

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC "Big Four" House

AND/OR COMMON

"Big Four" House

2 LOCATION

STREET & NUMBER (no number) North side of I Street between Front and
Second Streets

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Sacramento

VICINITY OF

MUL

STATE

California

CODE
06

COUNTY

Sacramento

CODE

067

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- MUSEUM
- COMMERCIAL
- PARK
- EDUCATIONAL
- PRIVATE RESIDENCE
- ENTERTAINMENT
- RELIGIOUS
- GOVERNMENT
- SCIENTIFIC
- INDUSTRIAL
- TRANSPORTATION
- OTHER work in progress
- MILITARY

4 OWNER OF PROPERTY

NAME State of California, Department of Parks and Recreation

STREET & NUMBER

CITY, TOWN

Sacramento

VICINITY OF

STATE

California

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, County Recorder's Office
REGISTRY OF DEEDS, ETC.

STREET & NUMBER

901 G Street (P. O. Box 1206)

CITY, TOWN

Sacramento

STATE

California

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED DATE <u>1966</u>
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Leland Stanford, Collis Huntington, and Mark Hopkins built three adjacent stores for themselves in 1852, at 220-226 K Street in Sacramento. The simple, two-storey brick commercial-style buildings were originally separate, but with the union of the three in the railroad venture, the buildings were united into one structure also. Office spaces needed to be enlarged, walls were cut through, and so on. This new building served as the general offices of the company from 1862 to 1873. Then, the offices of the Central Pacific were transferred to San Francisco. In 1878, the building was remodeled again, and although subsequent changes were made, the appearance of the building until 1966, was that of 1878 and later.

In 1966, the Big Four Building was carefully disassembled by the State of California, to save it from razing which took place in the K Street neighborhood because of an urban renewal project. The building has now been moved to the old Sacramento District and re-erected. Its address (unnumbered) is now on the north side of I Street, between Front and Second Streets. Immediately to the North and East is a tangle of California freeways. Only Dingley's Spice Mill also stands on the North side of I Street between Front and Second Streets. The reconstructed Big Four Building has also been renovated, so that its facade no longer is that of 1878 and later, but that of 1862-73. The arcaded entrance to Dingley's sets it apart from the Big Four Building adjacent to the west. The Big Four Building is also tied together visually by the painting of the brick South facade, and the ballustrated wooden porch. The building will soon be open to the public.

PERIOD

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1852, 1878, 1967

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The so-called "Big Four" building, built in 1852, was named after the "big four"--the four men who planned, financed, and built the Western end of America's first transcontinental railway. They were Collis Huntington, Mark Hopkins, Leland Stanford, and Charles Crocker.

It was in this structure that the four made their offices while organizing the Central Pacific (California to Utah) section of the railway, and where subsequently they founded the Southern Pacific Railroad (to Southern California) in 1873.

On July 4, 1864, President Lincoln signed the act which provided for the construction of the Union Pacific-Central Pacific Railroad, together forming the first transcontinental railway. On May 10, 1869, the "golden spike" was driven near Brigham City, Utah, uniting the two sections.

HISTORY

Built in 1852 by Leland Stanford, Collis Huntington, and Mark Hopkins, as their stores, the building subsequently served as the first general offices of the Central Pacific Railroad when they became its chief organizers.

By the 1850's, there was general agreement that without help from the national government, a Pacific railroad would never be built. Unfortunately, however, because of the North-South political animosity which was drawing to its head during that decade, nearly all great national questions and decisions were colored by that larger struggle. The result was delay and indecision. Only after Theodore Judah himself surveyed a feasible route for a railroad through the Sierra Nevada, and then organized the financial backing for it, did the Western railroad idea become practicable. Judah involved Collis Huntington, Mark Hopkins, Leland Stanford, and Charles Crocker in the planning, financing, and building of the California to Utah section of the transcontinental railway, finished in 1869. They later built the Southern Pacific Railroad to Southern California.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Carroll Hall and Hero Rensch, Old Sacramento, A Report on its Significance
 (California Department of Parks and Recreation, Sacramento 1958).
 Oscar Lewis, The Big Four (New York, 1938).
 Mildred Hoover and Hero Rensch, Historic Spots in California (Stanford 1958).

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than 1
 UTM REFERENCES

A	1 0	6 3 0 4 0 0	4 2 7 1 5 4 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

(See Continuation Sheet)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

James Dillon, Architectural Historian

ORGANIZATION

Historic Sites Survey, National Park Service

DATE

September 1975

STREET & NUMBER

1100 L Street NW.

TELEPHONE

202-523-5464

CITY OR TOWN

Washington

STATE

D.C.

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
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CONTINUATION SHEET

ITEM NUMBER 10

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The so-called "Big Four Building" was originally located at 220-226 K Street in Sacramento. In order to preserve the building in which the Central Pacific Railroad was planned in 1862, the State of California's Department of Parks and Recreation, in 1967, oversaw the disassembly and storage of the building when a major razing and redevelopment project was carried out in this area of Sacramento. The "Big Four Building" has now been reassembled on the north side of "I" Street, between Front and Second Streets.

Naturally, one cannot suggest that the environment of The Big Four Building is an integral part of the landmark designation. The building maintains its status because of the events that transpired within its walls, and not because of any architectural distinction of the building or its environment. Having been treated then as a movable object, one can only say that the boundary of the landmark is co-extensive with the physical dimensions of the Big Four Building.