

PH 0037141

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	California
COUNTY:	Modoc
FOR NPS USE ONLY	
ENTRY DATE	SEP 6 1974

1. NAME

COMMON:
N.C.O. Building

AND/OR HISTORIC:
Nevada-California-Oregon Railway Company General Office Building

2. LOCATION

STREET AND NUMBER:
619 N. Main Street

CITY OR TOWN:
Alturas

CONGRESSIONAL DISTRICT:
2

STATE: California CODE: 06 COUNTY: Modoc CODE: 049

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress <input type="checkbox"/> Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Yes: Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) <u>Elks Lodge</u>

4. OWNER OF PROPERTY

OWNER'S NAME:
B.P.O.E. Lodge

STREET AND NUMBER:
619 No. Main Street

CITY OR TOWN:
Alturas 96101

STATE: California CODE: 06

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Modoc County Court House

STREET AND NUMBER:

CITY OR TOWN:
Alturas

STATE: California CODE: 06

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
California History Plan, Vol. 2, "Inventory of Historic Features"

DATE OF SURVEY: 1967 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
California Department of Parks and Recreation

STREET AND NUMBER:
P.O. Box 2390

CITY OR TOWN:
Sacramento

STATE: California CODE: 06

SEE INSTRUCTIONS

STATE: California

COUNTY: Modoc

ENTRY NUMBER: SEP 6 1974

FOR NPS USE ONLY

DATE:

7. DESCRIPTION

CONDITION

(Check One)	
<input type="checkbox"/> Excellent	<input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruins <input type="checkbox"/> Unexposed
(Check One)	
<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered on exterior <input type="checkbox"/> Moved <input checked="" type="checkbox"/> Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The NCO Building is a stone block structure built in 1917 to house the administrative office of the Nevada-California-Oregon Railway. The building shows a significant transition between two important periods in California architecture. Elements of the earlier Mission Revival are seen in the curved espadana gable of the facade, and in the Mission style arches which surround the entrance. The influence of the later Spanish Colonial Revival appears in the Churrigueresque ornamentation of the side entrance. The building has a tile roof and a bell tower characteristic of both phases of the Spanish styles in California. The imposing belfry of the structure needed a set of bells in keeping with its Spanish architecture; with the exception of one metal bell the rest are wooden dummies, turned on the company lathe.

The present owners of the structure, the Elks Lodge, maintain it in good condition. It has changed little in appearance since its construction as a railroad office with the exception of the addition of a BPOE sign over the porch and a small bulletin board next to the building for the announcement of local events. A well kept lawn enhances the east front of the building. On the north and west sides a large parking lot has been constructed adjacent to the building; a one-story commercial structure has been built near the south side. The NCO building is on the main street of Alturas, Highway 395, in a mixed residential-commercial neighborhood.

Some interior modifications have been made; however, the exterior of the building is virtually unaltered.

APR 1 1974

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input checked="" type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) **Construction, 1917-18**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify) _____
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input checked="" type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input checked="" type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		_____
<input type="checkbox"/> Conservation			_____

STATEMENT OF SIGNIFICANCE

The coming of the railroad to Alturas has been called the city's most stabilizing feature. Its real beginning was June 1, 1880, when John T. Davis organized a stock selling company called the Nevada Oregon Railroad. The railroad was projected to run in both directions from Reno to the south of Aurora, and to the north to the California-Oregon line at the western shore of Goose Lake. The first spike was driven in 1881. In 1884, the railroad was sold to the Moran Brothers banking firm, and its name was changed to the Nevada-California-Oregon Railway.

It was not until fifteen years later that residents of Alturas could avail themselves readily of the railroad. Regular service to Alturas began on December 1, 1908. Since then it has played a major role in the development of Modoc County. In 1917, the N.C.O. Railway sold that portion of its line from Reno to Hackstaff (now known as Herlong) to the Western Pacific for the sum of \$700,000. This necessitated moving the administrative headquarters and shops of the N.C.O. from Reno to another location somewhere along the remaining N.C.O. lines.

Citizens and businessmen of the city of Alturas had offered the N.C.O. a gift of \$10,000 in cash and 20 acres of city property if they would establish their new headquarters in Alturas. This offer was accepted.

The Alturas Plaindealer of February 1, 1918 reported "N.C.O. Headquarters Established Here". The entire office force of the N.C.O. had arrived on the train the previous Wednesday and since the new administration building had not been completed, they were occupying temporary offices in the Fitzgerald House.

Local papers do not reveal the date when the N.C.O. Building was completed and occupied but it evidently was some time later in 1918.

Previously the Plaindealer of August 24, 1917 had run a full-page feature picturing the architect's drawing of the "Proposed Nevada-California-Oregon Railway Company General Office Building", and mentioned that it would cost approximately \$40,000. It also stated that the stone for the building would come from the Sisson quarry west of town. From the foregoing it may be inferred that the N.C.O. Building construction started shortly after

(continued, see attached sheets)

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Railroads of Nevada and Eastern Oregon: Myrick

A Guide to Architecture in San Francisco and Northern California:
David Gebhard, et al, Peregrine Smith, Inc. 1973

American Architecture Since 1780: Marcus Whiffen, MIT Press, 1969

Files of Alturas Plaindealer newspaper

Correspondence from Mr. Loring White, Alturas, March 16, 1974.

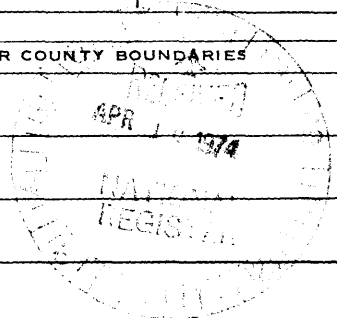
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		41° 29' 23"	120° 32' 34"	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **1 Acre**

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



UTM
1075200
4595850
02

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: **Beth J. Coppedge: Senior Stenographer, Resources Management and Protection Division**

ORGANIZATION: **Department of Parks and Recreation** DATE: **3/29/74 (revised) 7/8/70**

STREET AND NUMBER: **P.O. Box 2390**

CITY OR TOWN: **Sacramento** STATE: **California** CODE: **06**

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name: [Signature]
Title: State Historic Preservation Officer

Revised: April 1, 1974
Date: August 3, 1970

I hereby certify that this property is included in the National Register.

[Signature]

Director, Office of Archeology and Historic Preservation

Date: 9/6/74

ATTEST:

[Signature]
Keeper of The National Register

Date: 9.6.74

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE California	
COUNTY Modoc	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
SEP 6	1974

(Number all entries) #8. Significance
August 24, 1917 and was completed sometime after February 1, 1918. The original architect's drawing of the building is in the Modoc County Museum.

On October 8, 1926, the N.C.O. Railway was sold to the Southern Pacific, which did not actually take over its operation until September 15, 1929. For a short time the S.P. operated both their standard gauge and the N.C.O narrow gauge, but this proved impractical and they dropped the narrow gauge after a few years.

Architectural Significance

The N.C.O. Building represents a significant transition between the Mission Revival and the Spanish Colonial Revival architectural styles. It was built at a time when the popularity of the Mission Revival style was waning and the new Spanish Colonial Revival was beginning to become more popular. The Mission Revival was modeled after California's Spanish Missions and was felt by many promoters of California in the 1890's to be the logical architecture which would be in keeping with California's environment and heritage. Romantic literature of the period such as Ramona by Helen Hunt Jackson and C. F. Lummis' Land of Sunshine magazine helped to establish a romantic southern California Spanish legend; this romantic image of the state was widely promoted through brochures to prospective settlers which described the remarkable climate and arcadian qualities of the California landscape. Within the context of the romanticism of the literature and the promotional efforts of the period the Mission Style became almost immediately successful. By the late 1890's the curved Mission Style gables and arches, tile roofs and stucco were appearing frequently in the construction of railroad stations, schools, commercial buildings and houses. According to David Gebhard in Architecture of San Francisco and Northern California "although the style did not transform northern California as it did the southern part of the state, hardly a single town came out of the period without at least one building clothed in Mission Revival garb." The craze for Mission Revival cottages and public buildings was on the wane when in 1915 the California-Panama Exposition at San Diego introduced a new form of Spanish-based architecture, the Spanish Colonial Revival. According to its proponents, this was the ideal architecture for California since it was based upon original Spanish colonial antecedents, rather than upon the California missions which were generally crude, unsophisticated buildings. The highly ornamented Spanish Colonial Revival had become an architectural movement which swept California and much of the United States.

The N.C.O. Building is a notable transition between the two styles. Primarily Mission Revival, it effectively combines elements of the Spanish Colonial Revival into a strong statement of the development of architectural taste in California of the early 20th Century.