



United States Department of the Interior
National Park Service
National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determination for individual properties and districts. See instruction in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Sargents Water Tank, Denver and Rio Grande Railroad, Western Line
other names/site number 5SH.3633

2. Location

street & number 45 Front Street [N/A] not for publication
city or town Sargents [N/A] vicinity
state Colorado code CO county Saguache code 109 zip code 81248

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [x] meets [] does not meet the National Register criteria. I recommend that this property be considered significant [] nationally [] statewide [X] locally. ([] See continuation sheet for additional comments.)
Signature of certifying official/Title: ADW.T Deputy State Historic Preservation Officer
Date: 6/21/10
Office of Archaeology and Historic Preservation, Colorado Historical Society
State or Federal agency and bureau

In my opinion, the property [] meets [] does not meet the National Register criteria. ([] See continuation sheet for additional comments.)
Signature of certifying official/Title
Date
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- [x] entered in the National Register [] See continuation sheet.
[] determined eligible for the National Register [] See continuation sheet.
[] determined not eligible for the National Register.
[] removed from the National Register
[] other, explain [] See continuation sheet.

Signature of the Keeper: Robert H. Beall
Date of Action: 8-12-10

Sargents Water Tank, D & RG Railroad
Name of Property

Saguache/Colorado
County/State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not count previously listed resources.)

Contributing

Noncontributing

0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing.

(Enter "N/A" if property is not part of a multiple property listing.)

Railroads in Colorado 1858-1948

Number of contributing resources previously listed in the National Register.

0

6. Function or Use

Historic Function

(Enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

No Style

Materials

(Enter categories from instructions)

foundation Granite
walls Redwood

roof Cedar

other Metal Banding

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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Railroads in Colorado 1858-1948
Sargents Water Tank, Saguache, Colorado

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DESCRIPTION

Sargents Water Tank, located on the Denver and Rio Grande Railroad's (D&RG) former Western Line, was built June 15, 1937 according to primary source documentation from the D&RG ledgers at the Colorado Railroad Museum in Golden, Colorado. This tank was built adjacent to the site of an original water tank, constructed circa 1881, that was dismantled by the railroad because it was not large enough to hold the volume of water needed for the engines traveling the long, steep climb over Marshall Pass at an elevation of 10,842 feet. The nominated 1937 water tank remains in its original location approximately two feet to the north of the railroad bed in Sargents, Colorado at an elevation of 8,477 feet. Sargents is not to be confused with a similarly named place, Sargents School, in the San Luis Valley of Colorado. This location allowed water to drop directly from the spout into the train's tank. This rail line originated in Pueblo and ran west to its termination in Salt Lake City, Utah. The D&RG referred to this rail route as Marshall Pass or the Western Line. The route operated from August 6, 1881 until 1955 from Salida west to Poncha Junction.

The water tank is located approximately twelve feet from the location of the railroad tracks (removed in 1955). The water tank structure consists of a cylindrical 55,500-gallon redwood and cedar tank supported by eight pairs of wood posts arranged in a square plan. Designed to dispense water for steam engines, the tank is held together by one-inch round metal stays or hoops joined by turnbuckles. The stays were originally spaced in gradually increasing distances from the bottom to the top of the water tank. Shifting over time has resulted in the uneven spacing of the stays.

The water tank roof was originally designed with an overhanging, conical, cedar-shingled roof. In October 2009, deteriorated cedar shingles were replaced with in-kind new cedar shingles. No structural changes or changes to materials, profile, or configuration were otherwise undertaken. The roof peak still features its pedestal finial, although the tank has been reroofed with new cedar shingles.

The support posts rise from as many as eight exposed granite blocks set in a square plan base. Each post pair is strengthened by cross braces. The posts support a circular tank base made up of a grid of intersecting joists. A square wood enclosure directly beneath the center of the tank contains water intake pipes. The box is designed to prevent the intake pipes from freezing, and is commonly known as a frost box.

The water spout and its support frame remain extant. The body of the tank had been painted yellow, and the sides, support posts, and other wood elements dark brown. In the past, the tank was routinely painted by the railroad company as a form of Denver and Rio Grande brand advertising.

The setting has changed with the loss of some of the associated railroad buildings and structures. Originally the site also featured an engine house and turntable, bunkhouse, handcar house, tool house, shed, oil house, sand house, coal house, coal chute, trestle approach, and livestock pens. These buildings either fell into disrepair or were demolished in

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conjunction with the railroad's closure in 1955.

Though changes have occurred incrementally to the general setting, the water tank, section house, ice house and water closet remain at their original locations. As such, the Sargents water tank, the only tank left on its original site along the Marshall Pass rail route, approximately 37 miles, remains capable of conveying its engineering and transportation significance.

Sargents Water Tank, D & RG Railroad
Name of Property

Saguache/Colorado
County/State

8. Statement of Significance

Applicable National Register Criteria

(Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey
- # _____
- recorded by Historic American Engineering Record
- # _____

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

ENGINEERING

Periods of Significance

1937 - 1955

Significant Dates

1937

Significant Person(s)

(Complete if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Denver and Rio Grande Railroad

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

Colorado Historical Society

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Sargents Water Tank, Saguache, ColoradoSection number 8 Page 3**SIGNIFICANCE**

The 1937 Denver & Rio Grande Western (D&RGW) water tank at Sargents, Colorado is eligible for the National Register as meeting the registration requirements for the water station subtype defined in the 1998 *Railroads in Colorado 1858-1948* Multiple Property Documentation Form. The tank is eligible under Criterion A in the area of **Transportation** for its association with the operations of the D&RGW Railroad on its Marshall Pass Route. The tank provided water for a vast number of steam locomotives traveling the pass from its construction in 1937 through the closing of the line in 1955.

The D&RGW Sargents water tank also meets the registration requirements under Criterion C in the area of **Engineering** as representative of a distinctive design and construction method associated with water tanks for the railroad. Tanks of identical design, materials, and construction were built throughout the D&RGW system with only a handful of these structures surviving. The Sargents water tank is the only surviving example in its original location along the entire length of the Marshall Pass route.

Regarding comparable structures in Colorado, the water tank at the museum in Gunnison was moved from Mears Junction at an unspecified date. Stylistically, the Sargents tank is comparable to that at Rico (5DL.1982) in Dolores County, Colorado, which was associated with the Rio Grande Southern line and operational from 1890 to 1951. The base of a tank (5CF.644.12) similar to Sargents' is all that remains in the city of Cleora in Chaffee County, once serving the Denver & Rio Grande Western line from Cañon City to Malta between 1911 and 1946. The South Fork Water Tank (5RN.352), located on the Denver & Rio Grande Railroad's Creede Branch in Rio Grande County, was listed on the National Register of Historic Places on October 15, 2002. Finally, the comparable Farmington Water Tank (5LP.8886) in La Plata County served the Denver & Rio Grande's Farmington Branch.

Sargents, Colorado holds a significant place in railroad history and represents the local role of the Denver and Rio Grande Western Railroad. As cited in the *Railroads in Colorado 1858-1948* Multiple Property Documentation Form regarding the construction of the Denver & Rio Grande Western Railroad Company's Marshall Pass Route:

Aware of the silver strike at Crested Butte as well as the DSP&P's [Denver, South Park & Pacific Railway Company] progress, the Rio Grande directors ordered construction crews to build westward toward Gunnison as well. In the fall of 1880 the railroad laid track from its new town of Salida on the Leadville line, west to Poncha Junction. As the DSP&P drilled the Alpine Tunnel in 1881, the D&RG laid track over 10,845 Marshall Pass to be the first to reach Gunnison. Regularly scheduled service to Gunnison began in August 1881, and building out from the region continued. Before the year was out, the D&RG reached the silver city of Crested Butte. In addition, the D&RG had its toehold, at the improbable location of Gunnison, on its route to the Pacific (p. E39).

Trains were unable to ascend the pass without stocking water from the tank at Sargents. The Sargents water tank was completed in June 1937 with a 55,500-gallon capacity. It was

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constructed to replace the smaller original tank, which held only 50,000 gallons. The D & RG ledgers at the Colorado Railroad Museum record the extant tank's completion date of June 15, 1937 and details including the 11' timber frame on a stone base standing 28' tall. The tank itself is 24' wide and 16' tall.

The railroad purchased water rights in Marshall Creek from W.S. Jackson and F.P. King for \$3,008.46. The right-of-way was 10" deep and 12 1/2" on either side of the center of the creek. It was a gravity fed system that ran through a 3" cast iron pipe to the water tank. The pipe was later changed to a 5" pipe with the construction of the present, larger tank.

Transportation History of Sargents

Founded in 1880, the town of Sargents was first named Marshalltown in honor of Lt. William G. Marshall, who first located the pass which bears his name. Marshall was in command of one of three surveying parties operating in Colorado in the 1870s. His party spent the summer and fall of 1873 surveying in the San Juan Mountains near Silverton. As they made plans to return to Denver before the worst of winter set in, Marshall came down with what he later described as "one of the worst toothaches that ever befell a mortal" (Borneman). Not favoring the prospect of a blacksmith extracting the tooth, Marshall made plans to reach the nearest dentist in Denver, three hundred miles away, as quickly as possible. It was decided that the main party would follow the beaten path over Cochetopa Pass, which crossed the Continental Divide some sixty miles northeast of present-day Silverton. The pain of Marshall's toothache made the thought of using this long route too much to bear, so he chanced finding a more direct route through the mountains. With riding mules and one pack mule, Marshall set off with a packer named Dave Mears with the thought of getting over the Divide near Twin Lakes in the central Sawatch Range. When heavy snow blocked their way, Marshall remembered having seen another depression in the Divide and started toward the pass that would soon bear his name. Slowed by fallen timber, deep snow, and fierce winds on the pass itself, he and Mears spent six days traveling the twelve miles near the top. Once on top of the pass, realizing that he had stumbled onto an efficient and possibly profitable east-to-west route, Marshall momentarily shook off the pain of his toothache and decided to spend a day and a night on the summit to make a survey of the pass. So accurate were Marshall's measurements that eight years later the D&RG used them, with but few alterations, to build their line across the pass. Their measurements completed, Marshall and Mears pushed on to Denver, arriving four days before the main party despite the obstacles they encountered. Marshall determined that the pass had saved them 125 miles.

On August 3, 1877, almost four years after Marshall's historic crossing, Otto Mears chartered the Marshall Pass and Gunnison Toll Road. The capital cost was \$15,000 sold in \$100 shares. The road ran west from Mears Junction, just north of Poncha Pass, over Marshall Pass, and descended by way of Marshall Creek and Tomichi Creek to the budding supply center of Gunnison, a total distance of about sixty miles. The distance of the road over the pass from Mears Junction at the base on the east side, to the west base at the site of Sargents and the confluence of Marshall and Tomichi Creeks, was approximately thirty-two miles. This toll road later became the route of the Denver and Rio Grande narrow-gauge

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railroad.

The little community of Marshalltown was at first the end-of-the-track, before eventually evolving into an important town on the Denver & Rio Grande line. Joseph Sargent, who had once worked for the Los Pinos Indian Agency, was largely responsible for the establishment of Marshalltown. Sargent had a ranch at the foot of Marshall Pass and, when a number of people began to congregate in the area, he was named Postmaster of the town. Sargent also owned a hotel and eating house which were both popular with railroad crews and passengers. The railroad company made a brief, half-hearted attempt to rename the town Aureau; however, on January 26, 1882, Marshalltown officially became Sargents, honoring the rancher and local merchant.

On the afternoon of July 16, 1881, regular passenger train service reached Sargents for the first time and Sargent's ranch became a construction camp. Regular freight service from Sargents began on July 18. McIntire, Bean and Duval, James McGee, W.D. Ainslie, J.J. Harris, and McGavock & Tate all operated freighting businesses from the new railhead (Borneman). West of Sargents, grade work continued. At least 1,500 men worked between Sargents and Gunnison, operating out of between fifteen and twenty grading camps. The *Gunnison Review* reported that there were probably fifty firms doing business in the bustling community, and most of them occupied tents. Of the first fourteen buildings erected in Sargents, eight were saloons and dance halls.

Early-day Sargents was a railroad center and the headquarters of helper engines on the western slope, boasting a six-stall roundhouse. The Denver and Rio Grande Railroad played a primary role in the development of Sargents. Marshall Pass, being the highest pass on the railroad line, needed water, coal, helper engines and many workers at the western foot of the pass. The railroad was busy with arrivals and departures of wagon loads of ore for smelters east of the Rockies and livestock for various markets. Timber for railroad ties, poles and lumber came from the nearby areas, including Sargents Mesa, to supply the Trinchera Timber Company. With all this activity, the schoolhouse had a steady stream of children to educate. Busy passenger traffic added to the excitement and promise of the new community.

North of Sargents on the Tomichi Creek drainage, the mining towns of White Pine, North Star, Glenwood, Cosden and Tomichi existed. White Pine survives as a summer retreat. Like most early Colorado mining camps, they all started as boom towns and most enjoyed periods of extreme prosperity (Vandenbusche). The rich silver mine at White Pine in Gunnison County produced lead, zinc, silver and copper between 1878 and the 1893 crash. However, there were some operations like the Magna Charta mine at White Pine where hundreds of thousands of dollars were invested without production of so much as a spoonful of ore.

Heavy snow was a major problem on Marshall Pass, in response to which the railroad built snow sheds over the tracks. They constructed a total of 23 sheds, one of which was nearly 1,000 feet long at the top of the pass (Borneman). Sparks from the engines started fires that destroyed five of the snow sheds by 1889. Other sheds were destroyed in the subsequent years, and the railroad discarded plans to rebuild them as they incorporated the use of rotary

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snowplows. On several occasions, however, trains became snowbound on Marshall Pass. Once it took four engines and five hours to make the trip (*Memories of Ruth Wood*). In 1884, snow blocked Marshall Pass from December 17 until the day after Christmas and a train was snowbound the entire time (*Memories of Ruth Wood*). The crew had nothing but tallow and waste to eat. The railroad sent thirty men to shovel the snow on December 24 and rescued the crew two days later. Another train was snowbound for eight days on the pass until a snowplow could get through. There were drifts eight to eighteen feet deep during that winter of 1887.

Snow sheds sometimes blew full of snow and the trains got stuck when they entered them. One such incident occurred in 1919 when a five-car passenger train with five engines left Sargents bound for Salida. The train reached the long snow shed about a mile from the summit and the first two helper engines became stuck in the snow. The other three engines took the train back to Sargents and one man went on foot to the top of the pass to get help. It took twenty-four hours before a rotary plow could free the engines. The men kept the fires in their engines going by melting snow for water. They had plenty of coal on board and kept from freezing in that way. The railroad hoped that the snow sheds would prevent snow delays, and although the sheds helped, the trains seldom ran on schedule during the winter months. There were still three snow sheds in existence when the railroad removed tracks from the line in 1956.

Social activities in the Sargents community were limited, but well attended. Residents shared many memories of sledding and tobogganing, trips to Waunita Hot Springs, and dances. Sargents had a dancing club which sponsored dances every two weeks. People attended from all over. The Sargents boys were very polite and the dances lasted just as long as the liquor lasted (*Memories of Ruth Wood*). In later years, Archie Templeton and family played for many of the dances, in fact they funded their honeymoon that way.

Ruth Wood, youngest daughter of the section house cook remembered that occasionally a baseball game started up between the roundhouse and the depot while waiting for the "flyer," or evening passenger train. Many railroad workers also played in the game. She remembered a brakeman who was a pretty good hitter, but he was so bowlegged that he had to have someone else run the bases.

Perhaps the most exciting "happening" in Sargents' history was the great train robbery of July 15, 1902 (Wallace, *Gunnison Country*). Masked bandits flagged the train ten miles east of Sargents as it descended from Marshall Pass. The robbers dynamited the safe on the express car, but were disappointed to learn that the \$20,000 shipment had been taken off the train in Salida to be shipped over the pass the next day. The robbers forced passengers out of the cars at gunpoint, having them hand over their money and jewelry. Posses formed in Gunnison, Salida and Sargents, but the search for the thieves proved unsuccessful. The robbery provided locals with a full supply of conversation material for months afterwards.

A second spectacular incident concerning Sargents occurred June 13, 1909 (Wallace, *Gunnison Country*). A train containing a carload of dynamite pulled around a curve about one-

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and-a-half miles west of Sargents when someone noticed smoke and flames coming from the dynamite car. The crew quickly stopped the train and ran for shelter. Two courageous crewmen went back and cut the dynamite car loose and moved the train. They were just running to safety when the dynamite exploded. The explosion knocked everyone flat and showered one man with glass. Two hobos riding in a car loaded with flour next to the dynamite car were killed instantly. The sound of the tremendous explosion was heard in Salida and felt on the top of Marshall Pass. Wheels from the train were found some five miles away.

A September morning in 1923 was a tragic chapter in local railroad history was written. Engineer Tom Dobbie and Fireman Elmer Lindsley were fatally injured by an explosion on Engine No. 451 at Shawana, on the west side of Marshall Pass. The locomotive exploded just minutes after taking on water at Shawana. Young Lindsley had settled in Sargents to live with his new bride just a few months before his death. Despite the emotional impact of that tragedy, crews had to clear the tracks immediately and get the trains back on schedule.

Ranchers from the Sargents area gave the area character and stability that has sustained the town even after the departure of the railroad. Families including Clark, Hicks, Leonard, Means, Templeton, Post, and in later years Irby, have lived in the Sargents area for generations. If insurance had not been available to cattle shippers in the Sargents area, they would have incurred great losses. Stock trains were subject to the same hazards as other trains, some of which were fatal to crewmen as well as stock. A brakeman and seventy head of cattle were killed in one wreck on Marshall Pass in 1890. On another occasion, a stock train was stalled by snow on the pass and the entire load of cattle froze to death standing in the cars before the train was rescued.

George Means grew up on a family ranch just north of Sargents. He remembered the days of shipping cattle on the railroad. They drove the cattle into Sargents in the daylight and pen them there to wait for the train. The train arrived sometime between ten o'clock and midnight, then cattle would be loaded by lantern light. It took three engines to pull half of the loaded cars to the top of Marshall Pass. Two engines would then go on to Salida and one engine would return to Sargents, hook on with two other engines, and transport the remaining half of the train up the pass. It was about an eight-hour trip to Salida with the fully-loaded cattle cars.

Marion (Clark) Hicks grew up on the Means Ranch. She remembered that a trip to town was a treat. Her family would come into Sargents, sometimes by car and sometimes by walking, to get groceries and visit with relatives and friends. The train going through town was a great attraction and she remembered hearing the train whistle way up the valley on cold nights. Marion said that material things didn't matter and that family and friends enjoyed the surrounding hills, flowers, Tomichi Creek, wild animals and friendship. Marion attended grade school on the ranch and then later rode the school bus into Gunnison to attend high school. She said she rode the school bus far enough to go around the world twice. As Marion looked back, she knew she lived in the "best time".

Lila Mae (Leonard) Kint grew up on the family ranch in Sargents during the Great Depression years. She recalled many hobos down on their luck coming to their home and asking her

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mother if she had some work for them to do to earn a bite to eat. Lila's mother never turned anyone away and she always found a chore for them, such as chopping wood. Lila remembered the annual community picnic held at the base of Monarch Pass. There was always a baseball game, horseshoe pitching contests, and lots of delicious food. Lila said these and other memories returned to her often and she realized how fortunate she was to grow up in the Tomichi Valley.

Troy Templeton experienced the joys and hardships of living on the Lone Pine Ranch just below Sargents. The ranch was purchased by Troy's grandfather in 1894 and Troy remembers stories of his grandfather killing 16 mountain lions and many, many mule deer. The family raised cattle, and for a while farmed lettuce; however, transporting the lettuce through the mountains by rail made it difficult to make a profit, so they turned to raising hay and sheep. Troy walked three miles to the Sargents schoolhouse carrying his single-shot 22 rifle just in case he saw a rabbit. In later years, the Templeton, Post and Hicks children all enjoyed the convenience of a stagecoach ride to school. Troy's mother ran a filling station on their property called "Glad to Meet Ya" where she sold pies and fishing tackle. Troy's father was a brakeman and then a conductor for the railroad. When the train rolled through Sargents, Troy's father would blow the whistle two times if he saw his wife at the window of the station.

It has been said that famed English author Rudyard Kipling, returning to England from India via the United States rode the D&RG narrow gauge through the Black Canyon and over Marshall Pass in 1889 (Borneman).

On May 2, 1955, the last passenger train traveled through Sargents. Local summer resident Lila Smoot was a passenger on that last train trip and the conductor gave her three railroad lanterns. Later that same day, the freight train heading for Salida stopped in Sargents to unload 150 gondolas for the removal of the rails and ties.

Today, Sargents is home to fifty-some year-round residents. That number increases with the influx of summer residents heading to the high country to escape the summer heat in other parts of the nation. The school house now serves as the community center and is busy during the summer months with an assortment of activities. A store and café, a post office and a towing service are the only businesses now serving the community.

The Sargents water tank is owned by the Upper Tomichi Historical and Community Association (UHTCA). UHTCA purchased the tank in March of 2005 from private landowners Stan and Suzanne Esty. Preservation efforts by the association are spearheaded by its members and supported by fundraising and generous donations.

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Sargents Water Tank, Saguache, Colorado

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BIBLIOGRAPHY

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- "Memories of Troy Templeton."
- "Memories of Mrs. Archie Templeton."
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Sargents Water Tank, D & RG Railroad
Name of Property

Saguache/Colorado
County/State

10. Geographical Data

Acreage of Property one acre

UTM References

(Place additional UTM references on a continuation sheet.) (NAD 27)

1. 13 376423 4251443
Zone Easting Northing

2. Zone Easting Northing

3. Zone Easting Northing

4. Zone Easting Northing

The UTMS were derived by OAHP from heads up digitization on Digital Raster Graphic (DRG) maps provided to OAHP by the U.S. Bureau of Land Management

[x] See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Ruby Vocke, Madeline Jennings, Nola Means / Members

organization Upper Tomichi Historical and Community Association (owner) date 12-29-2009

street & number P.O. Box 104 telephone 970-641-5398

city or town Sargents state CO zip code 81248-0104

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Upper Tomichi Historical and Community Association (UTHCA) (owner: structure)

street & number P.O. Box 104 telephone 970-641-5398

city or town Sargents state CO zip code 81248-0104

N.B.: Mr. and Mrs. Stan Esty (owner: land), 1700 Esty Lane, Gunnison, CO 81230

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**Railroads in Colorado 1858-1948
Sargents Water Tank, Saguache, ColoradoSection number 10 Page 11

GEOGRAPHICAL DATA**VERBAL BOUNDARY DESCRIPTION**

The boundary includes the parcel (Tracts 9-1) 120 feet in depth and 27 feet of road frontage, and consisting of 1.01 acres located at 45 Front Street in the town of Sargents, Colorado.

BOUNDARY JUSTIFICATION

The boundary includes the land historically associated with the Sargents Water Tank of the Denver & Rio Grande Western line.

National Register of Historic Places Continuation Sheet

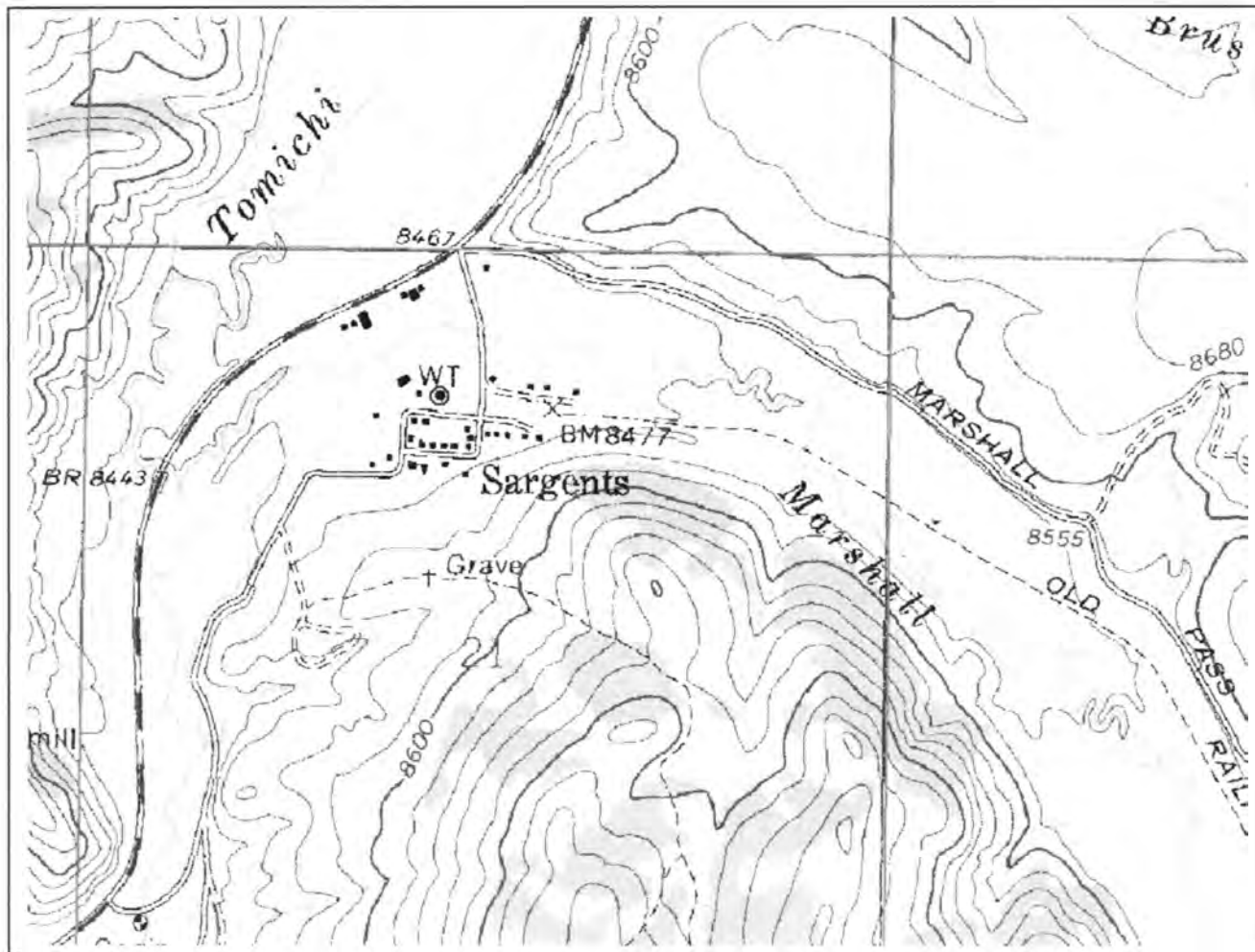
United States Department of the Interior
National Park Service

Railroads in Colorado 1858-1948
Sargents Water Tank, Saguache, Colorado

Section number 10 Page 12

USGS TOPOGRAPHIC MAP
Sargents Quadrangle, Colorado
7.5 Minute Series

UTM: Zone 13 376 423 E / 13 4251 443 N
PLSS: 6th PM, T48, R5E, Sec. 21
NW¼, SE¼, NE¼, NW¼
Elevation: 8477 feet

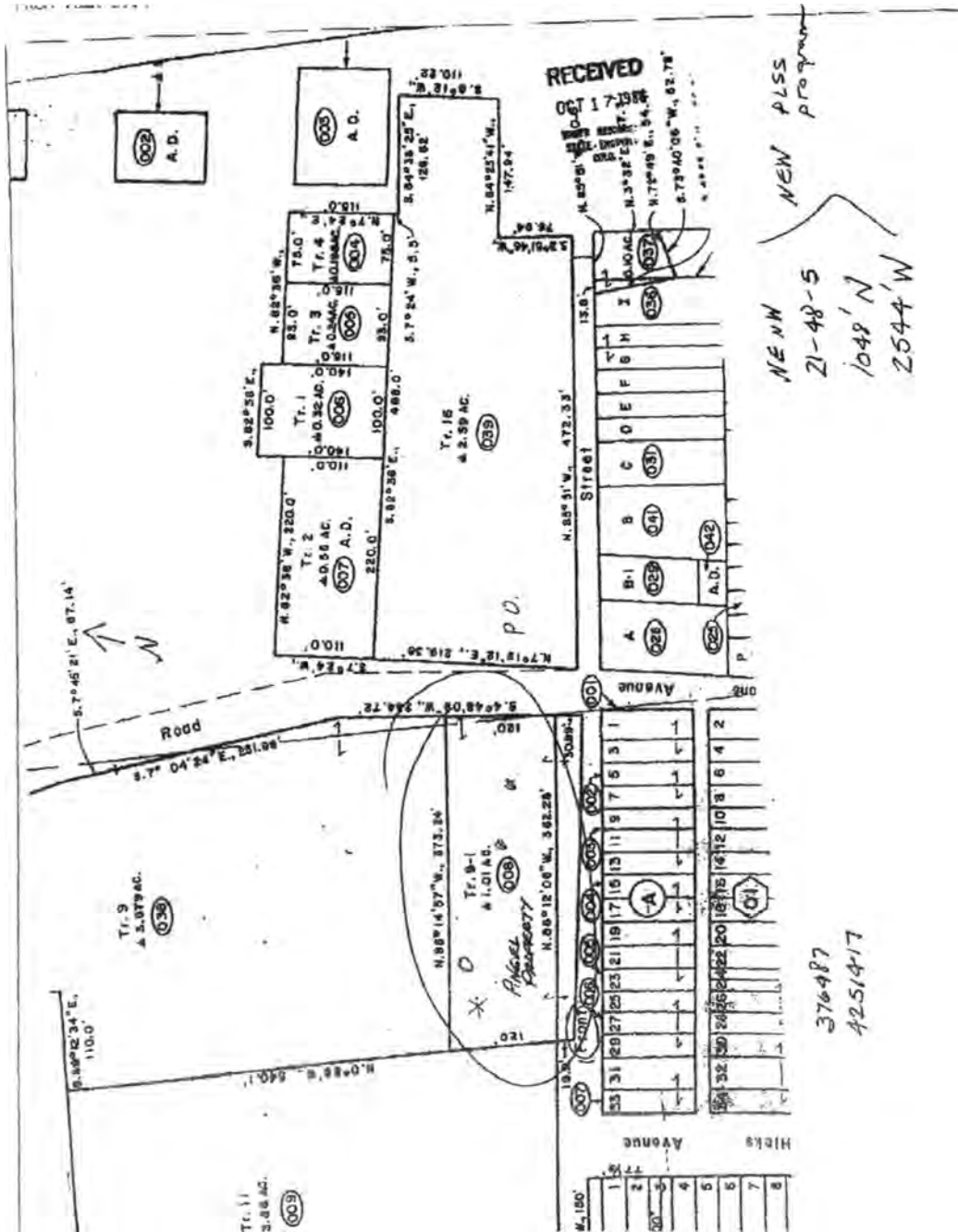


National Register of Historic Places Continuation Sheet

United States Department of the Interior
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Railroads in Colorado 1858-1948
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Section number 10 Page 13



Sketch map

National Register of Historic Places Continuation Sheet

United States Department of the Interior
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Railroads in Colorado 1858-1948
Sargents Water Tank, Saguache, Colorado

Section number 10 Page 14

PHOTOGRAPH LOG

The following information pertains to photograph numbers 1-5 except as noted:

Photographer: Ruby Vocke, Madeline Jennings, Nola Means
Date of Photographs: October 2009
Negatives: Digital TIFs on file with the National Park Service, Washington, D.C., and History Colorado, The Colorado Historical Society

Photo No.	Photographic Information
1	Sargents Water Tank, from southeast
2	Sargents Water Tank, from south
3	Sargents Water Tank, from south, including view of interpretative display
4	Sargents Water Tank, from southwest
5	Sargents Water Tank, from west

PHOTOGRAPH LOG - HISTORIC

Photo No.	Photographic Information
H1	Salida to Gunnison Main Line Profile (Marshall Pass) Source: Denver and Rio Grande Multimedia Adventure Kit, http://ghostdepot.com/rg
H2	Robert W. Richardson, Denver & Rio Grande Western Yard, Sargent [sic], Colorado, May 2, 1955. View depicts tracks, depot, water tank, truck, hay mowing machine, storefronts, etc. Source: Denver Public Library Western History Photos (call number RR-1815)
H3	Robert W. Richardson, Denver & Rio Grande Western, Sargent [sic], Colorado, September 18, 1948. View depicts narrow-gauge locomotive 494, Sargents water tank, and depot with Rocky Mountain Railroad Club special passenger train. Source: Denver Public Library Western History Photos (call number RR-2081)
H4	Engine K-36 Number 489 at Sargents water tank, n.d. Source: McCoy and Collman, <i>"The Rio Grande Pictorial" 1871-1971: One-Hundred Years of Railroad Thru the Rockies</i> 173
H5	Denver and Rio Grande Western routes through Colorado, New Mexico, and Utah, n.d. Source: McCoy and Collman, <i>"The Rio Grande Pictorial" 1871-1971: One-Hundred Years of Railroad Thru the Rockies</i> 173

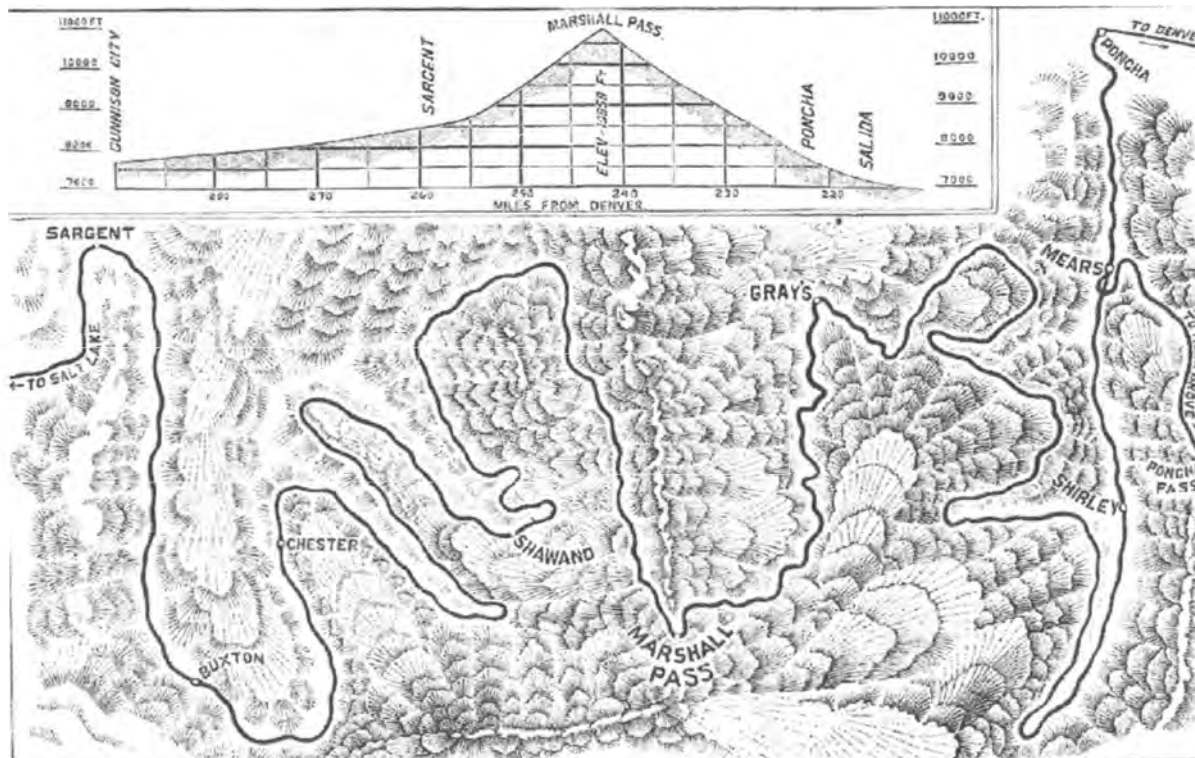
N.B.: Copyright restrictions applying to use or reproduction of this image available from the Western History/Genealogy Dept., Denver Public Library.

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**United States Department of the Interior
National Park Service**

Railroads in Colorado 1858-1948
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H1: Salida to Gunnison Main Line Profile (Marshall Pass)
Source: Denver and Rio Grande Multimedia Adventure Kit, <http://ghostdepot.com/rg>



H2: Robert W. Richardson, Denver & Rio Grande Western Yard, Sargent [sic], Colorado, May 2, 1955.

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View depicts tracks, depot, water tank, truck, hay mowing machine, storefronts, etc.

Source: Denver Public Library Western History Photos (call number RR-1815)

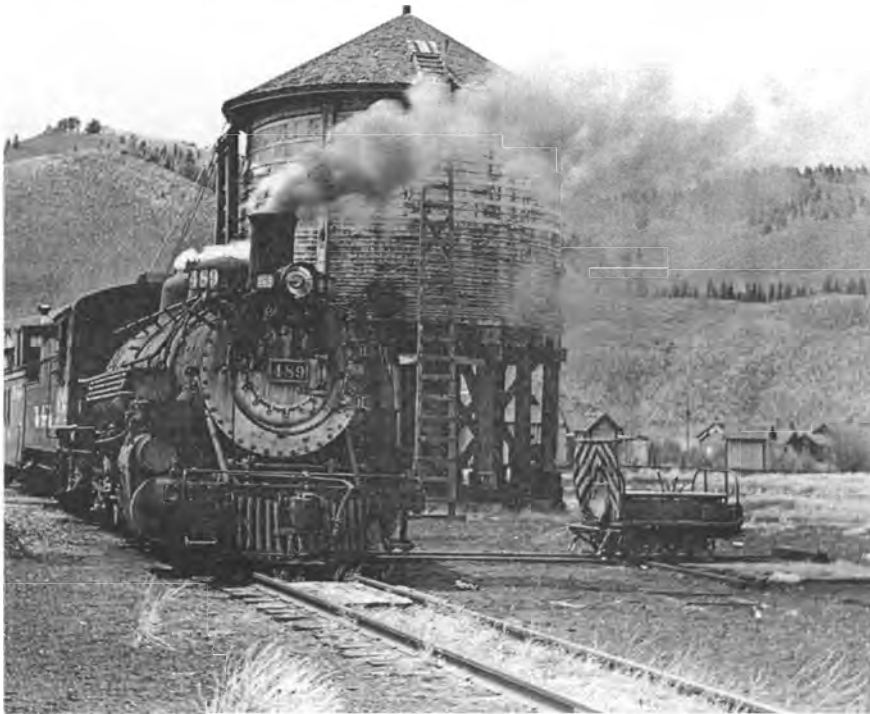
N.B.: Copyright restrictions applying to use or reproduction of this image available from the Western History/Genealogy Dept., Denver Public Library.



H3: Robert W. Richardson, Denver & Rio Grande Western, Sargent [sic], Colorado, September 18, 1948. View depicts narrow-gauge locomotive 494, Sargents water tank, and depot with Rocky Mountain Railroad Club special passenger train.

Source: Denver Public Library Western History Photos (call number RR-2081)

N.B.: Copyright restrictions applying to use or reproduction of this image available from the Western History/Genealogy Dept., Denver Public Library.

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H4: Engine K-36 Number 489 at Sargents water tank, n.d.

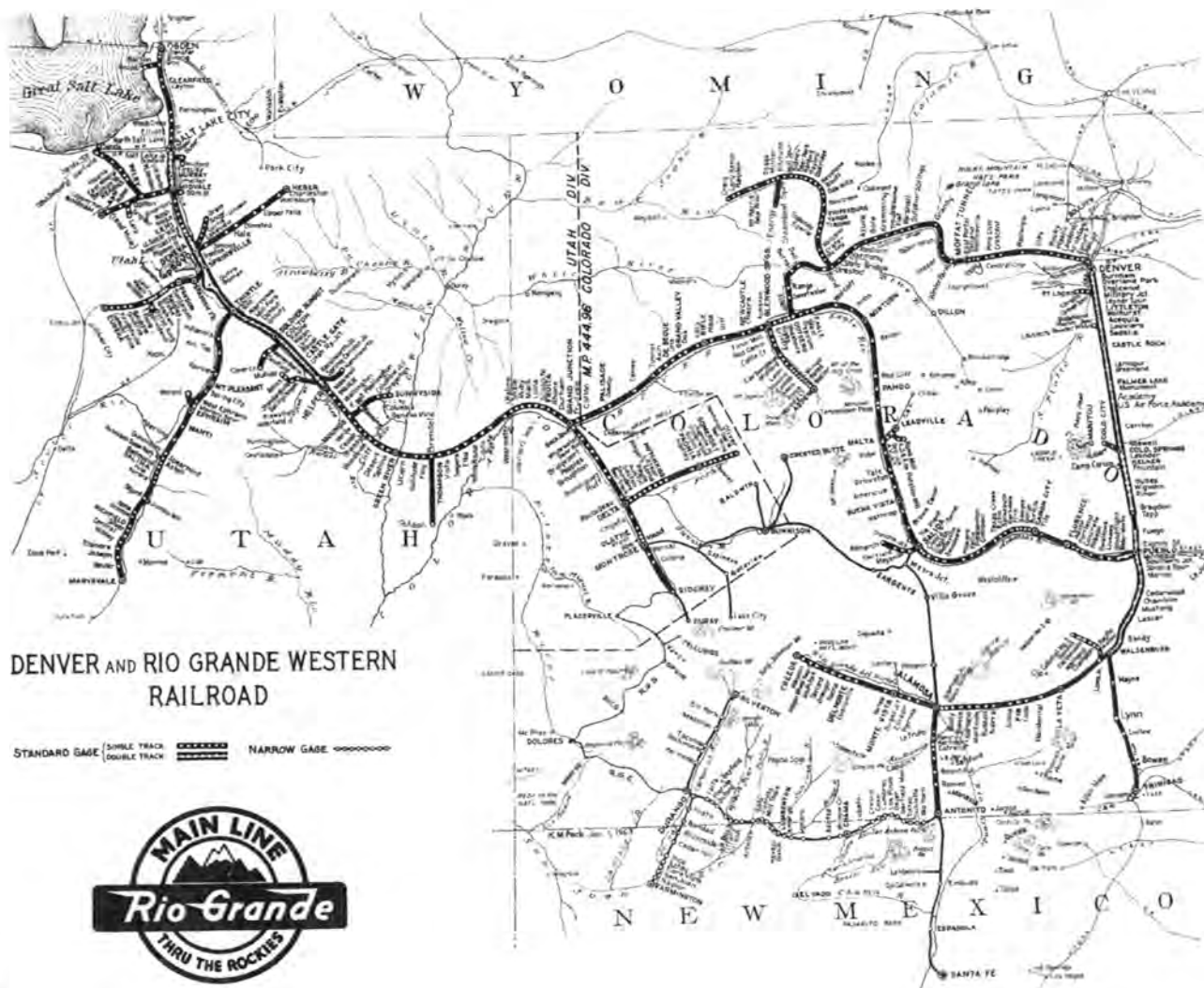
Source: McCoy and Collman, *"The Rio Grande Pictorial" 1871-1971: One-Hundred Years of Railroading Thru the Rockies* 173

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Railroads in Colorado 1858-1948
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H5: Denver and Rio Grande Western routes through Colorado, New Mexico, and Utah, n.d.
Source: McCoy and Collman, "The Rio Grande Pictorial" 1871-1971: One-Hundred Years of Railroading Thru the Rockies 173

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Sargents Water Tank, Denver and Rio Grande Railroad, Western Line

MULTIPLE NAME: Railroads in Colorado, 1858-1948 MPS

STATE & COUNTY: COLORADO, Saguache

DATE RECEIVED: 6/28/10 DATE OF PENDING LIST: 7/28/10
DATE OF 16TH DAY: 8/12/10 DATE OF 45TH DAY: 8/12/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10000537

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 8-12-10 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in
The National Register
of
Historic Places**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



5 SH 3633 #1

D & R W Sargents Water Tank

Saguache County Colorado



5 SH 3633 #2

D & R W Sargents Water Tank

Saguache County Colorado



BUCKER & BIG CROAKS WESTERN WATER TOWER

Empire Water Park

Water towers are an important part of our water supply system. They store water in a tank and pump it out to homes and businesses. The water tower shown here is a classic example of a wooden water tower. It was built in the late 19th century and is one of the oldest water towers in the world. The tower is made of wood and has a conical roof. It is supported by a wooden frame of posts and beams. The tower is situated in an open field with a fence and hills in the background.



5SH3633 #3

D & RW Sargents Water Tank

Saguache County Colorado



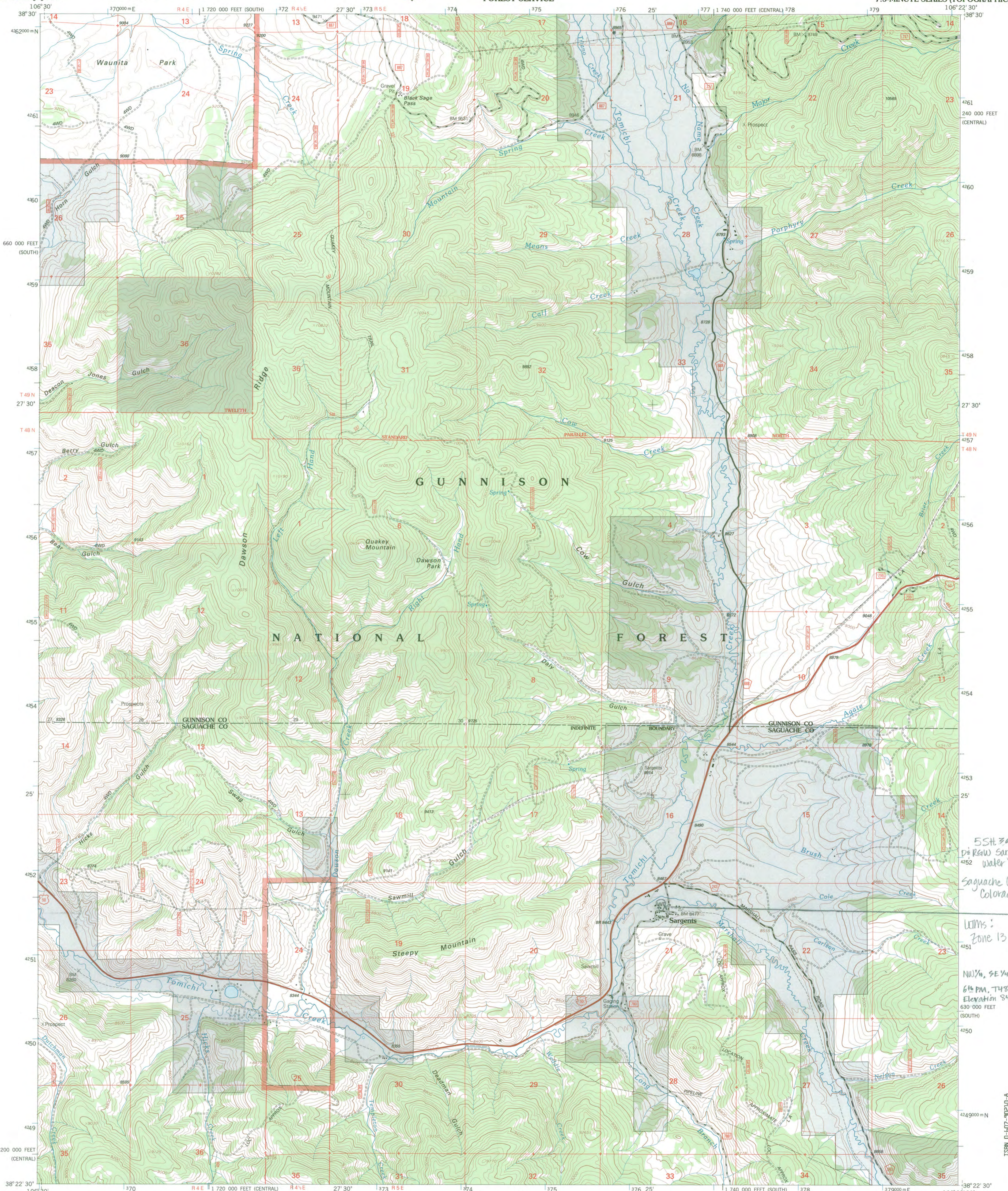
5S#3633 #4

D & R W Sargents Water Tank
Saguache County Colorado



5 SH 3633 #5

D & R W Sargents Water Tank
Saguache County Colorado



55th 3033
D. Raw Sargents
Water Tank
Saguache County
Colorado

UTMs:
Zone 13 376423mE
4251 443mN
NW 1/4, SE 1/4, NE 1/4, NW 1/4
6th PM, T48, R5E, Sec. 21
Elevation 8477 feet
630 000 FEET
(SOUTH)



Produced by the United States Geological Survey 1964
Revision by USDA Forest Service 2001

Topography compiled 1962. Planimetry derived from imagery taken 1999
and other sources. Public Land Survey System and survey control current
as of 2002. Boundaries current as of 2002.

North American Datum of 1927 (NAD 27). Projection: Colorado coordinate
system, central zone (Lambert conformal conic). 10 000-foot ticks: Colorado
coordinate system, central and south zones

Blue 1000-meter Universal Transverse Mercator ticks, zone 13

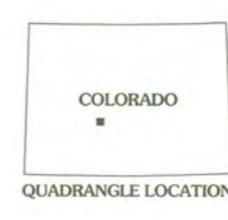
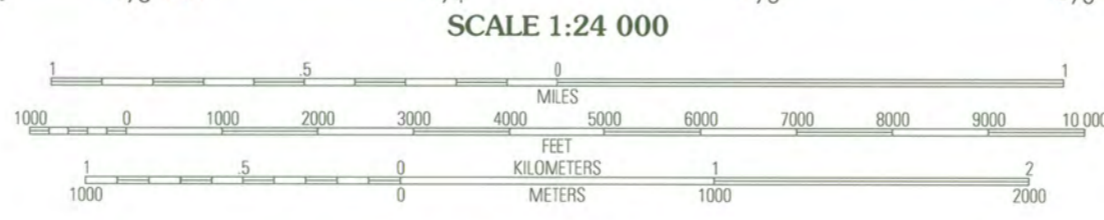
North American Datum of 1983 (NAD 83) is shown by dashed corner ticks
The values of the shift between NAD 27 and NAD 83 for 7.5-minute
intersections are obtainable from National Geodetic Survey NADCON software

Non-National Forest System lands within the National Forest
Inholdings may exist in other National or State reservations

This map is not a legal land line or ownership document. Public lands are
subject to change and leasing, and may have access restrictions; check
with local offices. Obtain permission before entering private lands



UTM GRID AND 2004 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET



1	2	3	1 Pitkin
4	5	2 Whitepine	3 Garfield
6	7	4 Doyleville	5 Park
		6 West Baldy	7 Sargents Mesa
		8 Chester	

ADJOINING 7.5' QUADRANGLES

HIGHWAYS AND ROADS	
Interstate	
U. S.	
State	
County	
National Forest, suitable for passenger cars	
National Forest, suitable for high clearance vehicles	
National Forest Trail	
Primary highway	
Secondary highway	
Light-duty road	
Composition: Unspecified	
Paved	
Gravel	
Dirt	
Trail	
Unimproved; 4 wheel drive	
Gate; Barrier	

SARGENTS, CO
2001

38106-D4-TF-024
NIMA 4760 IV NW-SERIES V877




HISTORY *Colorado*



June 17, 2010

Ms. Carol Shull
Interim Keeper of the National Register
National Register of Historic Places
1201 Eye Street, N.W. 8th Floor (MS 2280)
Washington, D.C. 20005-5905

Dear Ms. Shull:

We are pleased to submit for your review the enclosed National Register of Historic Places nomination for the Sargents Water Tank, Denver and Rio Grande Railroad, Western Line (5SH.3633), located at 45 Front Street in Sargents, Saguache County.

The State Review Board considered the nomination at its meeting on May 7, 2010. The board voted unanimously to recommend to the State Historic Preservation Officer that the property met the criteria for listing in the National Register.

We look forward to the formal listing of this property. If you have any questions, please do not hesitate to contact me by phone at 303-866-4681 or by e-mail at astrid.liverman@chs.state.co.us.

Sincerely,

Astrid Liverman, Ph.D.
National and State Register Coordinator

Enclosures

- Registration forms
- USGS map
- Photographs