



COMMUNITY DEVELOPMENT
DEPARTMENT
PLANNING DIVISION
PRESERVATION OFFICE

CITY OF SACRAMENTO
CALIFORNIA

300 RICHARDS BLVD
3RD FLOOR
SACRAMENTO, CA
95811

LANDMARK NOMINATION APPLICATION

APPLICANT CONTACT INFORMATION

Name: Denton Kelley
Firm/Org: Downtown Railyard Venture, LLC
Address: 980 9th St, Suite 2550
Sacramento, CA 95814
E-Mail: dkelley@ldkventures.com
Phone: 916-570-5330

Application Received:

(date)

Staff Initials: _____

PROPERTY PROPOSED FOR NOMINATION

Address/es: Located at the northwest corner of 5th St. and Camille Ln. in Sacramento, CA.
Parcel number/s: 002-0010-056-0000

Property Owner/s Contact Information:

Name: Denton Kelley
Firm/Org: Downtown Railyard Venture, LLC
Address: 980 9th St, Suite 2550
Sacramento, CA 95814
E-Mail: dkelley@ldkventures.com
Phone: 916-570-5330

Please include the following, **with a completed National Register, or DPR 523 A and B forms:**

1. Digital photographs of the property proposed to be nominated, including photographs of the site in general. If a structure, include photographs of all elevations. Include detail shots of all significant and character-defining features of the property. Include photographs of immediately surrounding properties. Clearly identify and describe the address and subject of each photograph.
2. Map, which can be a parcel map, showing the location of the property proposed to be nominated.
3. Site plan, showing location and footprints of all structures on the property and significant landscape/site features on the property, drawn to scale.
4. If the property includes a building/s, include at least one set of floor plans of the building/s, drawn to scale.
5. **If Applicant is not the property owner, include either:**
 - a) a signed letter by the property owner/s indicating either: i) that they are aware of the nomination application, or ii) that they support the proposed nomination; or,
 - b) a letter from the Applicant describing efforts to secure such a letter from the property owner.

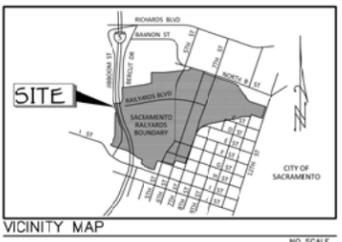


Applicant's Signature

7/15/16

Date

LEGEND:
 EXISTING BOUNDARY
 CENTERLINE
 EXISTING RIGHT OF WAY
 PROPOSED RIGHT OF WAY
 FUTURE RIGHT OF WAY
 EXISTING EASEMENT
 PROPOSED EASEMENT



EASEMENT REFERENCES:

1. WATERLINE EASEMENT: 20100617 OR 596
2. PIPELINE EASEMENT: 860113 OR 1450
3. QUIT CLAIM COMMUNICATIONS EASEMENT: 20061228 OR 1675
4. PUBLIC RW EASEMENT: 20100617 OR 595
5. TRACK EASEMENT: 20120329 OR 0508
6. PEDESTRIAN TUNNEL EASEMENT: 20091125 OR 701
7. PUBLIC UTILITY EASEMENT: 20091125 OR 699
8. PEDESTRIAN TUNNEL EASEMENT: 20091125 OR 723
9. EMERGENCY REFUGE EASEMENT: 20130531 OR 1552
10. DRAINAGE PIPELINE EASEMENT: 20120426 OR 1171
11. SMUD ELECTRICAL EASEMENT: 20141031 OR 0817
12. SLOPE EASEMENT: 20120426 OR 1170
13. SMUD ELECTRICAL EASEMENT: 20141023 OR 0380
14. SRTD LIGHT RAIL TRANSIT EASEMENT: 20050425 OR 1376
15. SMUD ELECTRICAL EASEMENT: 20141031 OR 0818
16. SMUD ELECTRICAL EASEMENT: 20141023 OR 0380
17. QUIT CLAIM RR EASEMENT AMENDMENT: 20161228 OR 1675
18. PUBLIC RW EASEMENT: 20091125 OR 700
19. PUBLIC RW EASEMENT: 20120426 OR 1168
20. PUBLIC RW EASEMENT: 20011114 OR 1564
21. PUBLIC RW EASEMENT: 20101817 OR 595
22. DETENTION BASIN EASEMENT: 20120426 OR 1172
23. PROPOSED GAS EASEMENT
24. ELEVATED HIGHWAY EASEMENT: 690723 OR 0068

NOTES: SEE SHEETS 2 AND 3 FOR STREET SECTIONS
 IT IS THE INTENT OF THE DEVELOPER TO RECORD THE FINAL MAP IN PHASES.

OWNER/APPLICANT:
 DOWNTOWN RAILYARD VENTURE, LLC
 3140 PEACEKEEPER WAY, SUITE 101
 MACLELLAN, CA 95652
 PH: (916) 965-7150

ENGINEER:
 BAKER-WILLIAMS ENGINEERING GROUP
 6020 RUTLAND DRIVE, SUITE 19
 CARMICHAEL, CALIFORNIA 95608
 PH: (916) 331-4336
 FAX: (916) 331-4430

ASSESSOR'S PARCEL NUMBERS:
 002-0015-048, 002-0010-352, 002-0010-556 & 002-0010-063

ACREAGE:
 197.71 GROSS ACRES

EXISTING USE:
 VACANT RAILYARD

PROPOSED USE:
 MIXED USE - 128 LOTS

EXISTING/PROPOSED ZONING:
 TCMU-SPD (RESIDENTIAL COMMERCIAL MIXED USE - SPECIAL PLANNING DISTRICT)
 RMU-SPD (RESIDENTIAL MIXED USE - SPECIAL PLANNING DISTRICT)
 ORMU-SPD (OFFICE/RESIDENTIAL MIXED USE - SPECIAL PLANNING DISTRICT)

LOT SIZE:
 AS SHOWN

PROPOSED IMPROVEMENTS:
 CITY OF SACRAMENTO

SEWER:
 CITY OF SACRAMENTO

WATER SUPPLY:
 CITY OF SACRAMENTO

DRAINAGE:
 CITY OF SACRAMENTO

FIRE PROTECTION:
 CITY OF SACRAMENTO

TELEPHONE SERVICE:
 A T & T

ELECTRICAL SERVICE:
 S M U D

GAS SUPPLY:
 PACIFIC GAS & ELECTRIC

SCHOOL DISTRICT:
 SACRAMENTO CITY UNIFIED SCHOOL DISTRICT
 TWIN RIVERS UNIFIED SCHOOL DISTRICT

PARK DISTRICT:
 CITY OF SACRAMENTO

**TENTATIVE SUBDIVISION MAP
 THE RAILYARDS**
 PORTION OF THAT 203.161 ACRE TRACT OF LAND - 15 RS 10
 AND A PORTION OF PARCEL 'A' - 120 PM 10
 CITY OF SACRAMENTO STATE OF CALIFORNIA
 MAY, 2016



PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted
and

*a. County: Sacramento

*b. USGS 7.5' Quad: Sacramento East Date: 1992 T 9N, R 4E of Sec unsectioned; B.M. Mt. Diablo

c. Address:

City: Sacramento

Zip: 95814

d. UTM: Zone: 10S; 630833.47 mE/ 4272265.76 mN

e. Other Locational Data: The water tower is located on the west side of the newly constructed 5th Street (running north-south) and approximately 300 feet south of the intersection of 5th Street and Railyards Boulevard. The structure also stands approximately 600 feet northeast of the Paint Shop, which is a contributing building within the Central Shops Historic District.

***P3a. Description:**

The steel water tower is comprised of a 100,000-gallon tank supported approximately 72 feet above the ground by four lattice truss legs. The tank is constructed of riveted metal panels and has a cylindrical shaft with a 22-foot diameter, hemispherical bottom, and a conical roof capped by a 12-inch tall round finial. A metal walkway with a handrail and balustrade featuring an "IXIXIXI" pattern encircles the base of the tank. The four angled legs rest on trapezoidal, board formed foundations and are reinforced with diagonal tie rods and one set of horizontal support struts. A metal ladder enclosed by a cylindrical steel cage is attached to the northwest leg and rises to the base of the conical roof at a height of approximately 100 feet. A metal catwalk extends from the ladder underneath the base of the tank. A riser pipe enclosed by a frost case extends from the ground to the bottom of the tank, while a 3-inch overflow pipe extends from the tank down the length of the northeast leg.

*P3b. Resource Attributes: HP11. Engineering Structure

*P4. Resources Present: Building Structure Object Site District Element of District Other

P5a. Photo or Drawing



P5b. Photo:

View northeast toward the water tower (June 23, 2016).

***P6. Date Constructed/Age and Sources:**

Historic Prehistoric Both

Constructed ca. 1931. Source: Chicago Bridge & Iron Works, drawings for Contract No. 2481.

***P7. Owner and Address:**

Downtown Railyard Venture, LLC
3140 Peacekeeper Way
McClellan, CA 95652

***P8. Recorded by:**

Architectural Resources Group (ARG)
Pier 9, The Embarcadero, Suite 107
San Francisco, CA 94111

*P9. Date Recorded: June 22, 2016

*P10. Survey Type: Intensive

***P11. Report Citation:**

None; this is a standalone set of DPR 523 forms prepared for the City of Sacramento, Community Development Department, Planning Division in support of the structure's nomination as an individual landmark for inclusion in the Sacramento Register of Historic and Cultural Resources.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3CS

*Resource Name or # Sacramento Railyards Water Tower

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: water tower

B4. Present Use: water tower

*B5. **Architectural Style:** hemispherical bottom water tower

*B6. **Construction History:** Constructed ca. 1931.

*B7. **Moved?** No Yes Unknown **Date:**

Original Location:

*B8. **Related Features:** Central Shops Historic District

B9a. Architect: Chicago Bridge & Iron Works

b. Builder: Unknown

*B10. **Significance: Theme:** Rail Transportation, Manufacturing, and Repair

Area: Southern Pacific Sacramento Shops

Period of Significance: ca. 1931 - 1937

Property Type: water conveyance

Applicable Criteria:

Sacramento Register Criteria i (Events), iii (Design/Architecture)

California Register Criteria 1 (Events), 3 (Design/Architecture)

HISTORIC CONTEXT

Development of the Southern Pacific Sacramento Shops

During the rise of the "Locomotive Age" in the mid-nineteenth century, hundreds of miles of railroad tracks were constructed throughout the United States, and the idea of the transcontinental railroad, uniting the country together with a "gigantic sash of iron," took hold. In 1862, President Abraham Lincoln signed the Pacific Railway Act to construct such a railroad traversing the country between the Missouri River and the Pacific Ocean. The act authorized the Central Pacific Railroad (CPRR), which incorporated the previous year, to build the transcontinental tracks from Sacramento heading east across the Sierra Nevada, and the Union Pacific Railroad (UPRR) to build the tracks from the Missouri River heading west. The groundbreaking for the CPRR, which was controlled by its dominant investors—the "Big Four"—Collis P. Huntington, Mark Hopkins, Leland Stanford and Charles Crocker, occurred on January 8, 1863 in Sacramento. (See continuation sheet.)

B11. Additional Resource Attributes: None

*B12. **References:** See continuation sheet.

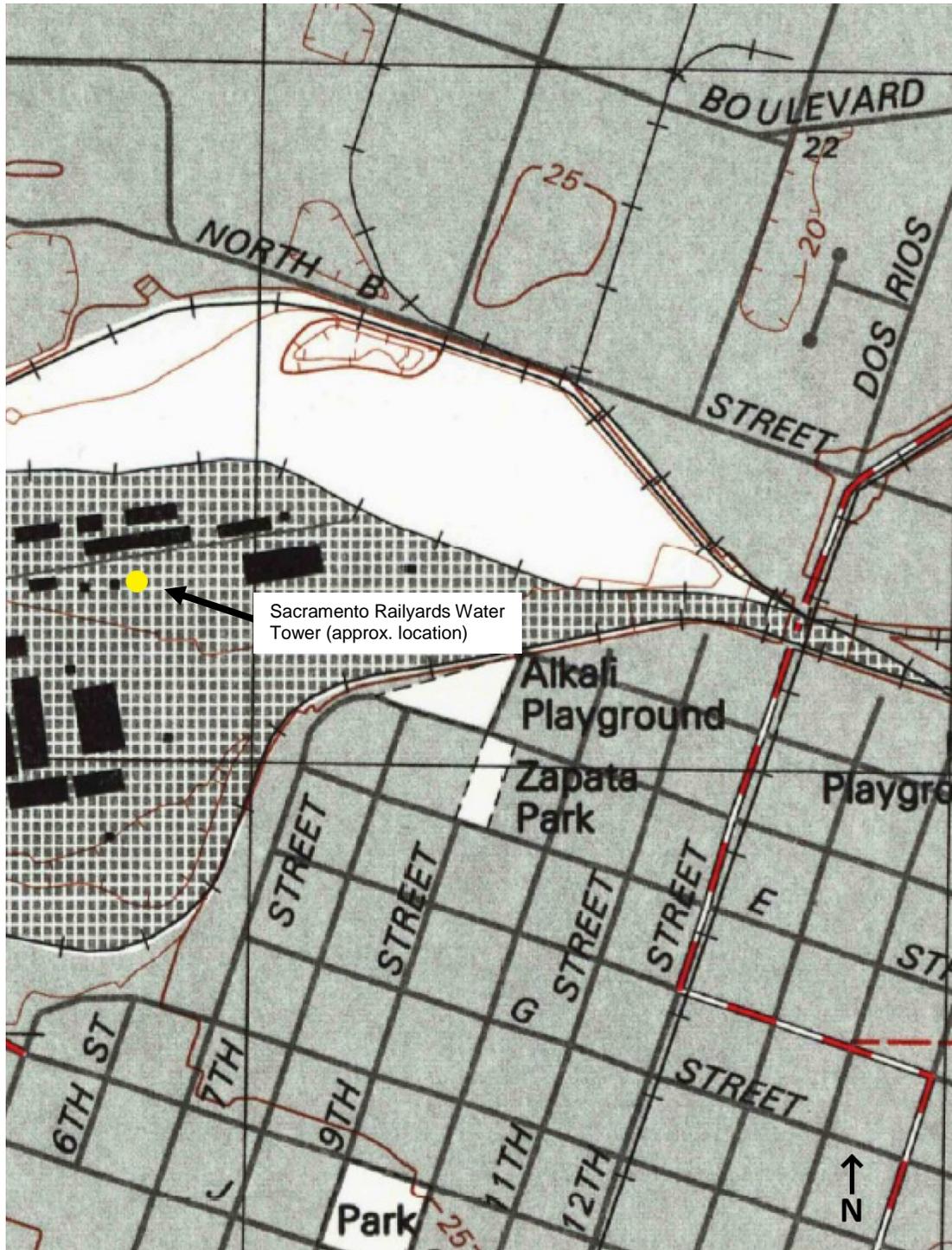
B13. Remarks: None

*B14. **Evaluator:** Architectural Resources Group (ARG)

***Date of Evaluation:** June 22, 2016

(This space reserved for official comments.)





(USGS Historical Topographic Map Explorer, annotated by author)

Continuation of B10. Significance:

Tracks were laid eastward over the next six years as the Big Four used their extensive political connections to secure advantageous federal land grants and federally funded loans. On May 10, 1839, officials ceremoniously drove the last spike of the Transcontinental Railroad at Promontory Summit, Utah, signaling the completion of the nearly 2,000-mile rail line.¹

The CPRR quickly established a shop yard at its Sacramento headquarters to manufacture its own rail cars instead of shipping them from the East Coast. The first frame building measured 20 by 150 feet and employed 10 to 12 workers. In 1867 it hired Woolaver and Wilkinson to expand the complex on 30 acres of swampland north of downtown Sacramento; the new shop yard was largely completed by the time the Transcontinental Railroad became operational. It consisted of a roundhouse, machine shop, planing mill, car machine shop, blacksmith shop, a powerhouse, and other structures. The CPRR would be subsumed by the Southern Pacific Railroad (SPRR) empire as the shop yard continued to expand over the next several decades, becoming the largest industrial complex west of the Mississippi River at approximately 200 acres. Within this self-contained complex, employees were able to build, repair, and maintain a wide array of rail cars, including steam locomotives, freight and passenger cars, and cabooses, along with boilers and other parts for Southern Pacific's ferries and a variety of pumps and machines for private and public entities. In 1937, SPRR workers rolled out the last Sacramento-built steam locomotive, having manufactured nearly 200 locomotives at this location.²

The extant 100,000-gallon water tower was constructed around 1931³ during a period of growth in the Sacramento shop yard that began around 1910 and lasted through the 1930s. During these decades, the "Steel City," as it was dubbed locally, more than doubled in size, employed around 3,000 people, and produced an average of 15 locomotives and repaired around 350 locomotives and 800 passenger cars annually.⁴ Chicago Bridge & Iron Works designed and manufactured the water tower using standard components, including the 100,000 gallon tank, hemispherical bottom, conical roof, and metal truss legs. The water tower's metal "IXIXI" railing at the balcony encircling the tower's base also was a common design feature used by Chicago Bridge & Iron Works engineers.⁵ Drawings for the structure state that both the interior and exterior were painted with a coat of Dutch Boy red lead paint followed by a coat of carbon black.⁶ Maps of the Sacramento shop yard also indicate that by the 1960s the water tower stood in a parking lot bordered by the fire house and central power plant to the west and long linear storage buildings to the north.⁷

The water tower stored a large amount of water under pressure, thereby creating a constant water supply that supported the daily operation of the shop yard as well as the SPRR's internal fire department. Since its inception, the railyard suffered from devastating, unpredictable fires that spread quickly, causing great destruction to buildings, equipment, supplies, and intellectual property such as patterns. Employees had to be diligent about cleaning and maintaining the buildings and enforcing fire safety rules, and they continually rebuilt destroyed structures using the latest building technology, such as firewalls, fireproof doors, and concrete and transite construction material. By the late nineteenth century, the shop yard had its own fire department, complete with inspectors, inspection guidelines, and equipment. However, a destructive fire in 1898 destroyed the Car Machine Shop and Planing Mill and highlighted the fire system's inadequacies, including the presence of mud in the water supply system that diminished water pressure and flow. Additionally its fire hydrants were not capable of connecting with the Sacramento Fire Department's hoses. Therefore, the City of Sacramento required SPRR to upgrade its private water supply to the municipal water supply system. A subsequent disastrous fire in 1916 later forced the railroad to replace its small pipes with larger ones. Constructed around 1931, the water tower stored a sufficient level of water that would be used for daily consumption as well as

¹ William Deverell, *Railroad Crossing: Californians and the Railroad, 1850-1910* (Berkeley: University of California Press, 1994), 10-15; Kevin W. Hecteman, *Sacramento's Southern Pacific Shops* (Charleston, South Carolina: Arcadia Publishing, 2010), 7-8.

² Hecteman, *Sacramento's Southern Pacific Shops*, 7-9; Historic Environment Consultants, *Central Pacific/Southern Pacific Railroad Railyards Historic Property Inventory and Evaluation Report*, prepared for Union Pacific Railroad Company (March 1998), 3-7.

³ Drawings for the water tower prepared by Chicago Bridge & Iron Works have a date range of 1923 to 1931 indicating the structure was constructed after 1931. Chicago Bridge & Iron Works, drawings for 100,000-gallon Tank & Tower, for Southern Pacific Railroad, Sacramento, California, Contract No. 2481, ca. 1931, on file at the Sacramento State Railroad Museum Library, Box 300.8, ID 28798.

⁴ Historic Environment Consultants, *Central Pacific/Southern Pacific Railroad Railyards*, 3-7.

⁵ Gregory R. Mathis, *Steel Water Towers Associated with South Dakota Water Systems, 1894-1967, An Historic Context*, prepared by The 106 Group Ltd. and Short Elliot Hendrickson, prepared for South Dakota State Historic Preservation Office, September 2012, accessed June 17, 2016, <http://history.sd.gov/preservation/otherservices/sdwatertowers.pdf>, 49.

⁶ Chicago Bridge & Iron Works, drawings for 100,000-gallon Tank & Tower.

⁷ Plans of the Sacramento shop yard, 1965, revised to 1978, and 1971, on file at the California State Railroad Museum Library.

*Recorded by Architectural Resources Group (ARG)

*Date June 22, 2016

Continuation Update

during emergencies, as smaller fires continued to occur at the Sacramento shop yard following the last major conflagration in 1916.⁸

Employment at the SPRR Sacramento Shops peaked during World War II when 7,000 people clocked in daily. However, the railroad company soon met difficulties as it transitioned from steam to diesel powered locomotives and as passenger service declined as more people traveled in automobiles and buses following the war. By 1971, it relinquished passenger traffic to Amtrak and began rebuilding diesel locomotives rather than constructing new cars in an effort to reduce costs over the next two decades. In 1989, the Denver and Rio Grande Western Railroad purchased SPRR, and while it kept operations under the historic name, it transferred repair work from Sacramento to Denver in 1992. Shortly thereafter, UPRR acquired the holdings of the SPRR and formally shuttered the Sacramento shop yard in 1999, thus ending 130 years of railroad manufacturing and repair at this location. Many buildings and structures were demolished, and only the water tower and a complex of eight buildings, including the Boiler Shop, Erecting/Machine Shop, Planing Mill, Car Shop No. 3, Blacksmith Shop, Car Machine Shop, Paint Shop, and privy, remain standing.⁹

Evolution of Steel Water Towers

Water towers serve two key functions within a water conveyance system: they store water ready for distribution and keep the water system under pressure, thereby eliminating the need for continually operating pumps. Since they operate via gravity, water towers do not require a constant source of power. Water towers feature an array of styles, but they generally are wood or metal tanks supported by a brick, stone, or concrete tower; by an open wood or metal trestle; or by a metal or concrete pedestal. The earliest water tanks in the United States date to the early 1800s and were generally constructed with a wood tank with a flat bottom and supported by a heavy timber structure or masonry base. Water towers became prominent components of water conveyance systems nationwide by the late nineteenth century, spurred by the establishment of professional water works organizations and the distribution of trade journals and published articles on advances in water tower construction.¹⁰

Engineers began revising steel water tower designs in the late nineteenth century, which resulted in the standardization of the traditional steel water tower supported by legs and featuring a streamlined design aesthetic that showcased its structural components. The first all-steel water tower constructed in the United States was erected in Laredo, Texas, in 1893. The following year, the first water tank with a hemispherical bottom was constructed and shortly thereafter improved upon by Horace E. Horton, founder of the Chicago Bridge & Iron Works. By 1905, the all-steel water tank with a hemispherical bottom was the dominant type of water storage structure in the United States, because curved bottoms required less steel and were more watertight than flat-bottomed tanks. Other new steel tank types, such as those ellipsoidal bottoms (which allow for a lower height) or spherical in shape (which were considered more aesthetically pleasing and required less material), and support structures were developed through the 1920s, as engineers sought to increase the capacity and design of steel water towers. By the time the water tower at the Sacramento shop yard was constructed in the early 1930s, steel water towers with vertical shafts and hemispherical bottoms had been erected throughout the American landscape for several decades.¹¹

Chicago Bridge & Iron Works

In 1889, Horace E. Horton merged his bridge engineering firm, based in Rochester, Minnesota, with the Kansas City Bridge & Iron Company to form the Chicago Bridge & Iron Works, headquartered in Chicago. The company continued to focus on bridge design and construction but also sought to capitalize on the oil and railroad industries' expanding need for high-capacity liquid storage containers. It quickly gained a reputation for engineering elevated water storage tanks, aboveground storage tanks for oil and other refined products, and other steel structures. In 1894, it began designing and constructing the earliest all-steel water tanks with hemispherical bottoms, and following a nationwide marketing campaign, the company became the dominant manufacturer of water towers in the United States. In 1912, George T. Horton assumed control of the company following his father's death, and continued the company's successful path of market domination and innovation, such as constructing the first welded spherical water tank in Longmont, Colorado, in 1939. By the mid-twentieth century, the Chicago Bridge & Iron Works and the Pittsburg-Des Moines Steel were the two primary companies designing and manufacturing steel water tanks in the United States. The former Chicago Bridge & Iron Works currently operates under the corporate name CB&I Industries, maintains its headquarters in The Woodlands, Texas, with other offices and manufacturing facilities worldwide. CB&I Industries employs around 50,000 people who develop and manufacture technology and infrastructure more broadly for the energy industry.¹²

⁸ Carolyn Daugherty, LeeAnn Bishop Lands, J. Lawrence Lee, and Camille Vicenti, *Historic American Engineering Record, Southern Pacific Sacramento Shops, (Central Pacific Sacramento Shops), (Sacramento Locomotive Works), Sacramento, Sacramento County, California, HAER No. 303 (Washington, D.C.: Library of Congress, 2002), 131-133.*

⁹ Hecteman, *Sacramento's Southern Pacific Shops*, 119.

¹⁰ Mathis, *Steel Water Towers*, 5, 31-38.

¹¹ Mathis, *Steel Water Towers*, 31-38.

¹² Mathis, *Steel Water Towers*, 42-43; CB&I, "125 Years of Excellence," accessed June 17, 2016, <http://www.cbi.com/Who-We-Are/125-Years-of-Excellence>.

SACRAMENTO REGISTER OF HISTORIC AND CULTURAL RESOURCES EVALUATION CRITERIA

To be eligible for listing in the Sacramento Register of Historic and Cultural Resources, the property must be at least 50 years old and meet one or more of the following criteria:¹³

- i. It is associated with events that have made a significant contribution to the broad patterns of the history of the City, the region, the state or the nation.
- ii. It is associated with the lives of persons significant in the City's past.
- iii. It embodies the distinctive characteristics of a type, period or method of construction.
- iv. It represents the work of an important creative individual or master.
- v. It possesses high artistic values.
- vi. It has yielded or may be likely to yield, information important in the prehistory or history of the City, state or region.

Additionally, overall issues related to integrity of location, design, setting, materials, workmanship and condition are considered.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES EVALUATION CRITERIA

The California Register of Historical Resources (California Register) is the authoritative guide to the State's significant historical and archeological resources. It serves to identify, evaluate, register, and protect California's historical resources. The California Register program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for historic preservation grant funding and affords certain protections under the California Environmental Quality Act (CEQA). All resources listed on or formally determined eligible for the National Register of Historic Places (National Register) are automatically listed on the California Register. In addition, properties designated under municipal or county ordinances are eligible for listing in the California Register. To be eligible for listing in the California Register, an historical resource must be significant at the local, state, or national level under one or more of the following criteria:¹⁴

- 1. It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- 2. It is associated with the lives of persons important to local, California, or national history.
- 3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.
- 4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state or the nation.

In addition to meeting one of the four criteria listed above, a resource must also retain integrity, which is the "authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance."¹⁵ Since integrity is based on a property's significance within a specific historic context, an evaluation of a property's integrity can only occur after historic significance has been established. To determine if a property retains the physical characteristics corresponding to its historic context, the California Register has identified seven aspects of integrity: location, setting, design, materials, workmanship, feeling, and association.

¹³ City of Sacramento, *City Code, Title 17, Chapter 17.604, Historic Preservation*, accessed June 27, 2106, http://www.qcode.us/codes/sacramento/view.php?topic=17-vi-17_604&frames=off.

¹⁴ California Office of Historic Preservation, *California Office of Historic Preservation Technical Assistance Series #6, California Register and National Register: A Comparison (for purposes of determining eligibility for the California Register)*, accessed June 27, 2016, <http://ohp.parks.ca.gov/pages/1069/files/technical%20assistance%20bulletin%2006%202011%20update.pdf>.

¹⁵ Ibid.

SUMMARY OF THE CENTRAL SHOPS HISTORIC DISTRICT

The water tower is associated with, but located outside of, the Central Shops Historic District, which was listed in the Sacramento Register of Historic and Cultural Resources in 2007 for its important role in the construction and initial operation of the Transcontinental Railroad, followed by the subsequent expansion of the railroad nationwide. The historic district's period of significance spans from 1868 when the shop yard was established to 1937 when the last steam locomotive rolled out of the complex. The property was also found to be significant, because it:

served as the principal shops of the Pacific Lines of the Southern Pacific system between 1868 and 1990, overseeing subsidiary shops from Portland, Oregon, Ogden, Utah, San Francisco and Los Angeles, California; and east to El Paso, Texas, with additional major influence on the shops of the Atlantic Lines through Louisiana and New Orleans. During the first 80 years or so the Central Shops complex was recognized as the largest integrated industrial complex west of the Rocky Mountains, and perhaps west of the Mississippi River. As late as World War II they retained industrial capabilities found nowhere else in the West, such as the ability to produce the giant metal rollers for the wartime Kaiser steel plant in Fontana, California. The Central Shops were by far the largest single employer in the Sacramento region until after World War II, with workers playing a major part in the economic, social, cultural, and political development of the Sacramento region. The shops were a major center for early innovation, invention, and development of railroad and related technologies. Additionally, the shops became an early center for systematic standards, supported by testing, with regional and national impacts.

Chief mechanical officers based at Sacramento, notably A. J. Stevens and his successor H. J. Small, gained national recognition, the former for innovation, the latter for standardization. But on the national scene, the most important personage following the original founders of the railroad was E. H. Harriman, who promoted the Sacramento-originated standards all across his railroad system covering over half the country, and who also instituted major capital improvements across the system including the last major expansion of the core historic shop buildings preserved today. Architecturally, the shop buildings qualify as being representative examples of typical mid-19th century to late Victorian industrial architecture, with some portions rebuilt in the early 20th century. They feature classic samples of decorative and architectural details from their various periods of construction.¹⁶

STATEMENT OF SIGNIFICANCE

The water tower appears eligible under City of Sacramento Criterion i/California Register Criterion 1 (Events) for the role it played in supporting the operation of the Sacramento railyards by providing a crucial supply of water. With its large storage capacity, the water tower delivered a constant and reliable source of water used throughout the facility daily and during emergencies such as fires. In turn, this allowed the Sacramento shop yard to run continually and efficiently and its employees to manufacture, maintain, and repair steam locomotives and rail cars that contributed greatly to the local, state, and national economy. With the demolition of the majority of the Sacramento shop yard's buildings and infrastructure following its closure by the UPRR, the water tower is a rare structural remnant of one of the nation's largest railroad manufacturing and repair facilities. Therefore, the water tower is recommended as eligible for listing in the Sacramento Register of Historic and Cultural Resources under Criterion i and for listing in the California Register of Historical Resources under Criterion 1 for its association with events that have made a significant contribution to the broad patterns of local, state, and national history.

The water tower also appears eligible under City of Sacramento Criterion iii/California Register Criterion 3 (Design/Architecture) as a distinctive example of an hemispherical-bottom steel water tower from the early twentieth century. It possess the hallmark components of this specific type of water tower, including a cylindrical water tank, hemispherical bottom, conical cap, and metal truss legs. These elements were left exposed rather than enclosed in a brick or wood tower to visually emphasize its structural and engineering design. With its slender form and tall height, the structure is also a visual landmark on the landscape and currently maintains a visual connection with the Central Shops Historic District. While hemispherical-bottom water towers were widely constructed from the 1890s through the 1940s, most have been demolished. Therefore, the water tower at the Sacramento railyards is regarded as a rare example of this type of water tower and as the last structural remnant of the former SPRR heavy repair and manufacturing facility.

¹⁶ City of Sacramento, *Sacramento Register of Historical and Cultural Resources: Landmarks, Historic Districts and Contributing Resources*, updated through August 2015, accessed June 16, 2016, <http://www.cityofsacramento.org/Community-Development/Planning/Urban%20Design/Preservation/Sacramento%20Register>.

INTEGRITY ASSESSMENT

The water tower retains sufficient integrity to convey its historic significance. The water tower has not been significantly altered since its construction in the early 1930s; it retains its original, cylindrical water tank, hemispherical bottom, conical roof, four truss supports, and central riser. It also retains its original ladder, catwalk, finial, balcony and railing, tie rods, and horizontal set of struts. The most substantial alteration appears to be the removal of the exterior black paint, as indicated in the Chicago Bridge & Iron Works drawings for the structure. Therefore, the water tower maintains integrity of design, materials, workmanship, and condition. It also maintains integrity of location having never been moved. Its integrity of setting has been diminished due to the loss of the majority of the buildings as the Sacramento shop yard. However, the water tower currently retains a visual connection with the Central Shops Historic District, the surviving core of eight buildings that still stand approximately 500 feet southwest of the structure.

CHARACTER-DEFINING FEATURES

The water tower's period of significance spans from ca. 1931 to 1937, which corresponds with the approximate date of its initial construction through the end date of the Central Shops Historic District's period of significance, when the last steam locomotive was manufactured at this facility. The character-defining features of the water tower include the following:

- Riveted steel plate construction
- 100,000-gallon cylindrical tank with a hemispherical bottom and conical roof with a spherical finial
- Metal truss supports reinforced with one set of horizontal struts and tie rods and resting on trapezoidal, board form concrete foundations
- Balcony with metal "IXIXI" railing
- Central riser
- Three-inch overflow pipe
- Metal ladder with cylindrical cage and catwalk extending underneath the water tank base
- Tall, narrow form with an approximate 100-foot height
- Visual connection to the Central Shops Historic District

Additional Photographs:



Water tower, view northwest (ARG, June 22, 2016)



Water tower, view south (ARG, June 22, 2016)



Water tower, view northeast (ARG, June 22, 2016)



Detail of the tank, view northeast (ARG, June 22, 2016)



Detail underneath the tank, view southwest (ARG, June 22, 2016)



Detail of the southeast leg (ARG, June 22, 2016)

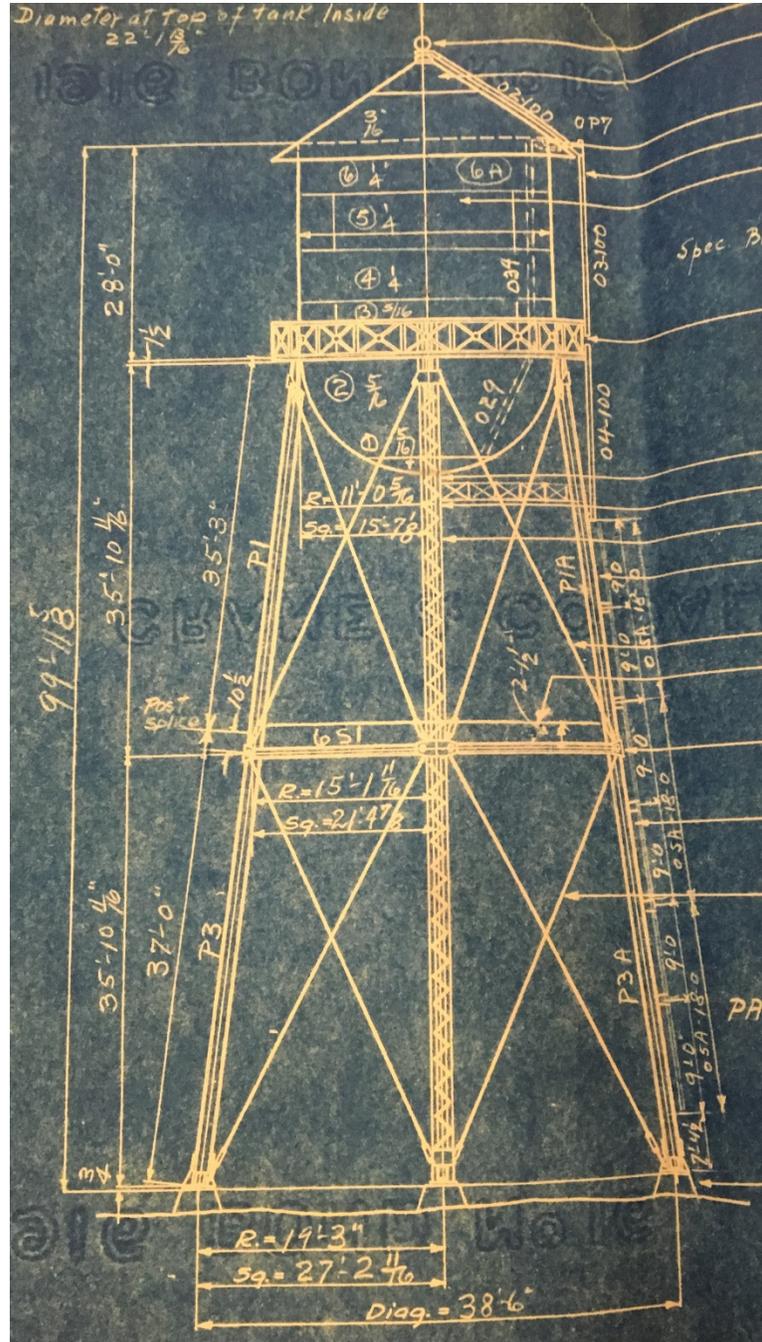


Detail of the concrete foundation of the southwest leg, view southwest (ARG, June 22, 2016)

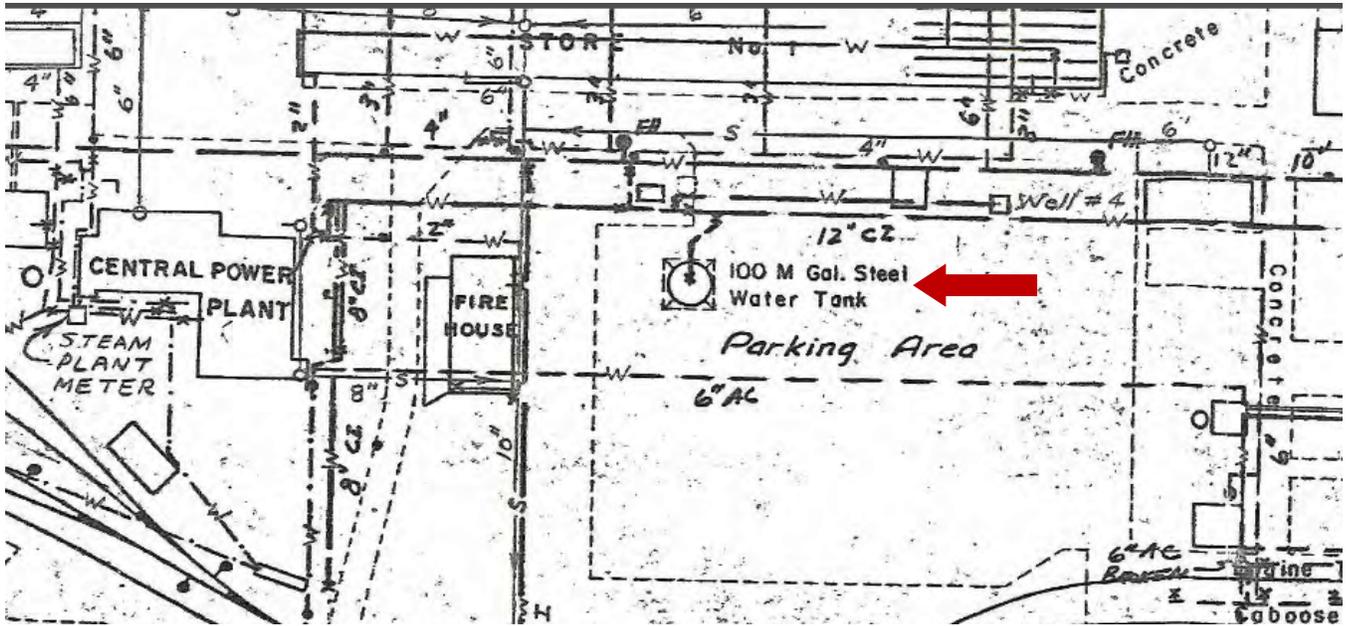


Central riser pipe extending from the ground (ARG, June 22, 2106)

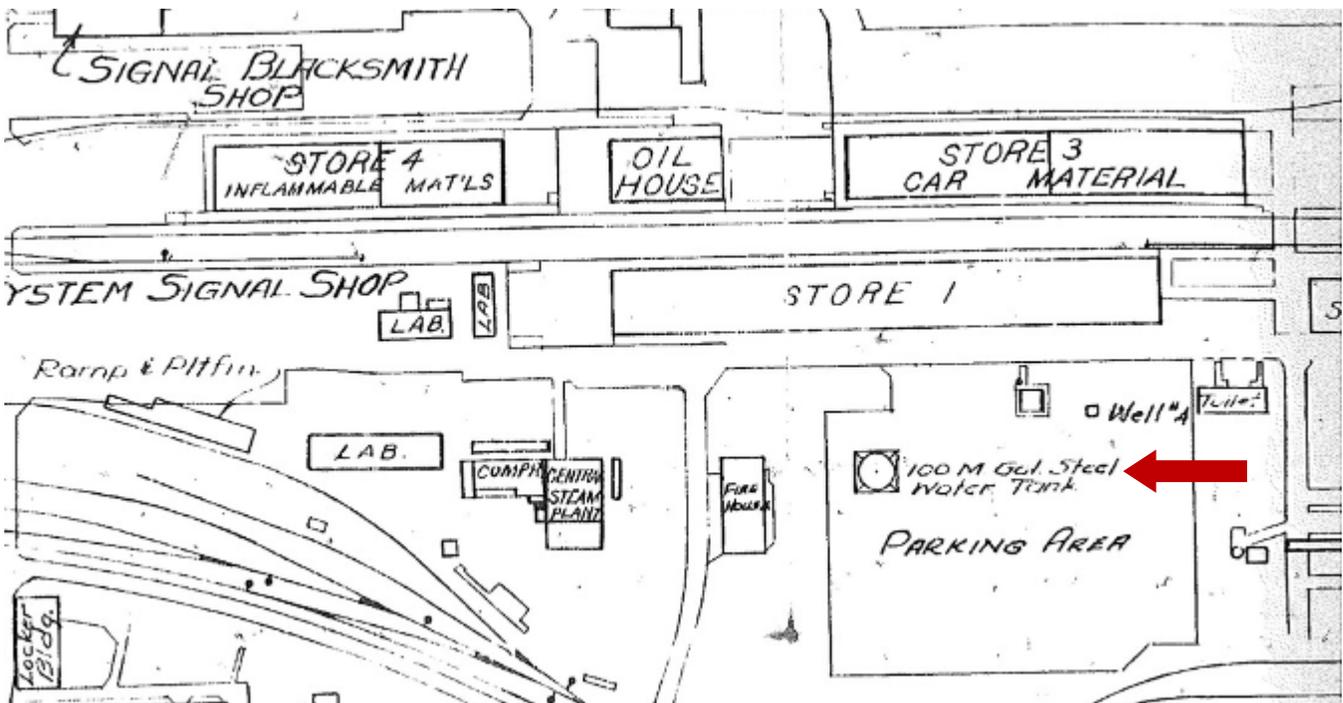
Additional Images:



Drawing of the water tank by Chicago Bridge & Iron Works, ca. 1931
 (California State Railroad Museum Library, Box 300.8, ID 28798)



Plan of the Sacramento Railyards, 1965 (revised to 1978); the arrow indicated the location of the water tower (California State Railroad Museum, annotated by author)



Plan of the Sacramento Railyards, 1971; the arrow indicated the location of the water tower (California State Railroad Museum, annotated by author)



Photograph of the water tower, ca. 2002, view northeast (Library of Congress, Historic American Engineering Record HAER No. CA-303-J)

Continuation of B12. References:

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