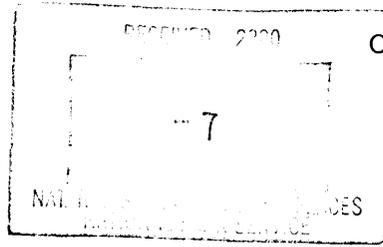


United States Department of the Interior
National Park Service

237



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 Santa Fe Railway Water Tank

other names/site number Sedalia Water Tank / 5DA1385

2. Location

street & number along US Highway 85 west of junction with State Highway 67 [N/A] not for publication

city or town Sedalia [N/A] vicinity

state Colorado code CO county Douglas code 035 zip code 80135

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.)

Georgina Cortez State Historic Preservation Officer 2/26/03
Signature of certifying official/Title Date

State Historic Preservation Office, 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:

- 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.

Edgar H. Beall
Signature of the Keeper

4-18-03
Date of Action

Santa Fe Railway Water Tank

Douglas County, CO

Name of Property

County/State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- [X] private
[] public-local
[] public-State
[] public-Federal

Category of Property

(Check only one box)

- [] building(s)
[] district
[] site
[X] structure
[] object

Number of Resources within Property

(Do not count previously listed resources.)

Contributing

Noncontributing

Table with 3 columns: Contributing, Noncontributing, and Resource Type. Rows include buildings (0, 0), sites (0, 0), structures (1, 0), objects (0, 0), and Total (1, 0).

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)

Government/public works

7. Description

Architectural Classification

(Enter categories from instructions)

Other: railroad water tank

Materials

(Enter categories from instructions)

foundation Concrete

walls Metal

roof Metal

other

Narrative Description

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

Santa Fe Railway Water Tank

Douglas County, CO

Name of Property

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

1906 - 1950

Significant Dates

1906

Significant Person(s)

(Complete if Criterion B is marked above).

N/A

Cultural Affiliation

N/A

Architect/Builder

Denver & Santa Fe Railway Company

Primary location of additional data:

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

Name of repository:

Colorado Historical Society

Douglas Public Library District, Castle Rock

Santa Fe Railway Water Tank

Douglas County, CO

Name of Property

County/State

10. Geographical Data

Acreage of Property less than one

UTM References

(Place additional UTM references on a continuation sheet.)

1. 13 503112 4365323
Zone Easting Northing

3. Zone Easting Northing

2. Zone Easting Northing

4. Zone Easting Northing

[] 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 Barbara Machann, Curator (additional material by OAHF staff)

organization Sedalia Historic Fire House Museum date 2-20-2002

street & number P. O. Box 408 telephone 303-688-3571

city or town Sedalia state Colorado zip code 80135

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 Tank: Sedalia Water & Sanitation District / Land: Burlington Northern Santa Fe Railroad

street & number PO Box 222 / 5650 N. Riverside Drive telephone 303-688-2506 /

city or town Sedalia / Fort Worth state CO / TX zip code 80135 / 76137

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.)

United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Santa Fe Railway Water Tank
Douglas County, CO
Railroads in Colorado 1858-1948 MPS

Section number 7 Page 1

DESCRIPTION

Constructed in 1906, the Santa Fe Railway Water Tank stands in an open grassy area northwest of the unincorporated town of Sedalia. The tank is located between the Burlington Northern/Santa Fe railroad tracks and US Highway 85, and stands about 800 feet northwest of the intersection of US Highway 85 and State Highway 67. Two cottonwood trees are west of the tank. A large, high, grass-covered berm traverses along the north between the tank and Highway 85. The berm is immediately north of the tank and a dirt service road from Highway 67 parallels the railroad tracks south of the tank.

The 140,000-gallon capacity water tank sits on a slag foundation and is 24 feet in diameter and 43 feet high. The cylindrical tank is constructed of large sections of steel that have been riveted together. Historically the tank was painted in Santa Fe colors (Santa Fe Red with the Santa Fe logo in yellow, black and red). Currently it is painted metallic silver. Painted high on the north side of the tank (facing Highway 85) is "SEDALIA" in red with a black outline and a smaller "ELEV. 5835." in black. There is a metal access ladder and a painted gauge on the southwest side of the tank. Two small sheds, measuring 8'5" x 9'8" and 7'11" x 7'3", extend from the south and east sides of the tank. These two pump houses have corrugated metal shed roofs with corrugated metal siding.

Alterations to the structure have been minor. In 1950 with the decline in steam powered locomotives, the stand pipe was removed. The two small, metal additions were constructed in 1969 to prevent the water line from freezing. The tank originally was open (i.e., without a cover or lid). Sometime in the early 1950s, a flat cap was installed. Stories were told of kids swimming in the tank, having accessed the "swimming pool" via a ladder on the inside of the tank. The tank was last painted around 1972.

The setting has been impacted with the loss of the associated railroad buildings. Originally the water tank shared the site with a depot and other smaller related railroad buildings that have since been moved or demolished. The berm was constructed to keep runoff from the highway away from the water tank, although it is not known when this was done. Despite these alterations, the water tank still conveys its original function through its characteristic shape, materials, and location within the railroad right of way.

United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Santa Fe Railway Water Tank
Douglas County, CO
Railroads in Colorado 1858-1948 MPS

Section number 8 Page 2

SIGNIFICANCE

This nomination is submitted as part of a multiple property listing. The Santa Fe Railway Water Tank in Sedalia meets the registration requirements for the water station subtype of the Housing and Maintenance Structures property type as delineated in the *Railroads of Colorado 1858-1948* Multiple Property Documentation Form (Fraser 1997).

The tank is eligible under criterion A for its association with the operation of the Atchison, Topeka and Santa Fe Railway (AT&SF), an early railroad that constructed its track through the area in 1887. The tank provided water for the coal-fired steam locomotives that ran the line. At the end of WW II, diesel engines began replacing steam locomotives, and the need for large water tanks at frequent intervals along the rails diminished. Most steam locomotives were retired by the 1950s. The period of significance begins with the construction of the tank in 1906 and ends in 1950 when the stand pipe was removed .

The steel tank also meets the registration requirements under criterion C for it represents a distinctive design and construction method. In the 19th and early 20th centuries, water stations usually consisted of elevated wooden water tanks. Steel tanks began to replace wood on some railroads after the turn of the century. The steel tank at Sedalia is an early example of the evolving technology, and it is believed to be one of the last surviving steel water tanks in the state.

Historical Background

The AT&SF was originally chartered in 1859 as the Atchison and Topeka, linking the two Kansas towns. The company entertained transcontinental dreams and would eventually expand to serve the Gulf and West Coast. By 1873, the railroad had built as far west as Granada in the Arkansas Valley within the eastern boundary of Colorado territory (Ubbelohde et al 1988:128). The railroad followed the Old Santa Fe Trail westward along the Arkansas River, creating many towns along the way, including Lamar, Las Animas, and La Junta (Noel et al 1994:29). The tracks reached La Junta in December of 1875. At La Junta, the main line cut southwest to Trinidad and onto Santa Fe, New Mexico, while a branch line continued along the Arkansas River into Pueblo.

The Pueblo and Arkansas Valley, a subsidiary of the AT&SF, completed the line to Pueblo in March 1876. In 1881, the Santa Fe gained access to Colorado Springs and Denver (including Sedalia) by upgrading the existing Denver & Rio Grande tracks and roadbed to accommodate a third rail and the heavier standard gauge locomotives and rolling stock. The arrangement between the two railroads continued until 1887, when the Santa Fe built its own line between Pueblo and Denver. Another subsidiary, the Denver and Santa Fe Railway Company, completed the Denver link which virtually paralleled the Rio Grande route to Denver. Most of the operations along this line later became a joint effort between the two railroads and what is now the Burlington Northern (Pounds 1984:80).

United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Santa Fe Railway Water Tank
Douglas County, CO
Railroads in Colorado 1858-1948 MPS

Section number 8 Page 3

The small town of Sedalia was founded near the intersection of several roads. Like many towns, the settlement that grew up at the junction of East and West Plum Creeks underwent several name changes. Originally known as Round Corral because of a circular cattle corral built in 1865, the settlement became an important meeting point for travelers on the First Territorial Road that linked Denver and Colorado City. In 1869, a change in the ownership of the corral resulted in a name change to Plum, for the trees that purportedly lined the creek. It was not until the early 1870s that the community underwent its final name change. The Denver & Rio Grande Railroad established a station at Plum in 1871, and it became a major shipping point for the lumber cut from the nearby forests. The railroad's subsidiary, the National Land and Improvement Company, mapped and plotted the streets. When the AT&SF brought its tracks to Sedalia in 1887, it "further contributed to the settlement's position as a leading transportation center for lumber, coal, wheat, cattle, and passengers" (Appleby 2001:163).

In 1888, a crew under contract with Jonathan House of Sedalia began construction on a 16' x 32' wood frame depot for the Santa Fe Railroad. The following year, Santa Fe completed its new artesian well, and construction of a water tank began shortly thereafter. Historic photographs show a metal tank near the depot of a different diameter and construction method (possibly cast iron) than the current water tank. It is not known exactly when the earlier tank was removed; it is still visible in historic photographs taken of the depot with its 1899 freight extension. The current tank with its riveted panels of steel was built in 1906. Its 24x43 dimensions were fairly common for Santa Fe water tanks (Werkema).

In 1932, local fire fighters made arrangements with Santa Fe Railroad officials to run pipelines from the company's water tank to the center of town for emergency use. The depot was retired in 1947 and removed to another location in town. The tank's stand pipe was removed in 1950. In December of 1958, the railroad deeded the system (water tank, pipe, and well pump) to the Sedalia Water and Sanitation District. The tank is used as a water storage facility which serves as part of the community's water supply and distribution system.

United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Santa Fe Railway Water Tank
Douglas County, CO
Railroads in Colorado 1858-1948 MPS

Section number 9 Page 4

BIBLIOGRAPHY

- Appleby, Susan Consola. *Fading Past-The Story of Douglas County, Colorado*. Palmer Lake, Colorado: Filter Press, 2001.
- Bryant Keith L., Jr. *History of the Atchison, Topeka and Santa Fe Railway*. New York: Macmillan Publishing Co., Inc., 1974.
- Castle Rock Journal*. 4 January 1888; 29 February 1888; 8 December 1899.
- Denver, Colorado. Hart Library, the Colorado Historical Society. Santa Fe Railroad Files, Board of Directors Annual Meeting.
- Douglas County Clerk and Recorder Records, Castle Rock, Colorado.
- Forrest, Kenton. Archivist, Colorado Railroad Museum, Golden, Colorado. Interview.
- Fraser, Clayton B. *Railroads in Colorado 1858-1948* Multiple Property Documentation Form, August 1997. Office of Archaeology and Historic Preservation, Colorado Historical Society, Denver, Colorado.
- Noel, Thomas J.; Mahoney, Paul F.; and Steven, Richard E. *Historical Atlas of Colorado*. Norman: University of Oklahoma Press, 1994.
- Pounds, Robert E. *Santa Fe Depots-The Western Lines*. Dallas, Texas: Kachina Press, 1984.
- Simmons, Thomas H. and R. Laurie. Historic Inventory Record for Sedalia Water Tank (5DA1385), August 1998. On file in the Office of Archaeology and Historic Preservation, Colorado Historical Society, Denver, Colorado.
- Ubbelohde, Carl; Benson, Maxine; and Smith, Duane A. *A Colorado History*, 6th ed. Boulder, Colorado: Pruett Publishing Company, 1988.
- Werkema, Evan. "Santa Fe Surviving Water Facilities" on the Atchison Topeka & Santa Fe Railway Subjects website [<http://atsf.railfan.net/tanks/>], accessed 16 November 2002.

United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Santa Fe Railway Water Tank
Douglas County, CO
Railroads in Colorado 1858-1948 MPS

Section number 10 Page 5

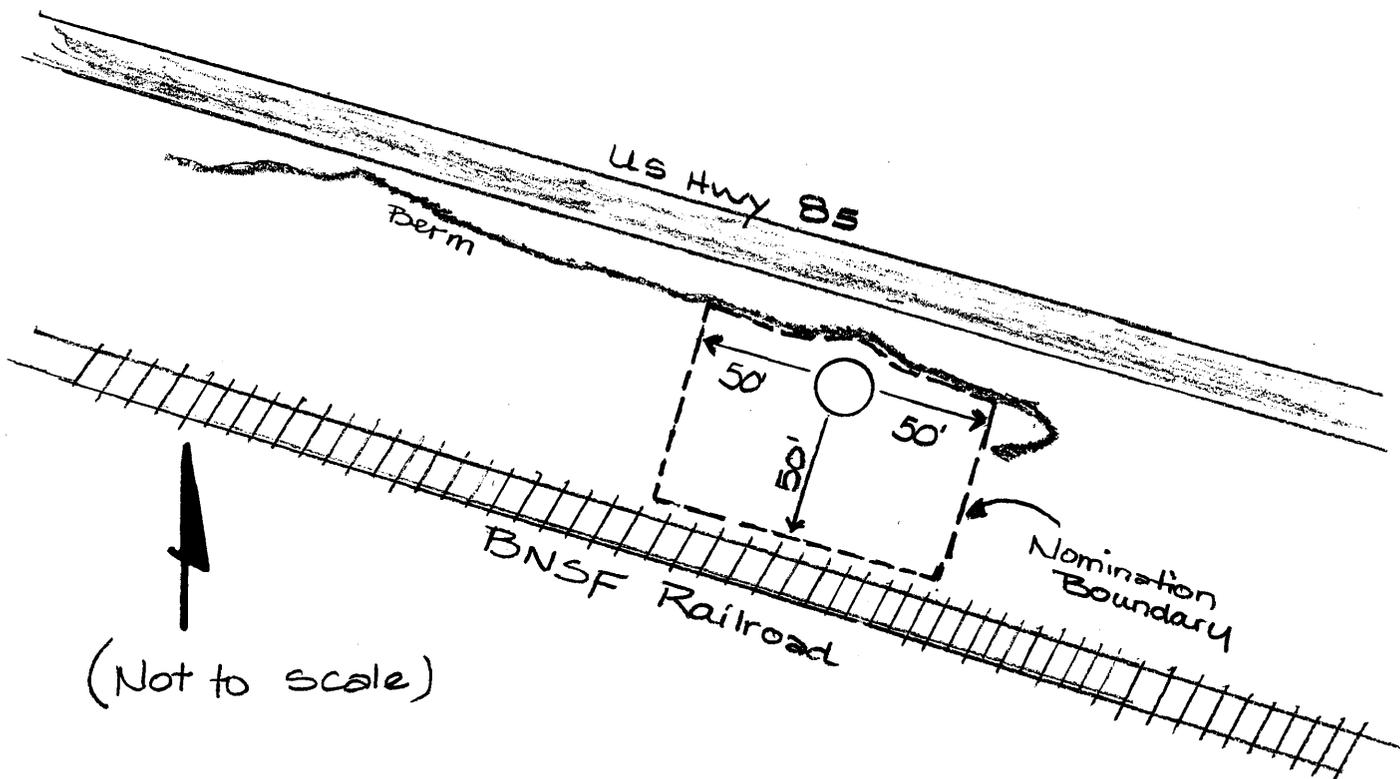
GEOGRAPHICAL DATA

VERBAL BOUNDARY DESCRIPTION

The berm, which is immediately north of the tank and south of US Highway 85, forms the north boundary of the nominated parcel. The south boundary, limited by the operating railroad, is fifty (50) feet from the edge of the water tank. The east and west boundaries are also fifty (50) feet from the tank's edge.

BOUNDARY JUSTIFICATION

The boundaries were drawn to include the land historically associated with the water tank between the existing Burlington Northern/Santa Fe Railroad tracks and the berm.

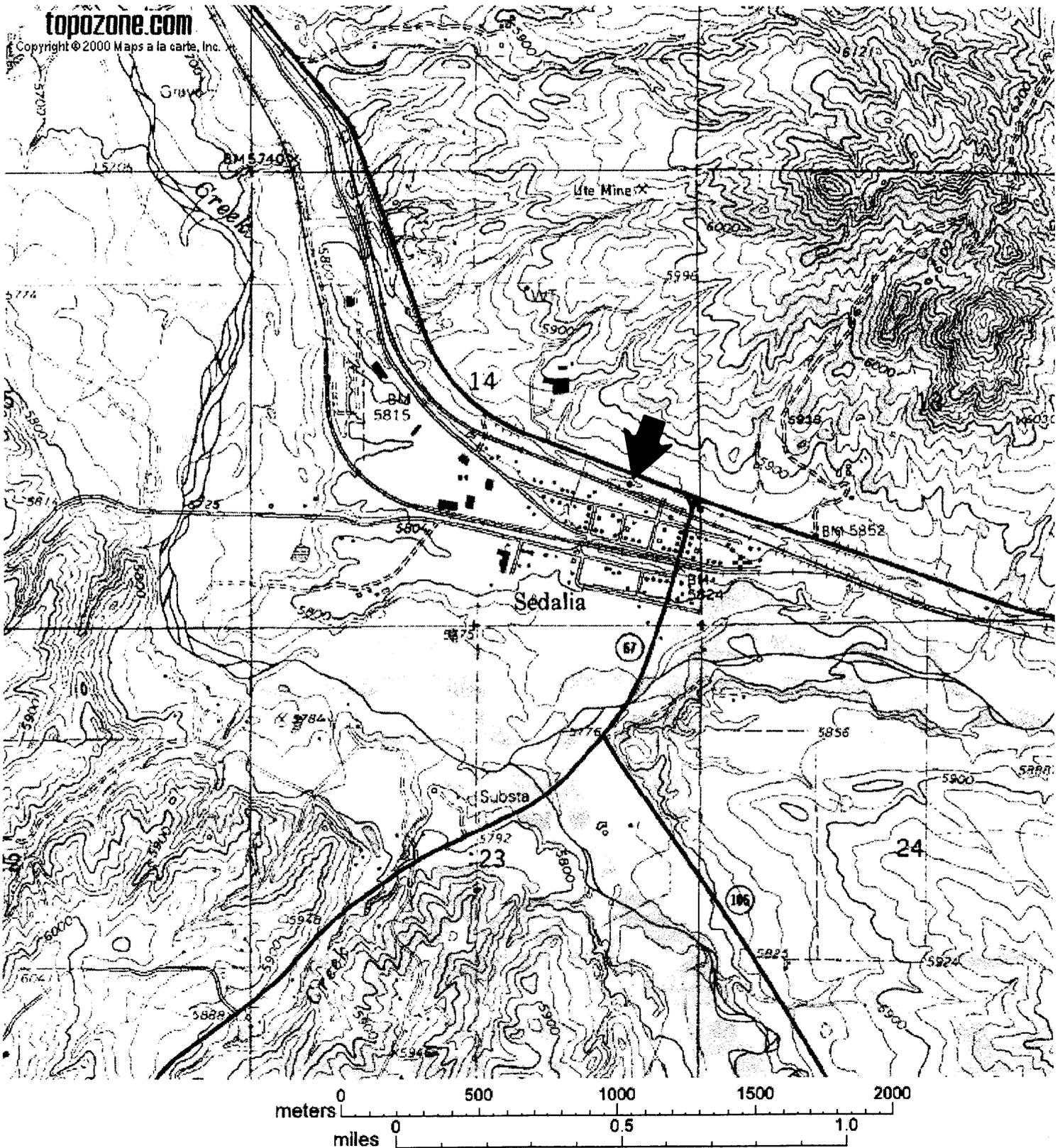


United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Santa Fe Railway Water Tank
Douglas County, CO
Railroads in Colorado 1858-1948 MPS

Section number Page 6

USGS MAP -- SEDALIA QUADRANGLE



United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Santa Fe Railway Water Tank
Douglas County, CO
Railroads in Colorado 1858-1948 MPS

Section number ___ Page 7

PHOTOGRAPH LOG

The following information is the same for all photographs:

Name of Property: Santa Fe Railway Water Tank
Location: Douglas County, Colorado
Photographer: John S. Machann
Photograph Date: 25 April 2002
Location of Negatives: Sedalia Historic Fire House Museum, Sedalia, Colorado

Photo #	Description
1	East side of water tank; camera facing W
2	Southwest side of tank; camera facing NE
3	Close-up of west side of tank with remains of stand pipe; camera facing E
4	North side of tank; camera facing S
5	West side of tank; camera facing E-SE
6	Ladder and gauge on southwest side; camera facing E-SE