81	13	390507	4094044	Sublette tank and standpipe
82	13	390144	4093977	Head of pipeline
83	13	390615	4093710	
84	13	390845	4093636	
85	13	390611	4092511	
86	13	390041	4092530	
87	13	389690	4092657	
88	13	389293	4092146	
89	13	388805	4092194	
90	13	388736	4092374	End of quad
Toltec Mesa, NM-CO, USGS Quad Map				
91	13	388364	4092519	
92	13	387926	4092397	
93	13	387802	4092653	
94	13	387358	4093025	
95	13	387348	4093272	
96	13	386884	4093507	
97	13	386585	4093286	
98	13	386213	4093796	Beginning of boundary extension
99	13	385984	4094087	Mud Tunnel (center point)
100	13	385991	4094373	End of boundary extension
101	13	385909	4094684	
102	13	385627	4094621	
103	13	385511	4094794	Colorado-New Mexico border
104	13	385793	4095106	
105	13	385526	4095446	End of quad

Point Number	Zone	Easting	Northing	Location Notes
Osier, CO, USGS Quad Map				
106	13	385223	4095779	
107	13	385050	4095784	
108	13	384821	4096141	
109	13	384577	4095599	
110	13	384587	4095460	End of quad
Toltec Mesa, NM-CO, USGS Quad Map				
111	13	384554	4094808	Colorado-New Mexico border
112	13	384566	4094577	
113	13	383941	4093905	
114	13	383800	4093720	Lava Tunnel (center point)
115	13	383568	4094423	
116	13	383211	4094619	
117	13	382908	4094582	
118	13	382368	4094832	Colorado-New Mexico border
119	13	382060	4095149	
120	13	381926	4095492	End of quad
Osier, CO, USGS Quad Map				
121	13	381858	4095869	
122	13	381455	4096003	
123	13	381540	4096312	
124	13	381442	4096473	Beginning of boundary extension
125	13	381190	4096955	Track at Osier water tank
126	13	381244	4097210	Stream crossing
127	13	381053	4097214	Stream crossing
128	13	380877	4097044	Stream crossing
129	13	380803	4096888	
130	13	380342	4096471	
131	13	380181	4096542	
132	13	377954	4096001	
133	13	377839	4096070	Long Creek
134	13	377657	4095903	End of quad
Cumbres, CO, USGS Quad Map				
135	13	376967	4095884	
136	13	375115	4097130	
137	13	375322	4099193	
138	13	374671	4100485	
139	13	374881	4099577	
140	13	374789	4098991	
141	13	374381	4097878	Stream crossing
142	13	374418	4097644	

Point Number	Zone	Easting	Northing	Location Notes
Cumbres, CO, USGS Quad Map (continued)				
143	13	374058	4097076	
144	13	373800	4097059	Road crossing
145	13	371955	4097703	Cumbres Creek crossing
146	13	371696	4097595	
147	13	371447	4097124	Closest point to track above
148	13	371583	4096799	
149	13	371426	4097133	Closest point to track below
150	13	371519	4097637	Beginning of boundary expansion
151	13	371200	4097799	Center point of wye
152	13	371218	4098091	End point of wye
153	13	370973	4097713	End of boundary expansion Quad Map
154	13	370485	4097502	
155	13	370241	4098086	Stream crossing
156	13	369828	4097994	
157	13	369498	4098136	
158	13	370132	4097107	
159	13	369556	4096287	
160	13	368631	4095983	
161	13	368408	4095697	End of quad
West Fork Rio Brazos, NM-CO, USGS Quad Map				
162	13	368365	4095610	County boundary
163	13	368214	4095532	
164	13	367681	4095585	
West Fork Rio Brazos, NM-CO (Continued)				
165	13	367242	4095475	
166	13	366697	4095035	Colorado-New Mexico border
167	13	366518	4094803	End of quad
Chama, NM-CO, USGS Quad Map				
168	13	366195	4094556	
169	13	366154	4094155	
170	13	365837	4093664	
171	13	365681	4093571	
172	13	365486	4092961	
173	13	365046	4092353	
174	13	364246	4091768	
175	13	363207	4090995	
176	13	362745	4091101	
177	13	362851	4090847	

	Point Number	Zone	Easting	Northing	Location Notes
Chama, NM-CO, USGS Quad Map (continued)					
	178	13	363437	4090166	
	179	13	362518	4089911	
	180	13	361358	4087880	
	181	13	359943	4085976	
	182	13	359525	4085443	Beginning of boundary expansion
	183	13	359247	4084569	
	184	13	359075	4084383	Center of wye
	185	13	359229	4084233	End of wye
	186	13	358654	4083900	End of track
Historic Antonito Depot – Discontiguous resource					
Antonito, CO 1967, USGS Quad Map					
	190	13	410478	4103319	Less than one arce parcel encompassing the depot and its historic platform area

VERBAL BOUNDARY DESCRIPTION

The boundary definition in the original nomination was ambiguous. The map accompanying the nomination delineated four large, contiguous, rectangular parcels that broadly enclosed the full extent of the railroad corridor. However, there is no indication that these were intended to form the formal boundaries. The nomination form did not provide an approximate acreage of the nominated property. The first paragraph of the narrative description summarizes the resources as including only the 64-mile rail line and the directly associated railroad structures and buildings. The current amendment proposes to clarify the boundaries by providing a specific description related to the property's significance and integrity. The clarified boundary consists of a narrow corridor containing the historic right-of-way and associated resources from Antonito, Colorado, to Chama, New Mexico, more specifically described as:

1. Antonito, MP 280.70 – MP 281.5, 100'-0" outside of return loop plus land within loop.
2. Antonito-Lava, MP 281.5 - MP 291.25, 100'-0" each side of track center line.
3. Lava, MP 291.25 - MP 291.75 [2011+10-2050], 100'-0" outside of track center line, land within loop, 12'-6" each side of pipe line, plus 300'-0" x 350'-0" parcel at pump house. Extended parcel defines water pipeline and pump house on Los Pinos River.
4. Lava-Big Horn Section House, MP 291.75 - MP 295.05, 100'-0" each side of track center line.
5. Big Horn Section House/ Whiplash Curve, MP 295.05 - MP 298.0, 100'-0" outside of track center line plus land within loop. Extended parcel defines land within a significant track feature and preserves sites of demolished structures related to the railroad.
6. Big Horn Section House-Sublette, MP 298.0 - MP 305.75, 100'-0" each side of track center line.
7. Sublette, MP 305.75 - MP 306.25, 100'-0" outside of track center line, land within loop, 12'-6" each side of pipe line and 100' x 100' parcel at well. Extended parcel defines water pipeline to source.
8. Sublette-Tunnel No. 1, MP 306.25 - MP 311.0, 100'-0" each side of track center line Mud

Tunnel, MP 311.0 - MP 311.75,100'-0" north side of track center line and 600'-0" south side of track center line. Extended parcel defines historic temporary right-of-way.

9. Tunnel No. 1-Phantom Curve, MP 311.75 - MP 312.1, 100'-0" each side of track center line.
10. Phantom Curve, MP 312.1 - MP 312.5, 100'-0" north side of track center line plus land within loop. Extended parcel defines significant geologic feature within loop.
11. Phantom Curve-Osier, MP 312.5 - MP 318.0, 100'-0" each side of track center line.
12. Osier, MP 318.0 - MP 319.0, 350'-0" north side of track center line, 300'-0" south side of track center line plus 12'-6" each side of two pipelines to source. Extended parcel defines water pipe lines to source.
13. Osier-Cumbres, MP 319.0 - MP 329.25, 100'-0" each side of track center line.
14. Cumbres/ Tanglefoot Curve, MP 329.25 - MP 330.3, 100'-0" south side of track center line plus land within loop. Extended parcel defines land within loop.
15. Cumbres, MP 330.3 - MP 330.75, 150'-0" south side of track center line, 300'-0" north side of track center line, plus 50'-0" each side of track center line at wye.
16. Cumbres-Conejos-Archuleta County Line, MP 330.75 - MP 334.5, 100'-0" each side of track center line.
17. Conejos-Archuleta County Line -Chama, MP 334.5 - MP 343.5, 50'-0" each side of track center line.
18. Chama, MP 343.5 - MP 344.80, 100'-0" north side of track center line, 200'-0" south side of track center line, plus 25'-0" each side of track center line at wye.
19. Antonito Depot- historic, a discontiguous triangular parcel described as follows: The land included consists of a parcel in the Town of Antonito, Conejos County, Colorado, and lying the exterior boundary of the Antonito Depot Tract, located in the NE ¼ of Section 29, Township 33 North, Range 9 East, of the New Mexico Principal Meridian, Conejos County, Colorado, being more particularly described as follows:

    Beginning at a point on the North right of way line of Second Avenue of said Town of Antonito from which the East ¼ Corner of said Section 29 (monumented with a No.6 re-bar with a 2 ½ inch aluminum cap set by Colorado PLS No. 14840) bears South 76° 06' 02" East a distance of 1837.68 feet; thence North 90° 00' 00" West along said North right of way line a distance of 120.25 feet; thence North 03° 39' 35" West a distance of 209.16 feet; thence Northeasterly along the arc of a non-tangent curve to the left a distance of 244.72 feet (curve data: Radius = 147.14 feet, Delta = O9° 31' 52", Chord length = 244.44 feet Chord Bearing = North 17° 26' 02" East); thence North 86° 30' 23" East a distance of 32.03 feel; thence South 03° 39' 35" East a distance of 444.80 feet to the Point of Beginning; containing 0.97 acres more or less.

BOUNDARY JUSTIFICATION

Boundaries are based on *Interstate Commerce Commission valuation maps* dated 1919 in the Robert W. Richardson Railroad Library Collection, and available from the Colorado Railroad Museum. These indicate the property limits that were the basis for property tax valuation used by the states of Colorado and New Mexico. In general, the historic right-of-way (ROW) extends on 100'-0" each side of the track