



Windy Point (331.0)

One of the most famous places in American railroading. The rails are laid on a rock shelf, carved out of the face of the cliff. From Cumbres the railroad descends around Windy Point and down the 4% grade into the Rio Chama valley.

To Antonito

Windy Point

Cumbres (330.6)

Highest point on the railroad! At 10,015 feet above sea level, fierce winter storms leave snow drifts 20 feet or more. Railroad families used to live here through the winter, keeping plenty of food on hand for times when trains were stopped by snow.

Tanglefoot Curve

Tanglefoot Curve (329.7)

At this location, railroad builders had to lay track in wide loops to gain 39 feet of elevation. Eastbound train crews would jump off the slow moving trains on the upper track, walk down to the lower track, inspect the trains for "hot boxes" (burned out bearings) and reboard the caboose. Legend has it that many years ago a trainman tangled his foot in a briar and slid down the bank almost into the path of his own train - hence the name.

Chama (344.1)

Settled by 1865. The railroad arrived in December 1880, connecting Chama to Antonito. Prior to the railroad, travel was over a long and difficult trail to Conejos, just north of Antonito.

Osier (318.4)

Before the railroad, Osier was a Toll Station on the road from Conejos to Chama. It was once a small community with a store, rooming house for travelers, section house for railroad employees' families, depot, coal loading dock, covered turntable and cattle pens.

(320.0) Cascade Trestle

Highest bridge on the C&TS - 137 feet above Cascade Creek.

Lobato Trestle (339.7)

Second highest bridge on the line - 100 feet above Wolf Creek.

340.5 to 342.0
The (342-340.5) Narrows

Drawn by: Jack W. Ostrom ©97

C&TS milepost marker

Train Ride from Chama, New Mexico to Osier, Colorado (25.7 miles)

You are about to take a journey through the spectacular mountains and valleys of southern Colorado and northern New Mexico on our 64-mile historic narrow gauge railroad line that was built in the late 1800s. The numbering of the mile markers are from the original network of train tracks that ran throughout this part of the country.



Cumbres & Toltec
SCENIC RAILROAD

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