

STATE OF COLORADO }
COUNTY OF PUEBLO } ss.

I hereby certify that the resolution hereto attached is a true and correct copy of a resolution unanimously adopted by the Board of Directors of the Pueblo Conservancy District at a meeting of said Board in the office of said District, held October 20, 1923, as the same appears from the records of said District in my possession as Secretary thereof.

Witness my hand and the seal of said District this 20th day of October, 1923.



Secretary,
The Pueblo Conservancy District.

R E S O L U T I O N

BE IT RESOLVED By the Board of Directors of The Pueblo Conservancy District, That the Official Plan of the district be amended by setting forth in detail the lands to be acquired by the Denver and Rio Grand Western Railroad, the Atchison, Topeka and Santa Fe Railway Company, the Missouri Pacific Railroad Company, the Colorado-Kansas Railway Company and the Pueblo Union Depot and Railroad Company, pursuant to the proper execution of the Official Plan heretofore adopted and approved by the District Court of the Tenth Judicial District of Colorado, sitting in and for Pueblo County; that

The description of said lands to be acquired for such purposes hereto attached is hereby approved and confirmed; and

That the officers of the district are hereby authorized to take the necessary measures to effectuate the purposes of this resolution.

Introduced by

OFFICIAL PLAN

Supplement

Adopted October 20, 1923.

Description of lands to be acquired from the Pueblo Conservancy District by various Railway Companies in accordance with the Official Plan.

I.

The Denver & Rio Grande Western Railroad Company shall receive from the Pueblo Conservancy District the following lands, in execution of the Official Plan of the District, to-wit:

For reference, herewith is a description of the center line of the location of the West Bound main line track of the Denver & Rio Grande Western Railroad from said railroad's Mile Post 122 at the West end of the relocation line thence running Easterly to the Dry Creek Bridge, to-wit:

Beginning at a point on the center-line of the present West Bound main line track, (said track being a tangent), which point is at right angles from Mile Post 122 of the said Denver & Rio Grande Western Railroad; thence on the said tangent, South $65^{\circ} 03' 10''$ East, a distance of 259.75 feet, to a Point of Curve; thence on a curve to the Left, with a radius of 1146.28 feet, a distance of 1393.0 feet, to a Point of Tangency; thence on tangent, North $45^{\circ} 19'$ East, a distance of 2587.4 feet, to a Point of Curve; thence on a curve to the Right, with a radius of 3819.83 feet, a distance of 2292.22 feet, to a Point of Tangency; thence on tangent, North $79^{\circ} 42'$ East, a distance of 855.0 feet, to a point; said last point being on the

center of the relocated West Bound main line track and at the East end of the bridge over Dry Creek. This location line intersects the South line of the Northwest Quarter of the Northeast Quarter ($NW\frac{1}{4}$ of $NE\frac{1}{4}$) of Section Thirty-four, Township 20 South, Range 65 West, 6th P.M., at a point which is 54.19 feet East of the Southwest corner of the said $NW\frac{1}{4}$ of $NE\frac{1}{4}$ of said Section. It also intersects the North line of the said Section 34, at a point which is 1180.80 feet West of the Northeast corner of the said Section. It also intersects the East line of Section 27, Township and Range aforesaid at a point which is 753.0 feet North of the Southeast corner of said Section. It also intersects the East line of the West Half of the Southwest Quarter ($W\frac{1}{2}$ of $SW\frac{1}{4}$) of Section 26, Township and Range aforesaid at a point which is 1071.5 feet North of the South line of the said Section.

Parcel No. 1. An Easement for a right-of-way crossing the intake flume of the Pueblo Water Works, District No. 2 (South Side), over a tract of land, in the Southeast Quarter of the Northwest Quarter ($SE\frac{1}{4}$ of $NW\frac{1}{4}$) of the Section Thirty-four (34), Township Twenty (20) South, Range Sixty-five (65) West, Sixth (6th) P.M., more particularly described as follows:

Beginning at a point which is 10.00 feet Northerly at right angles from a point on the center-line of the intake flume, which point on said center-line is 191.92 feet Easterly from the West face of the head-gate; thence North $4^{\circ} 00'$ West, 7.5 feet; thence Southwesterly on a curve to the Right, with a radius of 1134.28 feet, a distance of 76.0 feet to a point which is 8.0 feet Southerly at right angles from the center-line of said intake flume and 118.0 feet

Easterly from the said West face of said head-gate; thence Westerly on a line parallel to and 8.0 feet Southerly at right angles from the said center-line of said intake flume, a distance of 105.00 feet; thence Southwesterly a distance of 35.0 feet more or less, to the Southeasterly corner of the head Wall of the intake, said point being also on the North line of the present right-of-way of the Denver & Rio Grande Western Railroad; thence Easterly along the said North line of the said right-of-way of said railroad, a distance of 195.0 feet; thence Northeasterly on a curve to the Left, with a radius of 1180.28 feet, a distance of 152.00 feet, to a point which is 10.00 feet Northerly at right angles from the aforesaid center-line of the aforesaid intake flume, and also 140.0 feet Easterly from the place of beginning; thence Westerly on a line parallel to and 10.00 feet Northerly from said center-line of said intake flume, a distance of 140.00 feet to the place of beginning. Containing 0.223 Acres more or less.

Parcel No. 2. A strip of land in the East Half of the Northwest Quarter ($E\frac{1}{2}$ of $NW\frac{1}{4}$) and in the Northeast Quarter ($NE\frac{1}{4}$) of Section Thirty-four (34), and in the Southeast Quarter of the Southeast Quarter ($SE\frac{1}{4}$ of $SE\frac{1}{4}$) of Section Twenty-seven (27), all in Township Twenty (20) South, Range Sixty-five (65) West, Sixth (6th) Principal Meridian, more particularly described as follows:

Beginning at a point which is 10.00 feet Northerly at right angles from a point on the center-line of the intake flume of the Pueblo Water Works District No. 2 (South Side), which point on said center-line of flume is 191.92 feet Easterly from the West face of the head-gate; thence Easterly on a line parallel to and 10.00 feet Northerly at right angles from the said center-line of said intake

flume, a distance of 193.0 feet more or less, to a point which is 60.00 feet Southerly at right angles from the location center-line of the Denver & Rio Grande Western Railroad, as surveyed by The Pueblo Conservancy District, and which is herein before described; thence Northeasterly on a line parallel to and 60.00 feet Southeasterly from the said described center line of track, on a curve to the Left, with a radius of 1206.28 feet, a distance of 576.0 feet, to a Point of Tangency; thence on tangent, North 45° 19' East, 2338.4 feet; thence South 44° 41' East, 40.00 feet; thence North 45° 19' East, 249.0 feet, to a Point of Curve; thence on a curve to the Right, with a radius of 3719.83 feet, a distance of 985.0 feet more or less to an intersection with the South line of the right-of-way for a ditch, of the Pueblo Water Works, (North Side) which point is 345.0 feet Westerly along said South line of said right-of-way from the East line of Section 27; thence South 78° 13' West, along the said South line of said right-of-way for a ditch, of the said Pueblo Water Works, a distance of 430.00 feet more or less, to a point which is 50.00 feet Northwesterly at right angles, from the said location center-line of Denver & Rio Grande Western Railroad herein before described; thence Southwesterly on a curve to the Left, parallel to and 50.00 feet Northwesterly from the said described center-line of location; with a radius of 3869.83 feet, a distance of 610.0 feet more or less, to a Point of Tangency; thence on tangent, South 45° 19' West, 249.00 feet; thence South 44° 41' East, 10.0 feet; thence South 45° 19' West, 400.00 feet; thence Westerly, on a line parallel to the South line of the NW $\frac{1}{4}$ of NE $\frac{1}{4}$ of Section 34, a distance of 155.0 feet more or less, to a point which is

150.0 feet Northwesterly at right angles from the said described center-line of location; thence on a line parallel to and 150.0 feet Northwesterly from said center-line of location, a distance of 1828.40 feet to a Point of Curve; thence on a curve to the Right, with a radius of 996.28 feet, a distance of 427.5 feet; thence South $63^{\circ} 20'$ West, 187.0 feet more or less, to a point which is 109.03 feet Northerly at right angles from a point on the center-line of the concrete intake flume of the Pueblo Water Works, District No. 2 (South Side), which point on said center-line is 178.0 feet Easterly from the West face of the head-gate of said intake flume; thence South $4^{\circ} 00'$ West, 100.0 feet to the place of beginning. Containing 16.772 acres more or less.

Parcel No. 3. An Easement for right-of-way crossing the right-of-way of the intake ditch of the Pueblo Water Works (North Side) in the Southeast Quarter of the Southeast Quarter ($SE\frac{1}{4}$ of $SE\frac{1}{4}$) of Section Twenty-seven (27), Township Twenty (20) South, Range Sixty-five (65) West, Sixth (6th) Principal Meridian, more particularly described as follows:

Beginning at a point which is South $78^{\circ} 13'$ West, a distance of 345.0 feet from a point which is 554.0 feet North of the Southeast Corner of the said Section 27, said point being on the South line of a strip of land conveyed to the Pueblo Water Works by Addison C. Haden, and recorded in Book 81, on Page 174 of the Pueblo County records; thence continuing along said South line, South $78^{\circ} 13'$ West, a distance of 430.00 feet more or less, to a point which is 50.0 feet at right angles Northwesterly from the location center-line of the Denver & Rio Grande Western Railroad as surveyed by the Pueblo Conservancy District and herein before described; thence Northeasterly

on a curve to the Right, on a line parallel to the said described center-line, with a radius of 3869.83 feet, a distance of 56.0 feet more or less, to its intersection with the North line of the said strip of land; thence North 77° 31' East, along said North line, a distance of 465.0 feet more or less, to a point which is 100.0 feet Southeasterly from said described center-line; thence Southwesterly along a line parallel to the said described center-line on a curve to the Left, with a radius of 3719.83 feet, a distance of 95.0 feet more or less, to the place of beginning. Containing 0.263 Acres more or less.

Parcel No. 4. A tract of land in the Southeast Quarter of the Southeast Quarter (SE $\frac{1}{4}$ of SE $\frac{1}{4}$) of Section Twenty-seven (27), and in the South Half of Section Twenty-six (26), all of Township Twenty (20) South, Range Sixty-five (65) West, Sixth (6th) Principal Meridian, more particularly described as follows:

Beginning at a point on the East line of the said Southeast Quarter of the Southeast Quarter (SE $\frac{1}{4}$ of SE $\frac{1}{4}$) of the said Section 27, which point is 692 feet North of the Southeast corner of said section, and also 57.5 feet Southerly at right angles from the location center-line of the Denver & Rio Grande Western Railroad as surveyed by the Pueblo Conservancy District; thence South along the said East line of said Section 27, a distance of 48.0 feet more or less, to a point which is 100.0 feet, southerly at right angles from the said described center-line of said railroad; thence Southwesterly parallel to the said described center-line, on a curve to the Left, with a radius of 3719.83 feet, a distance of 278.0 feet more or less, to a point on the North line of a strip of land deeded to the Pueblo Water Works (North Side) recorded in Book 81 on Page

174, of the Pueblo County records; thence South $77^{\circ} 31'$ West, along the said North line of said strip of land, a distance of 345.0 feet more or less, to a point which is 7.5 feet Northwesterly at right angles from the aforesaid described location center-line of the Denver & Rio Grande Western Railroad; thence Northeasterly on a line parallel to and 7.5 feet Northwesterly from the said described center-line, on a curve to the Right, with a radius of 3827.33 feet, a distance of 1515.0 feet more or less, to a Point of Tangency; thence on tangent, North $79^{\circ} 42'$ East, 530.0 feet more or less, to its intersection with the East line of the West Half of the Southwest Quarter ($W\frac{1}{2}$ of $SW\frac{1}{4}$) of the said Section 26; thence Northerly along the said East line of the $W\frac{1}{2}$ of $SW\frac{1}{4}$ of said section, a distance of 10.30 feet more or less, to a point which is 17.75 feet Northerly at right angles from the said described center-line; thence North $79^{\circ} 42'$ East, a distance of 395.00 feet; thence South $10^{\circ} 18'$ East, 7.25 feet; thence North $79^{\circ} 42'$ East, 92.00 feet to a Point of Curve; thence on a curve to the Right, with a radius of 674.7 feet, a distance of 255.9 feet, to a Point of Tangency; thence on tangent, South $78^{\circ} 33'$ East, a distance of 610.0 feet; thence South $64^{\circ} 42'$ East, 949.0 feet; thence South $56^{\circ} 32'$ East, 1086.0 feet more or less, to its intersection with the South line of the Southeast Quarter of the South-east Quarter ($SE\frac{1}{4}$ of $SE\frac{1}{4}$) of the said Section 26; thence South $88^{\circ} 20'$ West along the said South line of the said $SE\frac{1}{4}$ of $SE\frac{1}{4}$ of said Section 26, a distance of 430.0 feet more or less, to the Southwest corner of said $SE\frac{1}{4}$ of $SE\frac{1}{4}$; thence South $89^{\circ} 47'$ West, along the South line of the Southwest Quarter of the Southeast Quarter ($SW\frac{1}{4}$ of $SE\frac{1}{4}$) of said Section 26, a distance of 640.0 feet; thence North $56^{\circ} 32'$ West, 350.0 feet; thence North $48^{\circ} 32'$ West,

1117.0 feet; thence North $74^{\circ} 47'$ West, 437.0 feet; thence South $79^{\circ} 42'$ West, 480.0 feet more or less, to its intersection with the East line of the West Half of the Southwest Quarter ($W\frac{1}{2}$ of $SW\frac{1}{2}$) of said Section 26, said point being 82.25 feet at right angles Southerly from the aforesaid described center-line of location of the Denver & Rio Grande Western Railroad; thence Northerly on the said East line of $W\frac{1}{2}$ of $SW\frac{1}{2}$ of said Section 26, a distance of 24.80 feet more or less, to a point which is 57.50 feet at right angles Southerly from the said described center-line; thence South $79^{\circ} 42'$ West on a line parallel to and 57.50 feet Southeasterly at right angles from the said described center-line of location, a distance of 517.0 feet more or less, to a Point of Curve; thence on a curve to the Left, with a radius of 3762.33 feet, a distance of 865.0 feet more or less to the place of beginning. Containing 27.645 Acres, more or less.

Parcel No. 5. A tract of land in the Northeast Quarter of the Northeast Quarter ($NE\frac{1}{4}$ of $NE\frac{1}{4}$) of Section 35, and in the West Half ($W\frac{1}{2}$) of Section 36, all in Township Twenty (20) South, Range Sixty-five (65) West, Sixth (6th) Principal Meridian, more particularly described as follows:

Beginning at a point on the East line of the said Section 35, which point is 570.0 feet Southerly from the Northeast corner of said section; thence North $64^{\circ} 42'$ West, 350.0 feet; thence North $56^{\circ} 32'$ West, 461.0 feet more or less, to its intersection with the present Northeasterly line of the present right-of-way of the Denver & Rio Grande Western Railroad; thence along said Northeasterly lines according to the said railroad's survey, South $38^{\circ} 45'$ East, 161.0 feet; thence South $57^{\circ} 00'$ East, 700.0 feet, to a point on the East

line of said Section 35 which point is 643.46 feet Southerly from the Northeast corner of said Section 35; thence Southerly along said East line of said section a distance of 500.0 feet; thence leaving the right-of-way line of said Denver & Rio Grande Western Railroad, Southeasterly along a curve to the Right, with a radius of 2292.01 feet, a distance of 370.0 feet to a Point of Tangency; thence on tangent South 46° 21' East, 370.0 feet to a Point of Curve; thence on a curve to the Right, with a radius of 2864.93 feet, a distance of 235 feet more or less, to its intersection with a Northerly line of the present right-of-way of said Denver & Rio Grande Western Railroad, which is also the Southerly boundary of the present established channel of the Arkansas River; thence South 70° 24' 30" East, according to the said railroad's survey, 510.00 feet to a Point of Curve, thence on a curve to the Left, with a radius of 2173.75 feet, a distance of 110.00 feet, thence North 33° 01' 48" West, 155 feet to a Point of Curve; thence on a curve to the Left, with a radius of 3117.93 feet, a distance of 724.716 feet, to a Point of Tangency; thence North 46° 20' 50" West, 240.0 feet, to a Point of Curve; thence on a curve to the Left, with a radius of 3234.93 feet, a distance of 197.647 feet to a Point of Tangency; thence North 49° 50' 50" West, 532.0 feet; thence South 64° 41' 46" East, 235.0 feet to a Point of Curve; thence on a curve to the Right, with a radius of 644.69 feet, a distance of 167.028 feet to a Point of Tangency; thence on Tangent South 49° 50' 50" East, 235.0 feet to a Point of Curve; thence on a curve to the Right, with a radius of 2834.93 feet, a distance of 173.196 feet to a Point of Tangency; thence on tangent, South 46° 20' 50" East, 108.0 feet to a Point of Curve; thence on a curve to the Left, with a radius of 651.186 feet, a

distance of 89.593 feet; thence on tangent, South 54° 14' 24" East, 575.0 feet, to a Point of Curve; thence on a curve to the Left, with a radius of 674.686 feet, a distance of 96.127 feet to a Point of Tangency; thence on tangent, South 62° 24' 40" East, a distance of 968.0 feet to a point, which is 824.5 feet Northwesterly from the Northwesterly line of Lamkin Street, on a line parallel to and 30.0 feet Southwesterly from the Northeasterly line of D Street; thence South 81° 32' 13" East, a distance of 192.28 feet; thence North 62° 24' 40" West, a distance of 1333.0 feet, to a Point of Curve; thence on a curve to the Right, with a radius of 674.686 feet, a distance of 96.127 feet, to a Point of Tangency; thence on tangent, North 54° 14' 24" West, 387.0 feet, to a Point of Curve; thence on a curve to the Right, with a radius of 576.08 feet, a distance of 80.0 feet, to a Point of Tangency; thence on tangent, North 46° 20' 50" West, 640.0 feet; thence North 64° 41' 46" West, 460.0 feet more or less, to the place of beginning. Containing 17.137 Acres, more or less.

Parcel No. 6. A strip of land in the Southeast Quarter of the Northwest Quarter (SE $\frac{1}{4}$ of NW $\frac{1}{4}$) of Section Thirty-six (36), Township Twenty (20) South, Range Sixty-five (65) West, Sixth (6th) Principal Meridian, more particularly described as follows:

Beginning at a point on the South line of the present right-of-way of the Missouri Pacific Railroad, which point is 778.5 feet Northwesterly from the Northwesterly line of Lamkin Street, along a line parallel to and 12.5 feet Southwesterly at right angles from the produced Southwesterly line of D Street; thence North 81° 32' West, along the Southerly line of the new right-of-way of the Missouri Pacific Railroad, a distance of 128.00 feet; thence Southwesterly on a curve to the left, with a radius of 563.69 feet, a distance of 628.0 feet more or less, to a point on the Easterly line

of the present right-of-way of said Missouri Pacific Railroad, which point is 280.0 feet Northeasterly at right angles from the produced Southwesterly line of B Street; thence Northeasterly, along the present Southeasterly right-of-way line of said Missouri Pacific Railroad, on a curve to the Right, with a radius of 641.01 feet, a distance of 727.00 feet more or less, to the place of beginning. Containing 0.372 Acre more or less.

Parcel No. 7. A strip of land in the Southeast Quarter of the Northwest Quarter ($SE\frac{1}{4}$ of $NW\frac{1}{4}$) of Section Thirty-six (36), Township Twenty (20) South, Range Sixty-five (65) West, Sixth (6th) Principal Meridian, more particularly described as follows:

Beginning at a point on the Southwesterly line of the present right-of-way of the Atchison, Topeka & Santa Fe Railway which point is 234.5 feet Northwesterly at right angles from the Southeasterly line of Victoria Avenue produced, and is also 314.5 feet Southwesterly at right angles from the Southwesterly line of B Street; the said point being on the North line of the present right-of-way of the Denver & Rio Grande Western Railroad; thence along the new South line of the right-of-way of the Atchison, Topeka & Santa Fe Railway, on a curve to the Right, with a radius of 1453.7 feet, a distance of 415.47 feet to a Point of Tangency; thence on tangent, North $29^{\circ} 08'$ West, 190.0 feet to a Point of Curve; thence on a curve to the Right, with a radius of 1062.76 feet, a distance of 230.4 feet to a Point of Tangency; thence on tangent, North $16^{\circ} 41'$ West, 213.0 feet, to a Point of Curve; thence on a curve to the Right, with a radius of 707.83 feet, a distance of 273.50 feet more or less, to a point on the present right-of-way line of the Denver & Rio Grande Western Railroad, which point is 172.0 feet distant Northeasterly at right

angles from the Southwesterly line of B Street; thence in a Southeasterly direction, to the place of beginning, along the present right-of-way line of the Denver & Rio Grande Western Railroad. Containing 0.712 Acres, more or less.

Parcel No. 8. A tract of land in the City of Pueblo, State of Colorado, beginning at the Southerly corner of Block Thirty-eight (38), South Pueblo; thence Northeasterly along the Northwesterly line of Victoria Avenue, a distance of 150.0 feet to the Southerly corner of Lot 26, said Block 38, South Pueblo; thence Northwesterly, along the Southwesterly line of Lot 26 and Lot 7 of said Block 38 and said Southwesterly line of Lot 7 produced, a distance of 380.0 feet, to the Northwesterly line of Lamkin Street; thence Northeasterly, along the said Northwesterly line of said Lamkin Street, a distance of 200.0 feet, to the Southerly corner of Lot 18, of Block 28, said South Pueblo; thence Northwesterly, along the Southwesterly line of said Lot 18, of said Block 28, South Pueblo, a distance of 160.0 feet to the Northwesterly line of the alley of the said Block 28, South Pueblo; thence Southwesterly along the said Northwesterly line of the alley of said Block 28, South Pueblo, a distance of 430.0 feet, to the Southwesterly line of B Street; thence Southeasterly, along the said Southwesterly line of B Street, a distance of 240.0 feet; thence Northeasterly at right angles, a distance of 80.0 feet, to the Westerly corner of the aforesaid Block 38, South Pueblo; thence Southeasterly, along the Northeasterly line of B Street, a distance of 300.0 feet, to the Place of beginning. Containing 3.035 Acres, more or less.

Parcel No. 9. A tract of land in the City of Pueblo, State of Colorado, beginning at a point on the Northwesterly line of Plum Street, which point is 30.0 feet Southwesterly along said North-

westerly line of Plum Street from the Southwesterly line of B Street; thence Southerly across the said Plum Street, a distance of 100.0 feet more or less, to the Westerly corner of Lot 13, Block 107, South Pueblo; thence Southeasterly across said Block 107, South Pueblo, a distance of 317.0 feet more or less, to the Southerly corner of Lot 24, said Block 107, South Pueblo; thence Southerly across Spring Street, a distance of 95.0 feet more or less, to the Westerly corner of Lot 7, Block 117, South Pueblo; thence Southerly, a distance of 187.0 feet more or less, to the Westerly corner of Lot 30, said Block 117, South Pueblo; thence Northwesterly, 400.0 feet more or less, to a point on the Northwesterly line of the alley of Block 107, South Pueblo, which point is 377.0 feet Southwesterly along said line of said alley from the Southwesterly line of B Street; thence North-easterly along said Northwesterly line of said alley of Block 107, South Pueblo, a distance of 127.0 feet to the Southerly corner of Lot 7, said Block 107, South Pueblo; thence Northwesterly along the Southwesterly line of said Lot 7, and said lot line produced, a distance of 220.0 feet to the Northwesterly line of Plum Street; thence Northeasterly along the said Northwesterly line of Plum Street, a distance of 220.0 feet, to the place of beginning. Con-taining 1.912 Acres, more or less.

Parcel No. 10. An Easement within the following described lines, to build and maintain a railroad and bridge, across the channel of the Arkansas River as constructed by the Pueblo Conservancy District:

Beginning at a point on the Southeasterly line of the alley of Block 117, South Pueblo, which point is 350.0 feet Southwesterly along said line of said alley from the Southwesterly line of B Street, being also the Westerly corner of Lot 30, said Block 117,

and said point being 59.0 feet Easterly at right angles from the located center-line of the South Bound Main Line of the Denver & Rio Grande Western Railroad as surveyed by the Pueblo Conservancy District; thence Southerly, on a line parallel to and 59.0 feet Easterly at right angles from said center-line tangent and said tangent produced, a distance of 558.0 feet, to a point on the North line of the present right-of-way of said Denver & Rio Grande Western Railroad; thence Northwesterly, along said North line of said right-of-way, a distance of 150.0 feet more or less, to a point which is 100.0 feet Westerly at right angles from the first course herein described; thence Northerly, on a line parallel to and 100.0 feet Westerly at right angles from the said first course, a distance of 585.0 feet more or less, to a point on the Southwesterly line of Parcel No. 9, herein conveyed to said Denver & Rio Grande Western Railroad; thence Southeasterly along said Southwesterly line, a distance of 170.0 feet more or less, to the place of beginning. Containing 1.312 Acres, more or less.

The total area herein conveyed being 67.585 Acres, more or less, and the total area of easements being 1.798 Acres, more or less.

II.

The Atchison, Topeka and Santa Fe Railway Company shall receive from the Pueblo Conservancy District the following lands, in execution of the Official Plan of the District, to-wit:

A tract of land in the Southwest Quarter of the Northeast Quarter (SW 1/4 of NE 1/4), and in the Northeast Quarter of the Southwest Quarter (NE 1/4 of SW 1/4), and in the Northwest Quarter (NW 1/4) of Section Thirty-six (36), Township Twenty (20) South, Range Sixty-five (65) West, Sixth (6th) Principal Meridian, more particularly described as follows: Beginning at a point on the present Northeast-erly line of the Atchison, Topeka & Santa Fe Railway, which point is 234.5 feet Northwesterly at right angles from the Southeasterly line of Victoria Avenue, produced, and also 300.50 feet Southwesterly at right angles from the Southwesterly line of B Street; thence on a curve to the Right and tangent to a line which bears North $45^{\circ} 28' 17''$ West, with a radius of 1439.69 feet, a distance of 410.5 feet to a Point of Tangency; thence on tangent, North $29^{\circ} 08'$ West, 190.0 feet; to a Point of Curve; thence on a curve to the Right, with a radius of 667.69 feet, a distance of 190.0 feet to a Point of Tangency; thence on tangent, North $12^{\circ} 47'$ West, 350.0 feet to a Point of Curve; thence on a Curve to the Right, with a radius of 532.12 feet, a distance of 148.3 feet, to a point which is 175.44 feet Northessterly at right angles from the Southwesterly line of B Street produced; thence Southeasterly on a line parallel to and 175.44 feet Northessterly at right angles from the said Southwesterly line of B Street, a distance of 22.6 feet; thence on a curve

to the Right and tangent to a line which bears North $1^{\circ} 27' 47''$ East, with a radius of 513.91 feet, a distance of 868.6 feet, to a Point of Tangency; thence on tangent, South $81^{\circ} 32' 13''$ East, 300.0 feet; thence North $8^{\circ} 28'$ East, 7.50 feet; thence South $81^{\circ} 32' 13''$ East, 125.0 feet, to a Point of Curve; thence on a curve to the Left, with a radius of 588.69 feet, a distance of 302.5 feet more or less, to a point which is on the Southeasterly line of the present right-of-way of said Railway, and 15.0 feet Southeasterly at right angles from the center-line of said Railway at the Southwesterly end of the Atchison, Topeka and Santa Fe Railway bridge over the Arkansas River; thence Northwesterly at right angles, across the said right-of-way, a distance of 30.0 feet; thence Westerly on a curve to the Right, parallel to and 30.0 feet distant from the last described curve, with a radius of 558.69 feet, a distance of 274.94 feet; thence North $62^{\circ} 24' 40''$ West, 1917.34 feet, to a Point of Curve; thence on a curve to the Right, with a radius of 576.08 feet, a distance of 82.0 feet; thence South $54^{\circ} 14' 24''$ East, 200.0 feet, to a Point of Curve; thence on a curve to the Left, with a radius of 674.69 feet, a distance of 96.13 feet to a Point of Tangency; thence on tangent South $62^{\circ} 24' 40''$ East, 1638.0 feet; thence North $81^{\circ} 32' 13''$ West, 82.41 feet; thence North $62^{\circ} 24' 40''$ West, 38.13 feet; thence North $81^{\circ} 32' 13''$ West, 230.0 feet to a Point of Curve; thence on a curve to the Left, with a radius of 564.3 feet, a distance of 885.2 feet, to a Point of Compound Curve; thence on a curve to the Left, with a radius of 707.83 feet, a distance of 310.5 feet, to a Point of Tangency; thence on tangent, South $16^{\circ} 41' 16''$ East, 213.0 feet, to a Point of Curve; thence on a curve to the Left, with a radius of 1062.76 feet, a distance of 230.4 feet, to a Point of Tangency; thence on tangent, South $29^{\circ} 08'$ East, 190.0 feet to a Point of

Curve; thence on a curve to the Left, with a radius of 1453.69 feet, a distance of 415.47 feet; thence North $44^{\circ} 31' 43''$ East, a distance of 14.0 feet, to the place of beginning. Containing 3.482 Acres, more or less.

Also, a tract of land in the Southwest Quarter of Section Twenty-six (26), and in the Southeast Quarter of the Southeast Quarter (SE 1/4 of SE 1/4) of Section Twenty-seven (27), Township Twenty (20) South, Range Sixty-five (65) West, Sixth (6th) Principal Meridian, more particularly described as follows:

Beginning at the point of intersection of the East line of Howard Avenue, with the North line of the present right-of-way of the Canon City Branch of the Atchison, Topeka & Santa Fe Railway; thence Westerly on a curve to the Left, with a radius of 2914.9 feet, a distance of 960.0 feet more or less, to its intersection with the East line of the West Half of the Southwest Quarter (W 1/2 of SW 1/4) of Section 26; thence North along the said East line of said W 1/2 of SW 1/4, a distance of 55.0 feet; thence South $79^{\circ} 42'$ West, 545.0 feet, to a Point of Curve; thence on a curve to the Left, with a radius of 3927.3 feet, a distance of 1540.0 feet more or less to a point which is the intersection of the present North line of the said right-of-way of said Atchison, Topeka & Santa Fe Railway with a line which is 627.58 feet West of and parallel to the East line of Section 27; thence Southerly on a line which is 627.58 feet West of the East line of said Section 27, a distance of 100.0 feet more or less, to the South line of the said right-of-way of said Railway; thence North $77^{\circ} 31'$ East, 40.0 feet; thence in an Easterly direction, on a curve to the Right, with a radius of 3827.3 feet, a distance of 1515.0 feet, to a Point of Tangency; thence on tangent North $79^{\circ} 42'$ East, 530.0 feet more or less, to its intersection with the East line of West 1/2 of

SW 1/4 of Section 26; thence North on the said East line of said W 1/2 of SW 1/4 of said Section; a distance of 10.3 feet; thence North 79° 42' East, 395.0 feet; thence South 10° 18' East, 7.25 feet; thence North 79° 42' East, 92.0 feet, to a Point of Curve; thence on a curve, to the Right, with a radius of 674.7 feet, a distance of 250.0 feet, to a Point of Tangency; thence on tangent, South 78° 33' East, 228.0 feet more or less, to its intersection with the East line of Howard Avenue; thence Northerly along said East line of said Howard Avenue, a distance of 130.0 feet more or less, to the place of beginning. Containing 6.274 Acres more or less. Reserving, however, to The Pueblo Conservancy District the right to build and maintain thereon, protection works or levees according to The Official Plan of said District.

III.

The Missouri Pacific Railroad Company shall receive from the Pueblo Conservancy District the following lands, in execution of the Official Plan of the District, to-wit:

A tract of land in the Southwest Quarter of the Northeast Quarter ($SW\frac{1}{4}$ of $NE\frac{1}{4}$), and in the Southeast Quarter of the Northwest Quarter ($SE\frac{1}{4}$ of $NW\frac{1}{4}$) and in the Northeast Quarter of the Southeast Quarter ($NE\frac{1}{4}$ of $SW\frac{1}{4}$) of Section Thirty-six (36), Township Twenty (20) South, Range Sixty-five (65) West, Sixth (6th) Principal Meridian, more particularly described as follows:

Beginning at the Northwesterly corner of Lot 10, Block 30, C. C. & I. Company's 2nd Addition to South Pueblo; thence North $81^{\circ} 32' 13''$ West, 707.0 feet; thence Southwesterly on a curve to the Left, with a radius of 563.69 feet, a distance of 754.09 feet, to a point which is 175.44 feet Northeasterly at right angles from the Southwesterly line of B Street; thence Northwesterly on a line parallel to and 175.44 feet Northeasterly at right angles from the said Southwesterly line of B Street, a distance of 37.4 feet; thence Northwesterly on a curve to the Right, and tangent to a line which bears North $01^{\circ} 28'$ East, with a radius of 513.91 feet, a distance of 868.6 feet, to a Point of Tangency; thence on tangent, South $81^{\circ} 32' 13''$ East, 300.0 feet; thence North $8^{\circ} 28'$ East, 7.5 feet; thence South $81^{\circ} 32'$ East, 125.0 feet; to a Point of Curve; thence on a curve to the Left, with a radius of 588.69 feet, a distance of 302.5 feet to a Point of Compound Curve; thence on a curve to the

Left, with a radius of 824.4 feet, a distance of 15.0 feet more or less, to its intersection with the Northwesterly line of Block 30, G. C. & I. Company's, 2nd Addition to South Pueblo, the last described course being also along the present Southwesterly line of a right-of-way of the Atchison, Topeka & Santa Fe Railway, which is 30.0 feet wide; thence Southwesterly along the said Northwesterly line of the said Block 30, a distance of 154.00 feet more or less, to the place of beginning. Containing 1.653 Acres, more or less.

Also, a tract of land in the North Half (N 1/2) of Section Thirty-six (36), Township Twenty (20) South, Range Sixty-five (65) West, Sixth (6th) Principal Meridian, more particularly described as follows:

For a place of beginning, commence at a point on the Northwesterly line of Lamkin Street, which point is 30.0 feet Southwesterly from the Northeasterly line of D Street; thence Northwesterly on a line parallel to and 30.0 feet at right angles from the said Northeasterly line of D Street, a distance of 824.5 feet; thence South $81^{\circ} 32' 13''$ East, 192.28 feet, to a point, for the place of beginning; thence North $62^{\circ} 24' 40''$ West, 1331.87 feet to a Point of Curve; thence on a curve to the Right, with a radius of 674.69 feet, a distance of 96.13 feet, to a Point of Tangency; thence on tangent, North $54^{\circ} 14' 24''$ West, 188.0 feet; thence Southeasterly on a curve to the Left, with a radius of 674.69 feet, a distance of 96.13 feet, to a point of Tangency; thence South $62^{\circ} 24' 40''$ East, 1638.0 feet; thence North $81^{\circ} 32' 13''$ West, 82.14 feet; thence North $62^{\circ} 24' 40''$ West, 38.13 feet, more or less, to the place of beginning. Containing 0.952 Acres more or less. The total area hereby conveyed being 2.605 Acres.

IV.

The Colorado-Kansas Railway Company shall receive from the Pueblo Conservancy District the following lands, in execution of the Official Plan of the District, to-wit:

A strip of land 40 feet wide for a Railway Right-of-Way, as follows:

Beginning at the point of intersection of the North and South centerline of Section 36, Township 20 South, Range 65 West, 6th Principal Meridian, with the present North right-of-way line of the said Colorado-Kansas Railway, said point being 442.30 feet South of the Northeast Corner of the South 1/2 of Northwest 1/4 of said Section 36; thence South $89^{\circ} 01' 50''$ West, 195.17 feet to a Point of Curve; thence on a curve to the Right, with a radius of 1432.69 feet, a distance of 713.96 feet to a Point of Tangency; thence on a tangent North $62^{\circ} 24' 40''$ West, 800.34 feet to a Point of Curve; thence on a curve to the Right, with a radius of 536.08 feet, a distance of 150.13 feet to a Point of Tangency; thence on a tangent North $46^{\circ} 20' 50''$ West, 776.00 feet to a Point of Curve; thence on a curve to the Right, with a radius of 2864.93 feet, a distance of 474.40 feet to a Point of Tangency; thence on a tangent North $36^{\circ} 51' 30''$ West, 348.22 feet more or less to a point on the North line of the Northeast 1/4 of Section 35, Township 20 South, Range 65 West, which point is 146.55 feet Westerly from Northeast corner of said Section 35; thence Westerly on said North line of said Section 35, a distance of 48.94 feet; thence on a line parallel to and 40 feet Southwesterly from the afore described Northwesterly courses; South

36° 51' 30" East, 376.43 feet to a Point of Curve; thence on a curve to the Left with a radius of 2904.93 feet, a distance of 481.04 feet to a Point of Tangency; thence on tangent South 46° 20' 50" East, 776.00 feet to a Point of Curve; thence on a Curve to the Left with a radius of 576.08 feet, a distance of 161.31 feet to a Point of Tangency; thence on a tangent South 62° 24' 40" East, 800.34 feet to a Point of Curve; thence on a curve to the Left, with a radius of 1472.69 feet, a distance of 733.88 feet to a Point of Tangency; thence North 89° 01' 50" East, 195.17 feet, to a point on the North and South center-line of the aforesaid Section 36, which point is 40 feet at right angles Southerly from the aforesaid North right-of-way line of the said Colorado-Kansas Railway; thence North 40/0 feet more or less, to the place of beginning. Containing an area of 3.206 Acres more or less. Provided, that, the said strip of land shall be used for Railway purposes only, and if the same shall not be so used or shall cease to be used by the said Colorado-Kansas Railway for Railway purposes, the same shall revert to the said Pueblo Conservancy District, and non-user for Railway purposes for a continuous period of two (2) years shall be considered as abandonment of the said right-of-way and the same shall thereupon revert to the said Pueblo conservancy District.

V.

The Pueblo Union Depot & Railroad Company shall receive from the Pueblo Conservancy District the following lands, in execution of the Official Plan of the District, to-wit:

A tract of land in the Northeast Quarter of the Southwest Quarter ($NE\frac{1}{4}$ of $SW\frac{1}{4}$) of Section Thirty-six (36), Township Twenty (20) South, Range Sixty-five West, Sixth (6th) Principal Meridian, more particularly described as follows:

Beginning at a point which is North $83^{\circ} 03'$ West, 120.0 feet from the intersection of the Northwesterly line of the alley of Block 28, South Pueblo, produced, with the Southwesterly line of B Street; thence continuing North $83^{\circ} 03'$ West, 55.0 feet; thence Northwesterly a distance of 170.0 feet to a point which is 138.5 feet Southwesterly at right angles from the Southwesterly line of B Street; thence Northwesterly on a line parallel to and 138.5 feet Southwesterly at right angles from the said Southwesterly line of B Street, a distance of 37.4 feet, to its intersection with a curve; thence Northerly on a curve to the Right, with a radius of 667.69 feet, a distance of 64.5 feet to a Point of Tangency; thence on tangent, North $12^{\circ} 47'$ West, 350.0 feet, to a Point of Curve; thence on a curve to the Right, with a radius of 532.12 feet, a distance of 148.3 feet, to a point which is 175.44 feet Northeasterly at right angles from the Southwesterly line of B Street produced; thence Southeasterly, on a line parallel to and 175.44 feet Northeasterly at right angles from the said Southwesterly line

of B Street, a distance of 60.0 feet; thence Southerly along a curve to the Left, with a radius of 563.69 feet, a distance of 201.00 feet to a Point of Tangency; thence South $12^{\circ} 47'$ East, 20.0 feet, to a Point of Curve; thence on a curve to the Left, with a radius of 563.69 feet, a distance of 248.35 feet, to a Point of Tangency; thence on Tangent, South $38^{\circ} 03'$ East, 236.0 feet more or less, to the place of beginning. Containing 0.746 Acres, more or less.

STATE OF COLORADO)
) ss.
COUNTY OF PUEBLO)

IN THE DISTRICT COURT

In the Matter)
) of)
THE PUEBLO CONSERVANCY DISTRICT)

O R D E R

This matter coming on to be heard upon the petition of the Pueblo Conservancy District for the approval of Supplement A-3 to the Official Plan of the District as said amendment appears in the files of this Court in the above entitled proceeding, and it appearing to the Court that said amendment has been duly adopted as part of the said Official Plan by the Board of Directors of the Pueblo Conservancy District, and the amendment therein contained is matter in detail of items heretofore described in general in the Official Plan and approved by this Court, and that the amendment therein contained does not materially modify the work set forth in the Official Plan of the Pueblo Conservancy District heretofore adopted, nor increase the resulting damages materially or at all, nor increase the total cost of the work more than ten per cent above that estimated by the Official Plan, or at all, nor reduce the benefits appraised or to be appraised materially or at all.

Now, Therefore, it is hereby Ordered that Supplement A-3 to the Official Plan of the District heretofore adopted, be and the same is hereby approved as part of the Official Plan of the Pueblo Conservancy District.

Done this _____ day of _____, A.D.
1923.

By the Court,

Judge.