

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 determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

### 1. Name of Property

Historic name: Thomson-Diggs Company Building **DRAFT**

Other names/site number: \_\_\_\_\_

Name of related multiple property listing:

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

### 2. Location

Street & number: 1800 3<sup>rd</sup> Street

City or town: Sacramento State: California County: Sacramento

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this 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 meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

<p>_____ <b>Signature of certifying official/Title:</b></p> <p>_____ <b>State or Federal agency/bureau or Tribal Government</b></p>	<p>_____ <b>Date</b></p>
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In my opinion, the property   meets   does not meet the National Register criteria.

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**Signature of commenting official:** **Date**

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**Title :** **State or Federal agency/bureau  
or Tribal Government**

**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

**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



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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

OTHER/  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: \_ foundation: CONCRETE; walls: BRICK, CONCRETE \_\_\_\_\_

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The Thomson-Diggs Company Building is a three-to-four story, approximately 200,000 square-foot industrial warehouse located at 1800 3rd Street in downtown Sacramento, California. The building occupies the northern half of the block bounded by 3rd Street to the east, 2nd Street to the west, R Street to the north, and S Street to south. Purpose-built in 1911 for use by the Thomson-Diggs Company, a major wholesale hardware distributor of the city, and expanded with additions at the rear (west) side in 1936 and 1947, the building evidences the R Street Industrial Corridor that became the center of Sacramento industry in the early 20th century because of the direct access to the railroad. Converted to office use in 1987-1988 and now undergoing rehabilitation for conversion to mixed-use, the building continues to convey its identity as an early-20<sup>th</sup> century industrial warehouse. Although the integrity of setting has been lost, the building retains integrity of location, design, feeling and association and to a lesser extent, integrity of materials and workmanship.

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### Narrative Description

Overview and Site

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Constructed of reinforced concrete, the Thomson-Diggs Company Building at 1800 3<sup>rd</sup> Street features a rectangular footprint with a flat roof and is comprised of two main volumes: an original portion constructed in 1911 that fronts 3rd Street to the east and a rear (or west) historic addition built in two stages. A one-story rear addition was constructed initially in 1936, expanding the building to 2nd Street and, thus, nearly doubling the original footprint. This addition subsequently received a two-story rooftop addition in 1947, resulting in the form, scale and massing that remains evident today.

The building is three stories tall at its north side and rises to four stories in height at its south side due to the site's sloping grade. The entire building is clad in a contemporary brick veneer that features paired, black tile string courses. The black tiled bands separate an expanse of regularly spaced, large window openings on each floor at all four elevations. Fenestration typically consists of narrow, vertical window openings at the ends that frame wider horizontal window openings in the middle of the elevations. Window openings at the second floor (first floor at the north elevation) are roughly square in shape and contrast with the rectangular-shaped window openings at the top two floors. All window openings contain fixed, non-historic multi-lite aluminum windows. The brick veneer and aluminum windows date to 1987-88 when the building was converted from industrial to commercial office use.

The site slopes gently downward from north to south and is surrounded by paved concrete public sidewalks at the north, east, and west sides. The R-S Alley (now functioning effectively as a drive) and an adjacent paved surface parking lot are situated to the building's south. The building is slightly set back from the sidewalk at the north side. The setback is filled with a maintained lawn featuring a border of ivy and small trees and small regularly spaced concrete-paved patios with concrete picnic tables or benches. A contemporary concrete monument sign, clad in brick and stucco is installed at the northeast corner of the property.

### Exterior

The east or primary façade faces 3<sup>rd</sup> Street and features nine bays of windows. The façade contains the original main entrance to the 1911 portion of the building, which is located slightly to the right (north) of the façade's center (Photos 1 and 2). The entrance contains paired non-historic wood doors with integrated glazing and metal handrails that are set inside a recessed opening. The entrance surround features a low-pitched architrave that contains a band of black tiles at its center. Two non-historic rectilinear metal light sconces are installed at each side of the entrance surround.

The south elevation faces a paved surface parking lot and includes ten bays of windows at both the original 1911 portion of the building and the later addition (Photos 3 and 4). The first-floor features six recessed openings that were originally part of a series of loading bays for trucks, but which were converted into the current main entrance to the building in the 1980s. A series of steps with a connected accessible ramp with metal pipe handrails lead up to the entrance, which is located at the west side of the westernmost opening. The entry has tiled paving and wall cladding and a stucco-clad ceiling with recessed can lights. An angled storefront window that faced the entrance has been removed as part of the in-progress rehabilitation and is boarded up with plywood. To the east, a recessed band of glazed storefront windows is located behind the

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rest of the former loading dock openings. The western 1936/1947 portion of the south elevation contains, from left to right, a loading bay with a concrete pad and roll-up metal door and an adjacent metal man door with concrete steps and a second loading bay with a narrower roll-up metal door and concrete ramp and a second metal man door.

The west elevation faces 2<sup>nd</sup> Street and contains nine bays of windows (Photo 5). A original secondary entrance is located at the north end of the elevation exiting from the elevator tower (Photo 6). The entrance contains short concrete steps that lead up to a pair of metal-clad paneled doors. A flat metal awning shades the entrance. A sloped paved walkway from this entry stoop extends southward four bays until the grade levels; a metal pipe handrail with curving ends, eliciting Moderne design, delineates the sloped walkway. This elevation also contains metal service doors in a recessed rectangular opening near the center of the elevation.

The north elevation faces R Street, where the railroad tracks of the Western Pacific Railroad historically ran and have since been removed (Photo 7). The elevation includes 10 bays of windows at the original 1911 portion of the building and nine bays of windows at the later 1936/1947 addition. Large square-shaped windows at the first floor of the 1911 portion of the building were historically loading bays that were infilled during renovations in the 1980s. A brass plaque is installed at the east end of the elevation.<sup>1</sup> A stucco-clad elevator penthouse is visible on the roof above the fifth bay of windows from the east.

#### *Exterior Rehabilitation Planned*

The property will be undergoing exterior rehabilitation work as part of an approved federal historic tax credit project that will convert the property to mixed-use inclusive of market-rate apartments and commercial retail space while adhering to the *Secretary of the Interior's Standards for Rehabilitation*. Exterior work initiated includes the removal of a non-historic, angled storefront window on the south elevation, the opening of which has since been infilled with plywood to provide protection during interior work. Proposed exterior work includes site alterations to update the existing surface parking area and to provide an outdoor patio for tenants. Proposed work to the exterior of the building is minimal. The exterior masonry cladding will be maintained as will existing non-historic windows, except where required to address seismic retrofitting to strengthen the building, or where louvered windows are needed to provide sufficient air intake for the fan coils associated with proposed commercial spaces beyond. The historic east (primary) entry will be preserved. Alterations at entries are proposed for non-primary elevations such as at the non-historic south elevation entry and its loading dock facilities. Two previously altered window openings at the north elevation will be modified to accommodate a new exit door and café entry. Rooftop mechanical equipment will be replaced with new equipment as will the existing built-up roofing. With exception of protective measures, the proposed exterior rehabilitation scope of work has not yet begun.

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<sup>1</sup> The plaque notes that the building is on the site of California Historical Landmark No. 526, which recognizes the founding of "California's First Passenger Railroad," the Sacramento Valley Railroad, on the site in 1855.

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### Interior

The interior of the building is roughly divided between the original 1911 portion of the building and 1936/1947 addition.

### *Finishes*

The interior of the building was renovated in the late 1980s to convert the building from industrial to office use. More recent tenant improvements occurred in various locations throughout the building through the 2020s, resulting in a wide variety of non-historic floor configurations and non-historic finishes, albeit reversible in most instances. These non-historic office finishes – including office demising walls, dropped acoustical tile ceilings, and carpet tile flooring – were removed during the in-progress rehabilitation work (see below), exposing the original industrial character of the building underneath. All floors have an open floor plan with exposed concrete floors and a continuous grid of regularly spaced structural concrete columns or steel posts. Differences between the design of the columns, structural framing, and wall and ceiling materials reflect the varying ages of construction of different portions of the buildings.

All floors of the original 1911 portion feature a grid of square concrete columns and exposed concrete walls and ceilings (Photos 8, 14, 15, 18 and 21). The structural demising wall between the original 1911 building and later 1936/1947 addition retains a smooth cement plaster float finish and large ghost sign, reading “Thomson Diggs Co. Wholesale Hardware,” which spans the third and fourth floor and are remnants from when this wall was the exterior west elevation of the original 1911 building (Photos 20 and 23).

The first and second floors of the west addition, which were constructed in 1936, have a grid of mushroom-capped concrete columns and exposed concrete walls and ceilings (Photos 11, 12, and 16). Remnants of a concrete mezzanine with metal pipe handrails exist on the second floor, adjacent to the structural demising wall between the 1911 and 1936 portions of the building.

The third and fourth floors of the west addition, which were constructed in 1947, have exposed steel posts and ceilings (Photos 19 and 22). The third floor of the 1947 addition has concrete walls, while the fourth floor has exposed steel walls.

The roof is flat with a membrane covering. The roof level steps up at the 1946 addition and is surrounded by a parapet wall that varies in height from a few inches to several feet. The original 1911 portion contains the contemporary elevator overruns, a contemporary concrete block exit stair penthouse, and two abandoned original concrete elevator penthouses, while the 1936/1947 addition has an abandoned original elevator penthouse and an abandoned original stair penthouse, as well as the original mechanical penthouse for the extant freight elevator. A variety of operational contemporary and abandoned mechanical equipment is installed on the roof.

### *Circulation*

Evidence of historic vertical circulation remains in both halves of the building. A large freight elevator is located near the southeast corner of the 1936/1947 addition, directly adjacent to the demising wall that connects the addition to the original 1911 building. This elevator retains its original cab, sliding latticed wood gates, and metal screen fencing (Photos 13 and 17). A smaller

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service elevator is located at the northwest corner of the addition and retains its metal cab with metal accordion doors (Photo 24). Concrete enclosures, which appear to have housed an additional freight elevator and exit stair are located along the interior face of the north elevation at the first and second floors of the 1936 addition. The elevator cab, equipment, and stairs were removed at an unknown date, likely when the building was converted from industrial to office use.

All original stairs inside the building were also removed at an unknown previous date. The primary existing contemporary circulation core is accessed from the ca. 1987 main entrance at the east end of the south elevation and is located at the center of the 1911 portion of the building (Photo 10). The non-historic circulation core consists of three bays of contemporary passenger elevators that access all floors of the building. The elevators have bronze-colored metal doors (boarded up with plywood for the duration of the in-progress rehabilitation work) and face a rectangular double-height elevator lobby with a wraparound mezzanine at the second floor of the 1911 portion of the building. The elevator lobby has contemporary finishes, including metal mezzanine handrails, a gridded ceiling light system, and acoustical tile ceilings adjacent to the elevator bays.

The building has three contemporary exit stairs, installed in 1987, which access all floors of the building. One exit stair is located at the southwest corner of the main lobby, adjacent to the freight elevator. Two additional exit stairs are located at the east and west ends of the central corridor in the north halves of the original 1911 portion of the building and 1937/1947 addition. That at the east exits onto 3<sup>rd</sup> Street via a contemporary lobby (Photo 9). All exit stairs have steel and concrete construction, exposed concrete floors and ceilings, and concrete block walls.

### *Interior Rehabilitation Work In Progress*

As of July 2025, the National Park Service-approved proposed rehabilitation of the building into a mixed-use consisting of apartments and commercial retail space is in progress. Specifically, the interior soft demolition of the non-historic offices, including removal of the non-historic floor-plan configurations, as well as all non-historic finishes such as dropped ceilings, carpeting and drywall has been completed. The interior framing of upper floors with mechanical, electrical, and plumbing rough-in has also been initiated. As part of the approved project, floors are proposed to be delineated with a central corridor along the building's east-west axis that connects the existing primary circulation core, elevator lobbies, and exit stairs. New residential units, along with some offices and retail spaces and resident amenities will generally be delineated on either side of the corridors with the new demising walls installed to allow columns to remain visible. As such, the character-defining repeating column grid, physical distinction between the original 1911 portion of the building with square columns and the west addition with mushroom cap columns will remain visually apparent. The proposed scope ensures the building will continue to feature its historic interior industrial character. Most common areas and spaces within the new units will feature full-height ceilings, exposed to the concrete structure. Floor finishes will vary depending on a combination of existing conditions and use. Concrete floors, however, will remain exposed where possible. The rehabilitation will also include a voluntary seismic retrofit of the building and upgrades to meet current code requirements. This structural work will consist of new concrete tie beams at the north and south perimeter walls, for instance. Once the proposed

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project is complete the first floor will contain the leasing office, retail spaces, offices, tenant amenities, and rentable mini storage. The second, third, and fourth floors will contain studio, one-bedroom, and two-bedroom residential units and tenant common areas. The second floor will also include a public café.

### Construction History

#### *Original Construction*

Historic photographs from the early 1910s and a fire insurance map published by the Sanborn Map Company in 1915 illustrate the Thomson-Diggs Company's appearance shortly after its completion in 1911. Original architectural drawings have not been located. The 1915 Sanborn Map Company map shows that the building consisted of a reinforced concrete building with a roughly square footprint, flat roof, and wired glass windows located at the corner of R and 3<sup>rd</sup> streets (Figure 1). The building was three stories tall over a basement at its north end and four stories tall at its south end (Figure 3). A recessed shipping bay for truck loading and unloading was located along the first floor of the south elevation (Figure 4). The north elevation of the building faced both the main tracks of the Western Pacific Railroad and Southern Pacific Railroad which ran along R Street, and spur tracks which ran directly to the building (Figure 5). The building's exterior was clad with smooth concrete with decorative raised bands running between each floor of windows. According to an article published by the *Sacramento Bee* in 1915, the building had a "handsome marble entrance" at the center of its east façade, facing 3<sup>rd</sup> Street, which was considered rare for an industrial warehouse at the time. A photograph of employees standing in front of the main entrance shows that the marble finishes were limited to facing on the front steps (Figure 6). A second entrance was located at the north end of the east façade. The interior featured two elevator shafts, a staircase to the upper floors, and industrial metal chutes to transport goods from the upper floors to the lower floors. A historic photograph shows that the interior of the warehouse had an open floor plan, exposed concrete floors, square columns, and ceilings with rows of industrial workstations (Figure 7).

In 1915, the fire insurance map indicates the surrounding neighborhood contained a mix of residential and industrial development. Adjacent parcels to the west of the subject building contained tanks for the Sacramento Gas Company and a wood-framed residence. Other developments in the area included a freight house for the Western Pacific Railroad directly to the north; warehouses for the Western Pacific Railroad, International Revenue Bonded, and Wood-Curtis Company to the west on the Sacramento River waterfront; the Capitol Box Factory on the full block between Front, P, Q, and 2<sup>nd</sup> streets; the Central California Canneries complex on the half block between Front, Q, 2<sup>nd</sup>, and R streets; and several smaller planing mills, warehouses, carriage works, and one- to two-story single-family residences.

#### *Alterations*

The building has expanded and undergone alterations, interior and exterior since its initial construction in 1911. Before 1915, Thomson-Diggs Company constructed a separate heavy hardware warehouse with rows of gabled roofs and corrugated metal cladding on the east side of 3<sup>rd</sup> Street, directly across from the subject building, resulting in a small complex of company-owned buildings at the intersection of R and 3<sup>rd</sup> streets (Figure 8). Only the subject building remains. Between August 1919 and March 1925, contractors M.F. McKenzie and C.

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Van Hall were hired to make various alterations to the interior of the subject building, including the addition of shelving, office remodels, and the installation of a platform.<sup>2</sup> It's unclear which floor level these original and likely limited offices were located, however, a ca. 1915 photograph shows the office space at that time was partially finished and featured wood wainscoting on some walls and extended to partial height on columns (Figure 9). Contractor William Keating was hired to "build concrete walls and fence," valued at \$800, in May 1934.<sup>3</sup> In July 1936, Keating returned to the site to expand the relatively square-shaped building westward for construction of a low basement and ground-level warehouse addition, which more than doubled the original footprint (Figure 2 and Figure 10).<sup>4</sup> The steel-framed addition featured reinforced concrete walls, floors, and columns.<sup>5</sup> At that time, it was clad with exposed smooth concrete. In May 1945, the Thomson-Diggs Company erected a shed for parking cars on the property, valued at \$300 (since removed).<sup>6</sup> Then, in 1947 Campbell Construction Company added two stories to the roof of the 1936 warehouse addition; this rooftop addition was designed by architect Harry Devine and clad with corrugated metal (Figure 11, 12 and 13).<sup>7</sup> The building was re-roofed in 1956.

Since then, the most significant changes to the building occurred in the early 1980s, when the Thomson-Diggs Company ownership and use of the warehouse came to an end in ca. 1985. At that time, the company moved to new facilities in Natomas, California. Shortly thereafter, the property was purchased by the Watkins Company, which completed an extensive renovation in 1987-1988 that converted the former warehouse into use as a State office building.<sup>8</sup> The alterations made during that conversion are evident in its appearance today. Exterior alterations were implemented. The projecting cornice around the original portion of the building was removed and all elevations, including those of the addition were clad in brick veneer with black ceramic tile bands. The marble finishes at the primary 3<sup>rd</sup> Street entrance were removed, and its doors, transom, and light fixtures were replaced. A secondary entrance facing 3<sup>rd</sup> Street was also infilled to accommodate new window openings. Loading bay openings along the north elevation, facing R Street, were reduced in size and infilled with window units. A flat awning over the recessed truck loading bays at the rear (south) elevation was removed and a new storefront window system was installed behind the modified openings. At the north and west elevations of the addition, window openings at the first floor were expanded to align with the altered configuration of window openings of the original building volume, and new bands of windows were installed on the second and third floors. A loading dock at the north elevation was also removed. Metal-clad wood paneled doors and a flat awning on the west elevation were retained, but the glass-block transom over the entrance was replaced with an anodized aluminum window.

<sup>2</sup> City of Sacramento, Building Division, Permit No. 4739, 04 August 1919. City of Sacramento, Building Division, Permit No. 5398, 08 January 1920; and City of Sacramento, Building Division, Permit No. 7488, 20 April 1921. City of Sacramento, Building Division, Permit No. 6432, 11 March 1925.

<sup>3</sup> City of Sacramento, Building Division, Permit No. B-3171, 31 May 1934.

<sup>4</sup> City of Sacramento, Building Division, Permit No. A-4604, 24 July 1936.

<sup>5</sup> Sanborn Map Company, "Sacramento, California" [map], 1950, Library of Congress.

<sup>6</sup> City of Sacramento, Building Division, Permit No. B-13380, 22 May 1945.

<sup>7</sup> City of Sacramento, Building Division, Permit No. B-20390, 28 October 1947. In March 1950, Campbell Construction Company returned to the site to make "alterations" valued at \$2,000. City of Sacramento, Building Division, Permit No. B-28338, 27 March 1950.

<sup>8</sup> Margaret Peterson, "Local Business Pioneer Drops Wholesale Division," *Sacramento Bee*, 13 August 1991: 52.

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All windows were replaced with the extant multi-lite anodized aluminum-frame windows. The interior was also renovated. It was subdivided from a generally open plan warehouse space into a combination of open plan and irregular smaller offices. Interior finishes such as floor finishes and dropped ceilings were installed and have in some instances been removed, partially removed, or replaced as tenant changes dictated. However, as part of the current proposed federal tax incentive rehabilitation project, remaining non-historic finishes of the office tenant fit-outs are in the process of being removed.

### Integrity Analysis

*National Register Bulletin 15* describes integrity as the capability of a resource to convey its significance. Integrity is evaluated based on a set of seven aspects detailing a property's features and how they relate to significance. Specific to the seven aspects of integrity are location, setting, design, workmanship, materials, feeling and association. Despite the alterations detailed above, the Thomson-Diggs Company Building retains sufficient integrity to qualify for individual listing on the National Register. Although its integrity of setting has been lost, the building retains integrity of location, design, feeling and association and to a lesser extent, integrity of materials and workmanship.

Location and Setting: The building remains situated at its original location at 1800 3<sup>rd</sup> Street, occupying the northern half of the block as it has since completion of the west addition, and thus retains integrity of location. The R Street Industrial Corridor and the broader surrounding neighborhood were industrial in nature at the time of the building's original construction in 1911 and through construction of its rear addition(s). This industrial backdrop has, however, since changed. Interstate 5 now follows the historic railroad corridor (since removed) which ran adjacent to and along the north side of the Thomson-Diggs Company Building. Construction of the interstate highway in the 1960s resulted in the demolition of the car sheds to the west of the subject building and eliminated both the rail corridor, as well as access to the Sacramento River waterfront transportation corridor. The neighborhood in which the Thomson-Diggs Company Building stands is also no longer dominated by industrial warehouses, but rather low- and mid-rise commercial complexes and associated surface parking lots or parking garages, which generally date to ca. 1980s-2000s. These have changed the overall industrial character of the neighborhood. Removal of an adjacent historically, functionally related, one-story "Thomson-Diggs Company Plant No. 2" between 1984 and 1993 further altered the property's immediate industrial setting within its own block. Yet, as a result, the Thomson-Diggs Company Building in fact stands as a reminder, if not the only reminder of the immediate area's historic industrial past.

Design, Workmanship and Materials: Although some integrity of the building's historic design has been diminished through exterior alterations (i.e. brick cladding) or replacements (i.e. windows), the Thomson-Diggs Company Building's overall massing, form and scale maintains its strong horizontal presence across the parcel bounded by 2<sup>nd</sup> Street, R Street, 3<sup>rd</sup> Street, and the R-S Alley. Additionally, the following essential physical or character-defining features help further convey the building's historic integrity of early 20<sup>th</sup>-century warehouse design: the regular rectilinear form with flat roof; a fenestration pattern of regularly spaced, large multilight window openings; its recessed loading dock openings (albeit infilled) at the south elevation; the building's original main entrance on 3<sup>rd</sup> Street featuring a projecting Moderne-style surround and

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flanking light fixtures (albeit replacement); and the secondary entrance at the northwest corner of the addition, exhibiting Moderne-style metal railings and likely original metal paneled doors. Inside, too, the delineation between the original 1911 portion and the historic addition components remains evident through the concrete masonry unit demising wall between the two, and although interior spaces have been further subdivided with non-historic partitions, such installations are reversible. Some areas of the building's prior typical open floor plates do remain as does evidence of historic vertical circulation via the freight elevator, for example, located in the addition. The building's industrial warehouse design and use is also reflected in the extant regular grid of concrete columns, both the square columns in the 1911 portion and mushroom capped columns in the addition, as well as through areas of exposed concrete walls and concrete ceiling structure. Due to the building's non-historic exterior cladding, the building's integrity of exterior materials and workmanship have been diminished although as noted, the interior continues to feature the historic concrete materials and workmanship evidenced through certain areas of exposed walls, ceiling, and structural columns.

Feeling and Association: Overall, the Thomson-Diggs Company Building retains sufficient historic integrity because its form, massing, scale, and general design including configuration of openings has not been significantly altered, particularly at the interior, which retains the regular grid of exposed concrete columns and board formed concrete walls and ceiling structure. Although the exterior materials have been obscured by cladding or replaced, these alterations (being of brick veneer and multi-lite metal windows) are generally compatible with the building's industrial design, such that the building is still recognizable and continues to convey the feeling and association of an imposing early 20<sup>th</sup> century industrial warehouse.

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## 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.

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**Criteria Considerations**

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

- 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 old or achieving significance within the past 50 years

**Areas of Significance**

(Enter categories from instructions.)

INDUSTRY  
COMMERCE  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

Criterion A: 1911-1958  
Criterion B: 1911-1925  
\_\_\_\_\_

**Significant Dates**

1911  
1936  
1947

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**Significant Person**

(Complete only if Criterion B is marked above.)

Diggs, Marshall

**Cultural Affiliation**

N/A

**Architect/Builder**

Cuff & Diggs

Keating, William

Devine, Harry

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Thomson-Diggs Company building at 1800 3rd Street is historically significant at the local level under National Register Criterion A (Events) in the area of Industry for its role in Sacramento's early 20th-century industrial development and specifically for its association with the R Street Industrial Corridor, which became Sacramento's center of industrial activity and commercial distribution during that time. The building is further significant in the area of Commerce for association with its namesake, Thomson-Diggs Company, a notable wholesale hardware distributor of Sacramento. Established in 1900, the company soon outgrew its original location on J Street and relocated to the initially undeveloped, but transportation-accessible R Street Industrial Corridor. At the new location, over the course of the ensuing decades, the firm not only helped grow the R Street Industrial Corridor but also became a regional leader in the hardware industry, ultimately becoming the sole wholesale hardware distributor in the city by mid-century. In addition, the building at 1800 3rd Street is all that remains of the firm's larger multiple-building complex that spanned a couple of blocks. Under Criterion A, the property has a period of significance extending from 1911, when the original portion of the building was constructed, until 1958 when the R Street Industrial Corridor neighborhood had declined to the point that the value of the building's parcel was tied to land only and not its improvements.

The Thomson-Diggs Company building is also significant under Criterion B (Persons) at the local level for its association with Marshall Diggs, a former state senator, and prominent early 20th-century Sacramento businessman and city and regional booster. The Thomson-Diggs Company Building remains the only intact and recognizable property in Sacramento associated with Senator Diggs who was instrumental in the Sacramento Valley Development Association which promoted the agricultural industry and related needs of the valley area, but also in the

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development of North Sacramento. The period of significance of under Criterion B is 1911, the date the initial portion of the building was constructed, to Diggs' death in 1925.

**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

### **Criterion A: Industry & Commerce**

#### Development of Sacramento's Waterfront Industrial Corridor

Before the arrival of the railroad, steamboats traveling on the Sacramento River and wagon trains from the east were the primary means of transporting goods and people to and from Sacramento, which was chosen as the permanent capital city of California in 1854.<sup>9</sup> The city's first steam railroad and common carrier railroad west of the Mississippi River was the Sacramento Valley Railroad, which was completed in 1856 (discussed in more detail below). Its tracks ran from a ticket counter on the waterfront, south along the river, and then east along R Street for 22 miles to Folsom. Competing companies soon emerged. The Central Pacific Railroad, owned by four businessmen who became known as "the Big Four," surpassed them all when it was chosen in 1862 to construct the western portion of the transcontinental railroad with its western terminus located in Sacramento.<sup>10</sup>

The completion of the transcontinental railroad and competition between the railroad companies was one of the most important factors in the development of Sacramento. The city's proximity to the state's rich producing regions, rivers that could provide an unlimited supply of water, transportation options, and a rapidly growing population quickly transformed Sacramento into a commercial and manufacturing hub, particularly for California's agricultural industry. Goods and products were shipped between Sacramento and San Francisco and the wider region by steamboats that plied the Sacramento River daily, and, with the completion of the first transcontinental railroad in 1869, transported by train from Sacramento to markets across the United States.<sup>11</sup> Manufacturers quickly took advantage of the city's location. The waterfront along the Sacramento River on Front Street developed into the commercial, manufacturing, and industrial heart of Sacramento. Canneries, dairies, flour mills, breweries, and packaging manufacturers were constructed along the street from the Southern Pacific Railroad shops on the north end of the city to the Friend & Terry lumber mill on Front and V streets. The stretch of Front Street from I Street to V Street contained was lined with warehouses and wharves.<sup>12</sup> Industrial development also occurred along the waterfront of the American River at the northern edge of the city. Rail lines proliferated along these riverfront industrial corridors and traversed the city to make the packing and shipping of produce as efficient as possible.<sup>13</sup>

<sup>9</sup> Severson, *Sacramento, An Illustrated History*, 166-170.

<sup>10</sup> City of Sacramento, General Plan Technical Background Report, Appendix B, 6.3-59-60.

<sup>11</sup> "City of Sacramento, General Plan Technical Background Report, Appendix B, 6.3-4-5.

<sup>12</sup> William Burg, "Sacramento: 1910," *Midtown Monthly*, 1 April 2010, accessed February 27, 2024, <http://www.midtownmonthly.net/life/sacramento-1910/>.

<sup>13</sup> William Burg, "The Big Tomato," *Midtown Monthly* (11 March 2011), accessed 6 March 2024, <http://www.midtownmonthly.net/life/the-big-tomato/>; C.W. Geiger, "Libby, McNeill & Libby's Sacramento Cannery," *Canning Age* (January 1921), 12.

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Development of the R Street Industrial Corridor

In the mid-19<sup>th</sup> century, an industrial corridor began to develop along R Street. In 1855, the City of Sacramento granted a right-of-way on R Street to the Sacramento Valley Railroad, the first common carrier and first steam carrier railroad west of the Mississippi. Railroad companies were required to construct and maintain levees along their rights-of-way to assist the young city's efforts to protect itself from periodic flooding. In accordance, the Sacramento Valley Railroad constructed a levee along R Street prior to laying its tracks along the corridor. However, the levee did not have the intended effect and, in fact, exacerbated the effects of flooding in Sacramento. During particularly devastating floods in the winter of 1861-1862, the levee trapped floodwaters within the downtown area for months, and parts of it had to be removed to allow the waters to drain from the city.<sup>14</sup>

Construction began at 3<sup>rd</sup> and R streets (the site of the future Thomson-Diggs Company Building), where a passenger terminal was constructed.<sup>15</sup> When it opened in 1856, the Sacramento Valley Railroad's route was the first rail line in California. The 22-mile route stretched from the Sacramento Valley Railroad depot on the waterfront at Front Street, south along the Sacramento River, and then east along R Street to Folsom (then known as Granite City). The route was surveyed by Theodore Judah, who later helped complete the first transcontinental railroad as chief engineer of the Central Pacific Railroad.<sup>16</sup> The Central Pacific Railroad purchased the Sacramento Valley Railroad in 1865, and later sold it to the Southern Pacific Railroad in 1884. The Sacramento Valley Railroad continued to operate a rail line on R Street.

By the turn of the century, the City had completed the construction of a new system of levees and flood improvements, and the levee on R Street was no longer necessary. In 1903, the levee was removed, and the Southern Pacific Railroad's tracks were rebuilt at grade. Three years later, in 1907, a competing railroad company, the Western Pacific Railroad, opened a separate, parallel line on the Q/R Alley (Quill Alley), half a block north of the Southern Pacific's tracks.<sup>17</sup> The concentration of rail lines on and around R Street transformed it into a center of industrial activity so that by 1914, it was recognized as the industrial hub of Sacramento. Ranging from one to six stories in height, warehouses for commercial distribution centers and light industrial businesses, such as the Thomson-Diggs Company, sprang up along the R Street corridor to take advantage of the unparalleled availability of shipping and transportation opportunities there. These buildings were typically clad in brick or concrete blocks and featured open, rectilinear plans that reflected their utilitarian use. Many were served by spurs of the neighboring railroad tracks: buildings on the south of R Street used the tracks of the Southern Pacific, while those on

<sup>14</sup> Page & Turnbull, "R Street Corridor Historic District," (National Register of Historic Places Draft Registration Form, California Office of Historic Places, 2013), 8.2.; Richard J. Orsi, "Railroads and the Urban Environment: Sacramento's Story," in *River City and Valley Life: An Environmental History of the Sacramento Region*, ed. Christopher J. Castaneda and Lee M.A. Simpson (Pittsburgh: University of Pittsburgh Press, 2013), 82.

<sup>15</sup> The site has been designated California State Historical Landmark No. 526 and is recognized by a bronze plaque at the northeast corner of the Thomson-Diggs Company Building. California Office of Historic Preservation, *California Historical Landmarks by County*, "Sacramento," accessed March 6, 2024, [Sacramento \(ca.gov\)](https://www.ca.gov).

<sup>16</sup> Environmental Science Associates, "R Street Corridor Historic District Survey Report" (report, City of Sacramento Preservation Commission, 2017), 6.

<sup>17</sup> Page & Turnbull, 8.4.

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the north used the tracks of the Western Pacific. Industrial development continued along R Street through the end of the nineteenth century and into the early twentieth century in response to the growth of domestic shipping, increase in local manufacturing and commercial development, and demands of World War I.<sup>18</sup>

R Street remained Sacramento's center for freight shipping through World War II. After the War, commercial transportation began to shift away from the railroads toward truck-based shipping as an increasing number of state highways were completed. Industrial facilities along R Street reoriented themselves to accommodate this new type of transportation. While earlier buildings were oriented toward the railroad tracks and had loading docks on R Street, buildings constructed in the mid- to late twentieth century featured loading docks that fronted the surface streets to give trucks easier access. This reorientation allowed R Street to remain an active shipping and distribution center until the 1960s.

However, Sacramento's rapid growth through the 1950s – combined with the completion of interstate highways through the city, the shift of commercial and industrial uses outside city limits, and redlining practices – contributed to an overall decline of industrial activity along the Sacramento River waterfront and R Street corridor and deteriorating physical conditions of the surrounding neighborhood by the early 1960s. A 1958 appraisal for the Thomson-Diggs Company Building limited its value to \$97,400, the estimated value of the land on which it was situated.<sup>19</sup> By that time, most of the industrial buildings that were built along the Sacramento River waterfront from the 19<sup>th</sup> to the mid-20<sup>th</sup> centuries were demolished as part of the 1960s construction of the Interstate 5 highway through downtown Sacramento.

### Post-1958

In 1963, a deep-water seaport opened at the Port of Sacramento in West Sacramento. Its completion redirected shipping activity from its historic centers at Front and R streets to West Sacramento.<sup>20</sup> By the end of the decade, many of the businesses that had operated on R Street for decades had closed, including Carlaw Granite and Marble Works, which had been in business on the corridor since 1879. Rail passenger service had also declined since the end of the war, and in 1971, the Western Pacific and Southern Pacific railroad companies discontinued their passenger service and transferred it to Amtrak.

Freight traffic continued on R Street for a few more years, but the end was near. In 1974, the Southern Pacific railroad began to retire its tracks on the R Street corridor from 5th to 21st streets. The Western Pacific's freight line, running north-south between 19th and 20th streets was acquired by the Union Pacific railroad in 1982. Although freight activity had ended, tracks were again in service along the corridor in 1987 when the former Western Pacific tracks on the Q/R Alley were converted into a section of the Sacramento Regional Transit's light rail line.<sup>21</sup>

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<sup>18</sup> Page & Turnbull, 8.5-8.6.

<sup>19</sup> Malcolm K. Grant, "Appraisal of Por Blks Front – 2<sup>nd</sup>- 3<sup>rd</sup>, 3<sup>rd</sup>-4<sup>th</sup>, R-S Streets, City of Sacramento for the Thomson-Diggs Company," December 1958.

<sup>20</sup> Environmental Science Associates, 8; Steven Avella, *Sacramento: Indomitable City* (San Francisco, CA: Arcadia Publishing, 2003), 124.

<sup>21</sup> Page & Turnbull, 8.7.

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Remaining industrial buildings that were located along R Street from the late 19<sup>th</sup> to mid-20<sup>th</sup> centuries not previously impacted by the freeway development in the 1960s were demolished by the end of the 20<sup>th</sup> century. Much of the west end of the R Street corridor was redeveloped and filled with State office buildings and parking lots. As a result, the Thomson-Diggs Company Building is the only industrial building that survives at the west end of the corridor. Scattered industrial buildings from the early 20<sup>th</sup> century exist further to the east, starting with the former Sacramento Bag Manufacturing Company building at 6<sup>th</sup> and Q streets. The highest concentration of buildings exists in the locally designated R Street Historic District between 10<sup>th</sup> and 13<sup>th</sup> streets.

### Thomson-Diggs Company

The Thomson-Diggs Company was formed in 1900 by a merger of two existing local hardware companies: Stanton, Thomson & Company (founded in 1885) and the Diggs Vehicle and Implement Company (founded circa 1898).

Brothers Frederick F. (1846-1914) and Herbert R. (1849-1934) Thomson left Vermont and arrived in California in the 1880s. They partnered with Perrin A.D. Stanton, a Massachusetts native who came to California in the 1850s, to form Stanton, Thomson & Company in 1885.<sup>22</sup> The wholesale hardware and agricultural implements company operated from a three-story masonry building at 308-312 J Street in Sacramento from at least 1893 until 1912.<sup>23</sup> Stanton retired by the turn of the 19<sup>th</sup> century, and the Thomson brothers bought his share of the company.<sup>24</sup>

The Diggs Vehicle and Implementation Company was founded by Missouri-native Marshall Diggs (1854- 1925) around 1875. By 1898, the company operated from a building at 1008-1010 2<sup>nd</sup> Street in Sacramento. The company specialized in the distribution and sale of buggies and other agricultural equipment.

### *1900-1911*

In 1900, Marshall Diggs and the Thomson brothers partnered to form the Thomson-Diggs Company, the first corporation in the state of California to be chartered in the 20<sup>th</sup> century.<sup>25</sup> The newly formed hardware wholesaler originally operated from the Stanton, Thomson & Company building at 308-312 J Street, before relocating to a new purpose-built warehouse facility on 3<sup>rd</sup> and R streets (the subject property) in 1912. Because it was founded through a merger of two long-standing and reliable companies, the Thomson-Diggs Company covered a broad trade area and successfully continued its distribution of a wide array of raw materials, hardware, and household products to retail outlets across the state of California and beyond. Its new location at

<sup>22</sup> "Certificate of Partnership," *Sacramento Daily Record-Union*, 10 March 1885: 2.

<sup>23</sup> From 1900 to 1912, the newly created Thomson-Diggs Company operated from the old Stanton, Thomson & Co. facility at 308-312 J Street.

<sup>24</sup> 1900 U.S. Federal Census, Ancestry.com.

<sup>25</sup> Research uncovered a variety of incorporation dates regarding the Thomson-Diggs Company, some as early as the 1880s. However, it is Page & Turnbull's determination that these are likely associated with the establishment of the earlier iterations of hardware companies that would eventually merge to formally become the Thomson-Diggs Company in 1900.

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1800 3<sup>rd</sup> Street would soon allow for convenient shipping of its goods via railroad (both Southern Pacific and Western Pacific served the adjacent tracks) as well as river steamers.

*Thomson-Diggs Company Building, 1911-1958*

In February 1911, the Thomson-Diggs Company announced it would “shortly commence the erection of a building at Front and R Streets to cost \$110,000. The structure will be of class A, equipped with all modern devices for the handling of the hardware business and be in easy communication with the Southern Pacific and Western Pacific railroads and the Sacramento River. Cuff & Diggs are the architects who are preparing plans for the structure.”<sup>26</sup> The building was designed to include “two large [Wells & Spencer Company] freight elevators and spiral chutes for the transfer of goods from one floor to another. A good deal of attention will be paid in making provisions for fire protection. The building will be supplied with metal doors and sprinkling fire system on all floors.”<sup>27</sup>

The site of the new Thomson-Diggs building was strategically located at the intersection of two of Sacramento’s primary industrial and transportation corridors. As of 1866, the particular parcel selected by Thomson-Diggs at 1800 3<sup>rd</sup> Street was owned by German-immigrant Peter Kunz, where he operated Empire Nursery and Flower Garden.<sup>28</sup> His three-story, wood-framed residence was the only building on the property’s southwest corner near the intersection of 3<sup>rd</sup> Street and R Street at the time.<sup>29</sup> Following his death in 1905, the Kunz family remained in the house until 1911, after which the property was sold to the Thomson-Diggs Company.

By selecting the Kunz family parcel, Thomson-Diggs was one of the earliest firms to capitalize on and represent the merging of the city’s earlier industrial corridor along the Sacramento River with a new rail-focused industrial development emerging along R Street. Front Street along the Sacramento River waterfront was just two blocks west of the site, providing convenient proximity to shipments via steamboats. The Southern Pacific and Central Pacific rail lines that ran along R Street also provided immediate access to rail shipping. The Thomson-Diggs Company was able to further leverage this rail convenience in July 1911, when the company reached an agreement with the Southern Pacific Railroad to gain spur franchise rights that allowed them to extend the tracks from R Street, between 2nd and 3<sup>rd</sup> streets and thus alongside their new warehouse.<sup>30</sup> Also by July 1911, drawings and specifications of the new warehouse facility were final and the Thomson-Diggs Company placed notices in *The Sacramento Bee* requesting bids from contractors.

<sup>26</sup> “New Building,” *The Sacramento Bee*, 4 February 1911: 13. Clarence C. Cuff and Maurice I. Diggs (nephew of co-owner Marshall Diggs) were noted Sacramento-based architectural partners responsible for the design of the Merrium Apartments (1913), the El Dorado County Courthouse (1914), and various other commercial buildings.

<sup>27</sup> “\$110,000 Building for Front and R: New Thomson-Diggs Building to Be Erected on Waterfront,” *The Sacramento Bee*, 1 February 1911: 2. *Architect & Engineer*, “Manufacture Freight Elevators,” Volume 27, No. 2, 1911: 124. Accessed online 6 March 2024; <https://usmodernist.org/AECA/AECA-1911-11.pdf>.

<sup>28</sup> Sacramento City Directory, 1866, p. 105. Accessed online 28 February 2024, [www.ancestry.com](http://www.ancestry.com).

<sup>29</sup> Sanborn Map, 1895: 35. Accessed online 28 February 2024, San Francisco Public Library Fire Insurance Maps Online (FIMO).

<sup>30</sup> “Spur Franchise In Modern Form: Grant to Thomson-Diggs Co. Contains Provisions Safeguarding People’s Rights,” *The Sacramento Bee*, 25 July 1911: 5.

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That same year, even before construction was completed, real estate agencies used the forthcoming, new Thomson-Diggs Company home to entice further development in the area. From an ad in the *Sacramento Bee*: “‘R’ Street is fast becoming the wholesale street. Thomson-Diggs Company’s new \$100,000 office and store building is to be erected on Third and R. Other large firms will do likewise. Moral: Buy R Street property now and get the benefit of the increased values. [emphasis added]”<sup>31</sup>

By July 1912, the Thomson-Diggs Company was fully operational within its new facility. The new facility also propelled the company to hone its services. That same year, the firm sold its agricultural implement business to the Pacific Implement Company of San Francisco to fully devote its efforts strictly to hardware thereafter.<sup>32</sup>

The arrival and construction of the Thomson-Diggs operations to 3<sup>rd</sup> and R streets was significant to the development of the R Street Industrial Corridor. In 1912, the Thomson-Diggs Company Building was the first of three buildings described by the *Sacramento Bee* as “a new type and class of industrial buildings” [that were] “rapidly replacing the shacks of a former day on the Sacramento waterfront. Improvements permanent in character have, within the last two years, greatly improved the appearance of the district that borders the east bank of the Sacramento in this city.”<sup>33</sup> Other contemporaneous buildings described in the *Sacramento Bee* article included a one-story warehouse for the wholesale hardware firm Waterhouse & Lester Company at Front and M streets (demolished) and an auxiliary power station for the Pacific Gas & Electric Company (PG&E) on the Sacramento River waterfront north of the Southern Pacific Railroad railyards (now the SMUD Museum of Science and Curiosity/MOSAC). By 1915, Sanborn Map Company fire insurance maps show approximately 20 industrial facilities and freight warehouses along the Sacramento River waterfront and 35 industrial facilities along R Street between the Sacramento River and 19<sup>th</sup> Street. In addition to the Thomson-Diggs Company headquarters, only three of these buildings – 1725 11<sup>th</sup> Street, 1100 R Street, Lawrence Warehouse at 1112 R Street, and the Perfection Bakery at 1407 R Street – survive.

By 1915, the Thomson-Diggs Company was not only praised for furthering the R Street Industrial Corridor development, but also receiving accolades for the extent of operations it had in the hardware industry. As described in an article in the *Sacramento Star*, Thomson-Diggs by 1915 was the regional “leader” in the hardware industry and had operations extending as far as Tehachapi, Oregon, and the Pacific Ocean in the west and to Utah in the east. The article continues “...For more than a generation, it [Thomson-Diggs Company] has been a silent potent power in extending the empire of man over two hundred thousand or more square miles of virgin territory” [and] “The vastness of operation is indicated by one of its recent shipments via the Panama Canal [which opened earlier that year], the total weight of which was 1,000,000 pounds.”<sup>34</sup>

<sup>31</sup> Advertisement, “‘R’ Street Corner,” *Sacramento Bee*, 30 August 1911: 12.

<sup>32</sup> “Implement Line Sold Out by Thomson-Diggs,” *The Sacramento Bee*, 20 July 1912: 28.

<sup>33</sup> “Massive Commercial Structures built, Modern Warehouses Show Expansion,” *Sacramento Bee*, 9 arch 1912: 27.

<sup>34</sup> “Hardware is Man’s Great Ally in Winning Supreme Dominion Over Earth, Sea and Air,” *Sacramento Star*, 2 October 1915: 12.

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The Thomson-Diggs Company continued to be a regional leader in the hardware distribution industry for the ensuing decades. In 1932, the company acquired the Schaw-Batcher Company, another long-standing wholesale hardware supplier based in Sacramento. By this time, Thomson-Diggs Company distributed, “miscellaneous hardware, iron, steel articles, mining supplies, cutlery, electrical appliances, sporting goods, household wares and electrical supplies” across a service area that spanned as far south as Bakersfield, as far north as Roseburg and Chiloquin, Oregon, east to Elko, Nevada, and west to the Pacific coast.<sup>35</sup>

It is not surprising that Thomson-Diggs Company was able to survive the economic issues of the 1930s. From its initial inception in 1900, Thomson-Diggs Company had been a continuously imposing presence on the wholesale hardware industry in Sacramento. In 1900, according to city directories, there were six (6) wholesale hardware companies in Sacramento: Baker & Hamilton, Holbrook, Merrill & Stetson; Sacramento Implement Company; Schaw, Ingram, Batcher & Company; Waterhouse & Lester; and Thomson-Diggs Company. By 1912, four (4) of these wholesale hardware companies remained, including Thomson-Diggs. During the 1920s and until 1932, this number had decreased to two – Thomson-Diggs and Schaw-Batcher Company – which Thomson-Diggs later acquired. Thomson-Diggs would subsequently continue to be the sole wholesale hardware distributor in Sacramento through the ca. 1952.

Although the firm continued operations through the 1940s and 1950s the economic challenges during that time of the surrounding neighborhood ultimately negatively impacted Thomson-Diggs. The 1950s and 1960s would see the West End of Sacramento, particularly the city’s minority communities, including Japantown and Chinatown, as well as industrial corridors along the waterfront and railroad slated for urban renewal efforts by the city. By the end of the 1950s, most of the industrial buildings that were built along the Sacramento River waterfront during the 19<sup>th</sup> to the mid-20<sup>th</sup> centuries were gone due to the city’s actions and because of the construction of the Interstate 5 highway through downtown Sacramento. Over two decades, the area experienced a fifty percent decline in its tax revenue.<sup>36</sup>

These deteriorated conditions resulted in a 1958 appraisal for the Thomson-Diggs Company Building that limited its value to \$97,400, the estimated value of the land on which it was situated, essentially indicating the improvements [the building] worthless.<sup>37</sup>

#### *Thomson-Diggs Company and Building, post-1958*

Despite the intensive physical changes within the R Street Industrial Corridor that occurred during the 1960s and the negative impact to the property value, the Thomson-Diggs Company did continue to operate from their warehouse facility at 1800 3<sup>rd</sup> Street until 1985, when the firm relocated headquarters to Natomas, California. As of 1991, the Thomson-Diggs Company was the second to last independent wholesale hardware company in the state of California. It dropped

<sup>35</sup> “The Thomson-Diggs Company: Pioneer Wholesale Organization Plays Dominant Part in Superior California’s Growth & Progress,” *Sacramento Bee*, 1 September 1934: 45.

<sup>36</sup> “Sacramento Stories: A River City Bibliography,” *The Metropole*, accessed April 4, 2024, <https://themetropole.blog/2018/04/02/sacramento-stories-a-river-city-bibliography/>.

<sup>37</sup> Malcolm K. Grant, “Appraisal of Por Blks Front – 2<sup>nd</sup>- 3<sup>rd</sup>, 3<sup>rd</sup>-4<sup>th</sup>, R-S Streets, City of Sacramento for the Thomson-Diggs Company,” December 1958.

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its hardware wholesale distribution division around this time and shifted to focus on commercial real estate development. The Thomson-Diggs Company went out of business in 1997.<sup>38</sup>

The Thomson-Diggs Company Building was subsequently sold to the Watkins Company and underwent renovations (previously described) for conversion into office use. Today, the property is in good condition and current owners intend to rehabilitate the property to the *Secretary of the Interior's Standards for Rehabilitation* using federal historic tax incentives to help address the city's housing shortage by accommodating residential apartments.

### **Criterion B: William Marshall Diggs (1853-1925)**

Marshall Diggs was born to a farming family in Montgomery County, Missouri in 1853. He arrived in Woodland, California (now known as a suburb of Sacramento) in 1874 and began his focus on the hardware business at that time. One of his first documented jobs here was as a clerk at Freeman's Hardware store through at least 1880, where he eventually became partner.<sup>39</sup> While residing in Woodland, Diggs constructed or modified a commercial building at 514-516 Main Street around 1890 and operated a hardware store from there. The 1895 Sanborn map labeled the building as "Diggs Block" and described the store as selling hardware, stoves, paints and oils, and buggies and harnesses. In 1892, Diggs married Georgia B. Jackson (1872 – 1941). Together, the couple had five children and round the turn of the century, the Diggs family moved to a house on N Street in Sacramento.

An 1897 article in the *Woodland Daily Democrat* states that by 1900, Diggs had "already established a warehouse and depot [in Sacramento] which will henceforth be [his] point of general distribution. The office is 1008 Second Street."<sup>40</sup> The reason for this relocation was to save on local freight costs from Sacramento to Woodland, though Diggs' headquarters remained in Woodland. Although Diggs resided in Sacramento, he also maintained commercial property in Woodland as well as a 3,000-acre farm in Yuba County just north of Marysville, known as Hall Ranch.<sup>41</sup> The ranch produced grain, hay, and lumber, and Diggs also raised horses and cattle there.

With multiple agricultural-related business and land operations (as well as family) in Sacramento, Woodland and across Yuba County, Diggs soon became influential. Expressing the ideals of early 20<sup>th</sup>-century "city [and regional] boosterism," Diggs helped Sacramento and the surrounding agricultural area in its efforts to attract and grow businesses. He did so through a combination of activities. In 1902 he ran for and was elected to serve as California state senator. At the time, he already served as director of the California Grain Growers' Association and vice president of the Yolo Sugar Beet Association and thus was well known in the agricultural

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<sup>38</sup> "History of The Thomson-Diggs Company," The R Street Layout, accessed January 2, 2023, <https://r-streetslayout.blogspot.com/2010/01/history-of-Thomson-diggs-company.html>.

<sup>39</sup> Yolo County, California, Voter Register (1866-1898). U.S. Federal Census, 1880: Woodland, California. Accessed online, [www.ancestry.com](http://www.ancestry.com). *The Sacramento Star*, "Success – Marshall Diggs," 8 February 1922: 10.

<sup>40</sup> "At Home Again: Marshall Diggs and Wife Return From the East," *Woodland Daily Democrat*, 29 October 1897: 1.

<sup>41</sup> *Marysville Daily Democrat*, 8 September 1902: 2.

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community.<sup>42</sup> Diggs served as state senator from 1903 to 1905, representing the sixth senatorial district of Butte, Sutter, Yolo, and Yuba counties.<sup>43</sup> While serving as senator he continued his involvement in the agricultural business and related organizations. Thus, his bills often supported the farming and fruit-raising industries as well as education in agricultural trades.

For example, Diggs status as a state senator in conjunction with his serving as president of the Sacramento Valley Development Association (SVDA) (see below) led to his sponsorship of State Farm Bill of 1905. This bill selected Davisville (now Davis) as the site for the University of California's (now UC Davis) new State Farmers' Institute, an adjunct to the university's College of Agriculture.

In 1905, while still serving as senator, he was elected president of the SVDA and continued as such until 1922.<sup>44</sup> The Sacramento Valley Development Association was a quasi-public entity of land developers founded in 1900 to advance the area's political and commercial interests as well as market its agricultural products. Under Diggs' helm, the association "took actions to negotiate the subdivision of a large ranch in Glenn County, secure reports on irrigation possibilities from the Department of Agriculture and induce the Geological Survey to send experts to map sites for storage reservoirs (the first study of water storage problems in the valley)."<sup>45</sup> The SVDA published articles, advertisements, pamphlets and booster periodicals to promote the association's endeavors and to attract consumers to the area.

In 1910, Diggs entered another promotional endeavor focused specifically on Sacramento with partner Morris Brooke when they formed the North Sacramento Land Company. The area that is now known as North Sacramento (which from 1924 until it merged with Sacramento in 1964 was the City of North Sacramento) was part of the southern portion of the Rancho Del Paso land grant. In 1910, North Sacramento Land Company, a speculative development company, began purchasing the land from horse breeder James Ben Ali Haggin. The company would soon establish North Sacramento's first power, water, and rail services by 1913.<sup>46</sup> In 1914, a new school district followed to serve the local children and further stimulate population growth in North Sacramento. The North Sacramento Land Company subdivided its landholdings into ten-acre parcels, widened Del Paso Boulevard, and installed these public services to boost the livability and affordable middle-class lifestyle of this agriculturally rich and profitable place.

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<sup>42</sup> "Our Next Senator," *Woodland Daily Democrat*, 17 September 1902: 3. *The Sutter County Farmer*, 3 January 1896: 1.

<sup>43</sup> He ran unsuccessfully for governor of California in 1906. Secretary of the California State Senate, "Record of State Senators: 1849-2013," accessed online 1 March 2024, <http://secretary.senate.ca.gov/sites/secretary.senate.ca.gov/files/Senators%20and%20Officers%201849%E2%80%932013.pdf>.

<sup>44</sup> "Diggs Will Succeed Green," *The Sacramento Star*, 18 July 1905: 1. "Marshall Diggs Resigns," *The Sacramento Star*, 23 January 1922: 2.

<sup>45</sup> G. Walter Reed (1923), [History of Sacramento County, California](#). Los Angeles: Historic Record Company, 213-214.

<sup>46</sup> Kara Brunzell, National Register of Historic Places Registration Form, "North Sacramento School," revised November 2020, accessed March 6, 2024, [https://ohp.parks.ca.gov/pages/1067/files/CA\\_Sacramento%20County\\_North%20Sacramento%20School\\_DRAFT.pdf](https://ohp.parks.ca.gov/pages/1067/files/CA_Sacramento%20County_North%20Sacramento%20School_DRAFT.pdf).

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In 1910, Diggs helped organize the California State Life Insurance Company which established its headquarters in Sacramento and elected Diggs as its first president. By 1931 this company would purchase Western States Life, becoming California-Western States Life (later Cal-Western), holding over \$3 billion in policies by the 1960s.<sup>47</sup>

It was at this same time that Diggs employed Thomson-Diggs Company warehouse architect Clarence Cuff to design a two-story, Spanish Revival residence for his family at 3201 Del Paso Boulevard in North Sacramento. The house, known as “Chilham” was completed in 1912.

For about another decade, Diggs continued to maintain ownership and a leadership role in his wholesale hardware industry business, Thomson-Diggs Company, while constantly diversifying his business pursuits. He was known as a hardworking businessman and community-serving individual with a keen interest in agricultural pursuits. He died in 1925.<sup>48</sup> According to his obituary, over the course of his life, Diggs had also served as a City Trustee, a member of the Board of Education, and a member of the Order of the Eastern Star. He had also previously been elected the first Mayor of Woodland.<sup>49</sup> At the time of his death, Diggs was president of the Thomson-Diggs Company, president of the California State Life Insurance Company, and vice president of the Farmers & Mechanics Savings Bank.<sup>50</sup>

Physical evidence of Digg’s significance is limited. A stately home, Chilham, was later altered substantially for commercial use and more recently significantly damaged by fire in the early 2020s.<sup>51</sup> Diggs’ initial hardware store at 514-516 Main Street in Woodland is extant and features a sign “Diggs Building, circa 1890” above the main entrance; however, the building has otherwise been significantly altered and, as a result, is a non-contributor to the National Register-listed Downtown Woodland Historic District.<sup>52</sup> The Thomson-Diggs Company Building at 1800 3<sup>rd</sup> Street remains today the only known intact and recognizable property associated with Diggs in Sacramento.

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<sup>47</sup> “California-Western States Life Insurance Company,” *The California Historical Society Quarterly* (March 1963), accessed April 30, 2025, [https://archive.org/stream/californiahistor42cali/californiahistor42cali\\_djvu.txt](https://archive.org/stream/californiahistor42cali/californiahistor42cali_djvu.txt)

<sup>48</sup> “Senator Marshall Diggs Is Called,” *Woodland Daily Democrat*, 20 April 1925: 1.

<sup>49</sup> JoinCalifornia, “Marshall Diggs: Democratic,” accessed March 1, 2024, <https://www.joincalifornia.com/candidate/8343>.

<sup>50</sup> “Died in Los Angeles,” *Bowling Green Jeffersonian*, April 1925; Sacramento City Directory, 1925, accessed April 4, 2024, [www.ancestry.com](http://www.ancestry.com).

<sup>51</sup> The residence was altered to include a one-story, L-shaped commercial addition around it at an unknown date; the building was destroyed by fire in the 2020s.

<sup>52</sup> Donald S. Napoli, “Downtown Woodland Historic District,” National Register of Historic Places Registration Form, 1998, 7-29.

Thomson-Diggs Company Building  
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## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

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*Woodland Daily Democrat*

*Marysville Daily Democrat*

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**Previous documentation on file (NPS):**

preliminary determination of individual listing (36 CFR 67) has been requested  
(Approved July 1, 2024)

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 # \_\_\_\_\_

recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: \_\_\_\_\_

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**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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## 10. Geographical Data

**Acreeage of Property** 1.2 acres

Use either the UTM system or latitude/longitude coordinates

### Latitude/Longitude Coordinates

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude: 38.573845 Longitude: -121.507420

### Verbal Boundary Description (Describe the boundaries of the property.)

1800 3<sup>rd</sup> Street, Sacramento, Sacramento County, California. The property is located on Lots 1 through 4 of the block bounded by R, S, 2<sup>nd</sup> and 3<sup>rd</sup> streets. The Assessor's Property Description is: "LOTS 1 THRU 4 BLK R & S 2 & 3." Assessor's Parcel Number 00900430010000.

### Boundary Justification (Explain why the boundaries were selected.)

The boundary corresponds with the legal and historic boundary on which the nominated building has been located since its construction in 1911 through the end of its period of significance in 1958.

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## 11. Form Prepared By

name/title: Clare Flynn and Jennifer Hembree

organization: Page & Turnbull, Inc.

street & number: 2600 Capitol Avenue, Suite 450

city or town: Sacramento state: CA zip code: 95816

e-mail flynn@page-turnbull.com, hembree@page-turnbull.com

telephone: 916-715-9647

date: February 17, 2026

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## Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

## Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

## Photo Log

Name of Property: Thomson-Diggs Company Building

City or Vicinity: Sacramento

County: Sacramento

State: California

Photographer: Clare Flynn and Alex Lichtig

Date Photographed: February 2024, May 2025 and February 2026.

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0001.tif)

East facade, view west from surface lot on opposite side of 3rd Street, February 2024.

2 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0002.tif)

East facade, historic main entrance at center of facade; view west, February 2024.

3 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0003.tif)

South elevation, view northwest from 3rd Street and RS Alley towards former loading bays, February 2024.

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4 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0004.tif)  
South elevation, view northeast from RS Alley, February 2024.

5 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0005.tif)  
West elevation (right) and north elevation (left), view southeast, May 2025.

6 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0006.tif)  
West elevation historic entrance into 1936/1947 addition with paneled metal doors and curved metal pipe railings, view south, February 2024.

7 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0007.tif)  
North elevation, view southwest towards monument signage, February 2024.

8 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0008.tif)  
First floor, original 1911 building, view northeast, typical, May 2025.

9 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0009.tif)  
Contemporary entry lobby at east side, original 1911 building; steps leading to/from ground floor and 3rd Street, May 2025.

10 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0010.tif)  
First floor, original 1911 building, contemporary entry lobby area at south side of the floor with partially removed contemporary office finishes, view north, May 2025.

11 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0011.tif)  
First floor, 1936 addition, view west, typical, May 2025.

12 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0012.tif)  
First floor, 1936 west addition, detail of mushroom column capital, typical, May 2025.

13 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0013.tif)  
First floor, 1936 west addition, historic freight elevator at southeast corner, May 2025.

14 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0014.tif)  
Second floor, original 1911 building, view east, typical, May 2025.

15 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0015.tif)  
Second floor, original 1911 building, painted on wall sign, May 2025.

16 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0016.tif)  
Second floor, 1936 west addition, view southwest, typical, May 2025.

17 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0017.tif)  
Second floor, 1936 west addition, concrete mezzanine and freight elevator enclosure, view southeast, May 2025.

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18 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0018.tif)  
Third floor, original 1911 building with partially removed contemporary office finishes, view south, typical, May 2025.

19 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0019.tif)  
Third floor, 1947 addition, view north, typical, May 2025.

20 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0020.tif)  
Third floor, 1947 addition, bottom of "Thomson Diggs Co. Wholesale Hardware" ghost sign on demising wall between the 1911 and 1947 portions of the building, view east, May 2025.

21 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0021.tif)  
Fourth floor, original 1911 building, view northwest, typical, May 2025.

22 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0022.tif)  
Fourth floor, 1947 addition, view south, typical, May 2025.

23 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0023.tif)  
Fourth floor, 1947 addition, top of "Thomson Diggs Co. Wholesale Hardware" ghost sign on demising wall between the 1911 and 1947 portions of the building, view east, May 2025.

24 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0024.tif)  
Fourth floor, 1947 addition, passenger elevator, view northwest, May 2025.

25 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0025.tif)  
First floor, 1936 addition, view west, work in progress showing systems rough-in, February 2026.

26 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0025.tif)  
Fourth floor, 1947 addition, view south, work in progress showing systems rough-in and initiation of interior framing, February 2026.

27 of 27. (CA\_Sacramento\_ThomsonDiggsCompanyBuilding\_0025.tif)  
Fourth floor, original 1911 building, view north, work in progress showing systems rough-in and initiation of interior framing, February 2026.

**Paperwork Reduction Act Statement:** This information is being collected for nominations 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.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours  
Tier 2 – 120 hours

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Tier 3 – 230 hours  
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

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**MAPS. Location Map.** Source: Google Earth, 2025.

Latitude: 38.573845

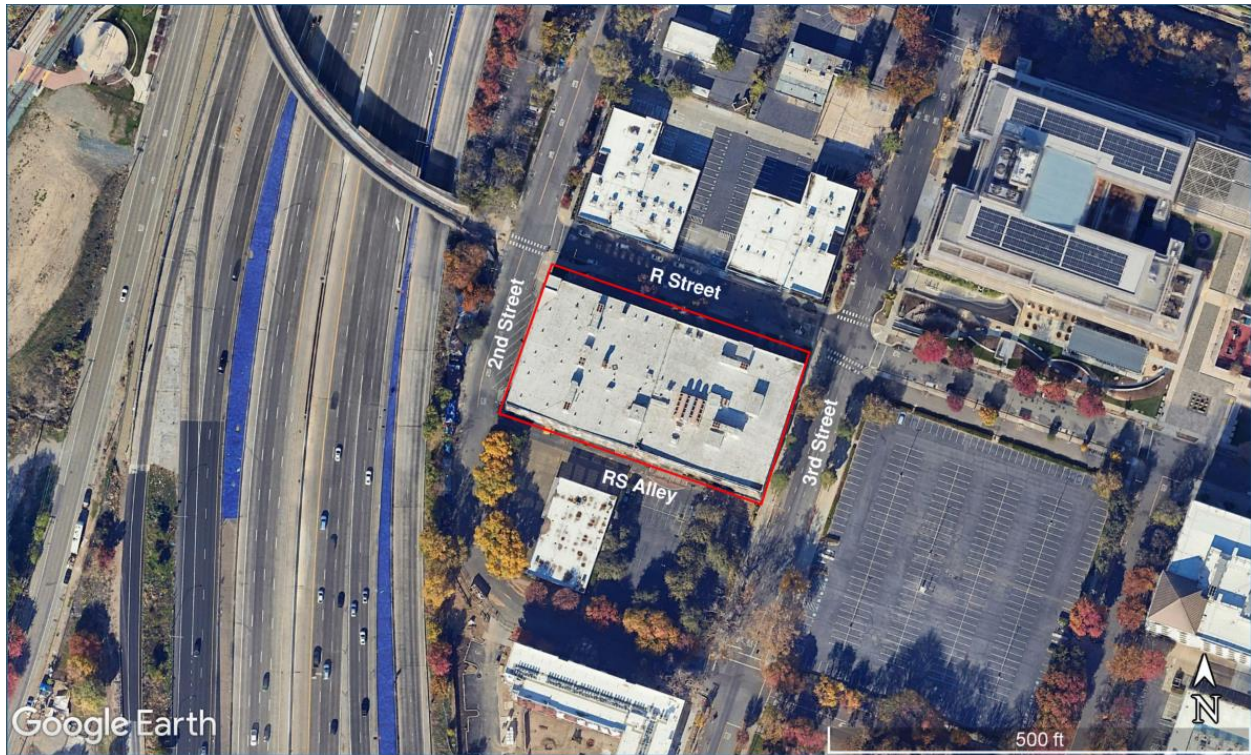
Longitude: -121.507420



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**MAPS. Site Map.** Subject property, addressed at 1800 3<sup>rd</sup> Street in Sacramento, outlined in red. Google Earth, 2025. Edited by Page & Turnbull.



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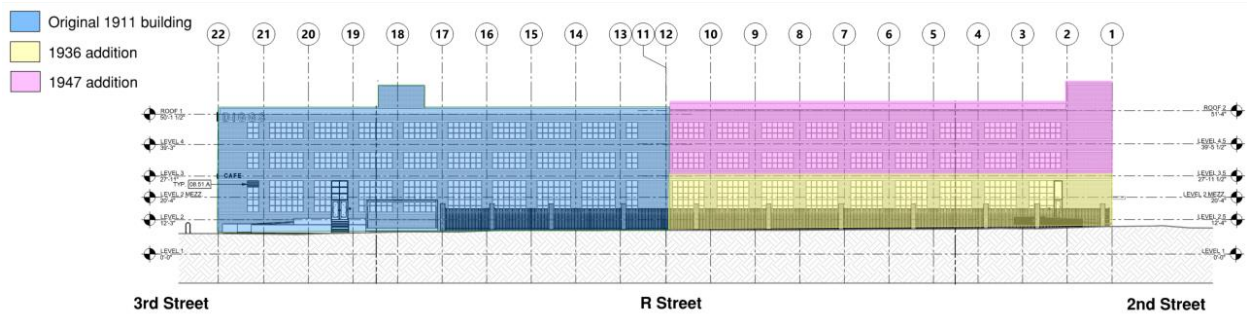
**MAPS. Property Boundary Map.** Subject parcel, APN 009-0043-001, outlined in red. Source: Sacramento County, Assessor Parcel Viewer. Edited by Page & Turnbull.



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**MAPS: Building Chronology.** North Elevation. Source: 19six. Edited by Page & Turnbull. This color-coded elevation is intended to illustrate the building's massing and development over time only.



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**Additional Items: Historic Map.**

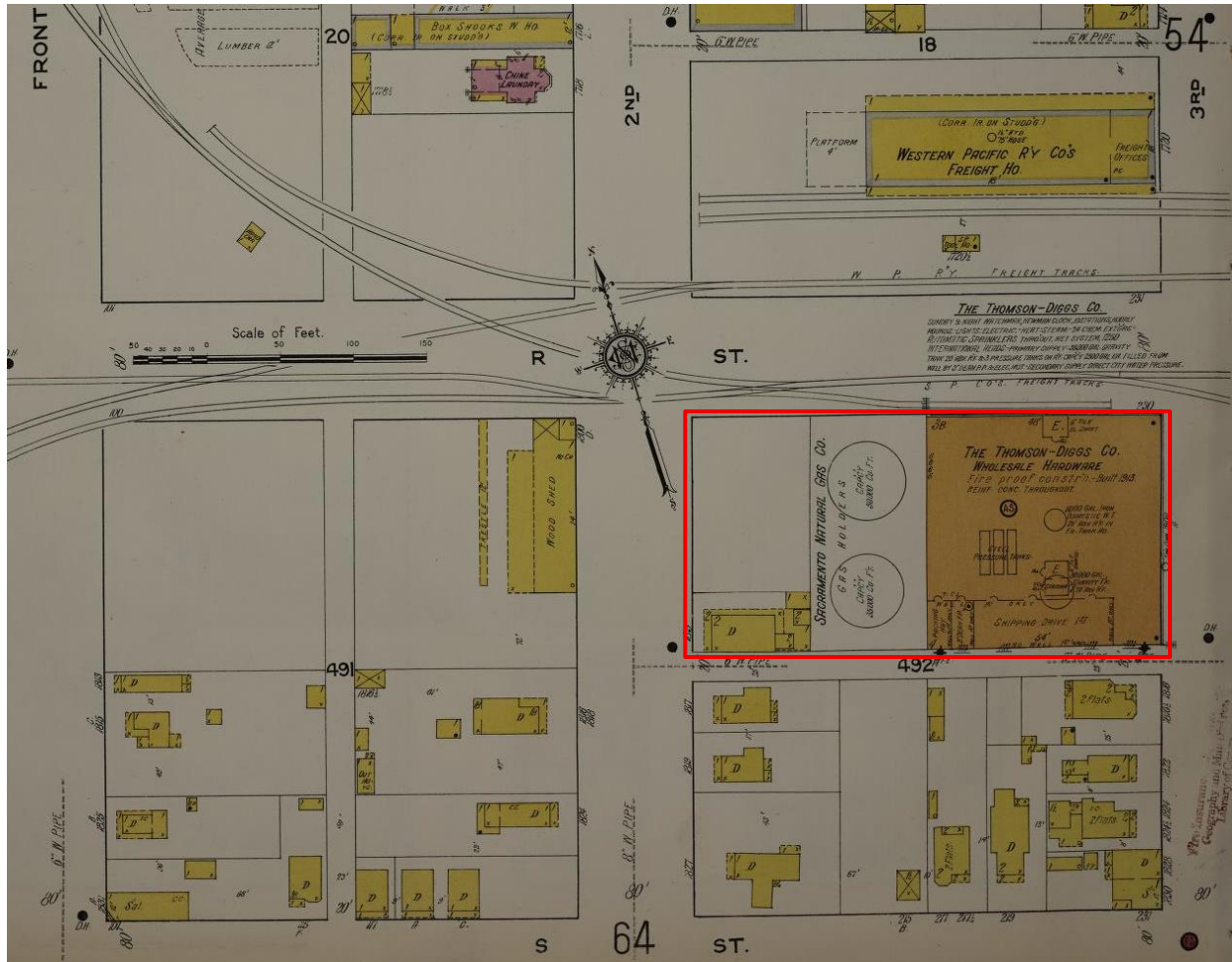


Figure 1. Thomson-Diggs Company Building, 1915. The Thomson-Diggs Company Building at 1800 3<sup>rd</sup> Street is outlined in red. Source: Sanborn Map Company. Edited by Page & Turnbull.

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**Additional Items: Historic Map**

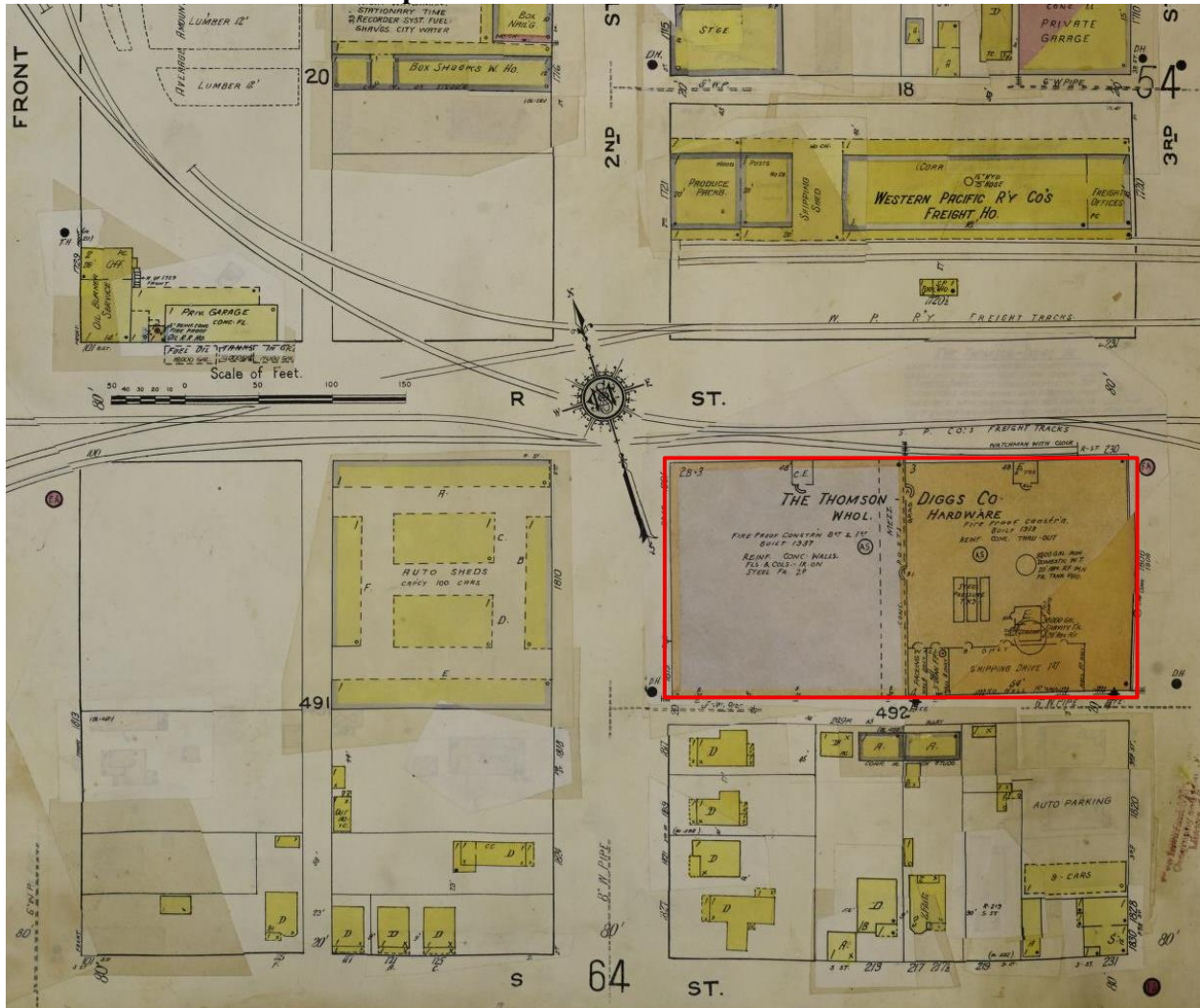


Figure 2. Thomson-Diggs Company Building, 1950. The Thomson-Diggs Company Building at 1800 3rd Street is indicated in red. Source: Sanborn Map Company. Edited by Page & Turnbull.

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**Additional Items: Historic Image.**



Figure 3. The east facade, view west, undated. Source: Center for Sacramento History.

**Additional Items: Historic Image**



Figure 4. Recessed truck loading bays at the south elevation, ca. 1946. Source: Center for Sacramento History.

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**Additional Items: Historic Image**



Figure 5. View southwest towards east and north elevations, ca. 1940s, prior to construction of the two additional stories on the west addition. Source: Sacramento Public Library.

**Additional Items: Historic Image**



Figure 6. Workers outside main entrance at the east facade, 3<sup>rd</sup> Street, November 16, 1914. Source: Center for Sacramento History.

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**Additional Items: Historic Image**



Figure 7. Interior of the original 1911 portion of the building, undated. Source: Center for Sacramento History.

**Additional Items: Historic Image**

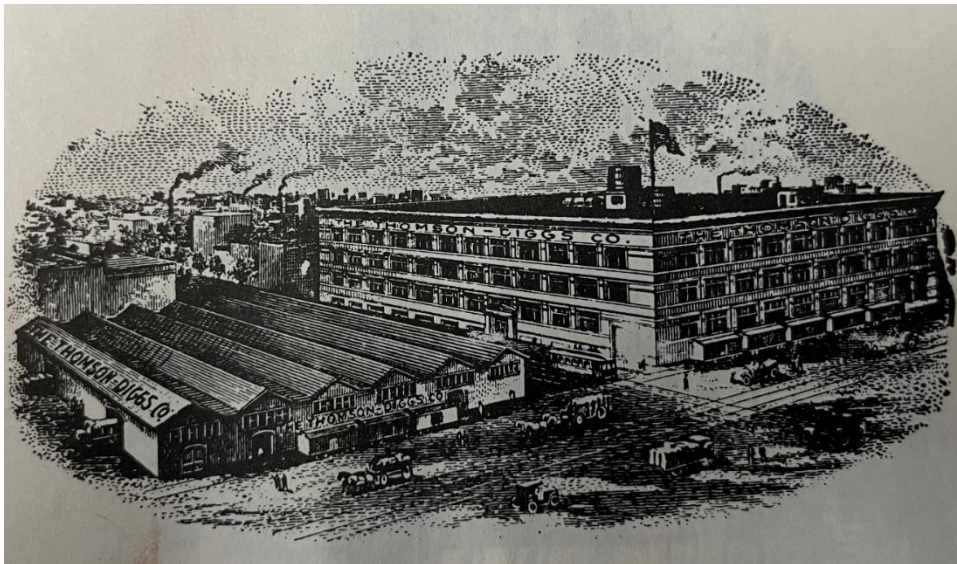


Figure 8. Etching of Thomson-Diggs Company complex on R Street, ca. 1930. Source: Center for Sacramento History.

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**Additional Items: Historic Image**



Figure 9. Offices inside the original 1911 portion of the building, ca. 1915. Source: Center for Sacramento History.

**Additional Items: Historic Image**



Figure 10. View southeast towards north elevation, ca. 1940s, prior to construction of the two additional stories on the west addition. Source: Center for Sacramento History.

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**Additional Items: Historic Image**



Figure 11. View southeast towards north (left) and west (right) elevations, undated. Source: Center for Sacramento History.

**Additional Items: Historic Image**



Figure 12. Detail of entrance at west elevation of 1936 addition, ca. 1957. Source: City of Sacramento's redevelopment area plan (Block Number 456), Center for Sacramento History.

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**Additional Items: Historic Image**

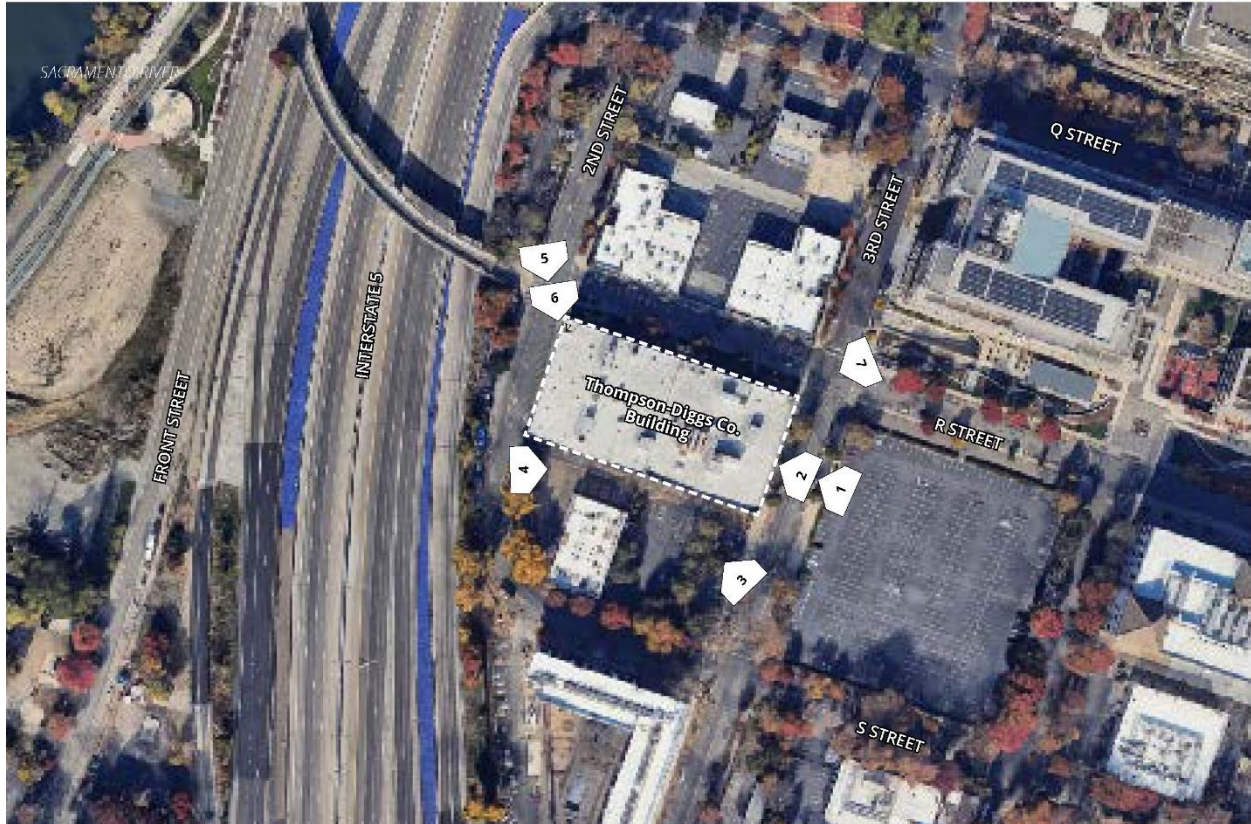


Figure 13. Stock room in the 1936/1947 addition, ca. 1950. Source: Center for Sacramento History.

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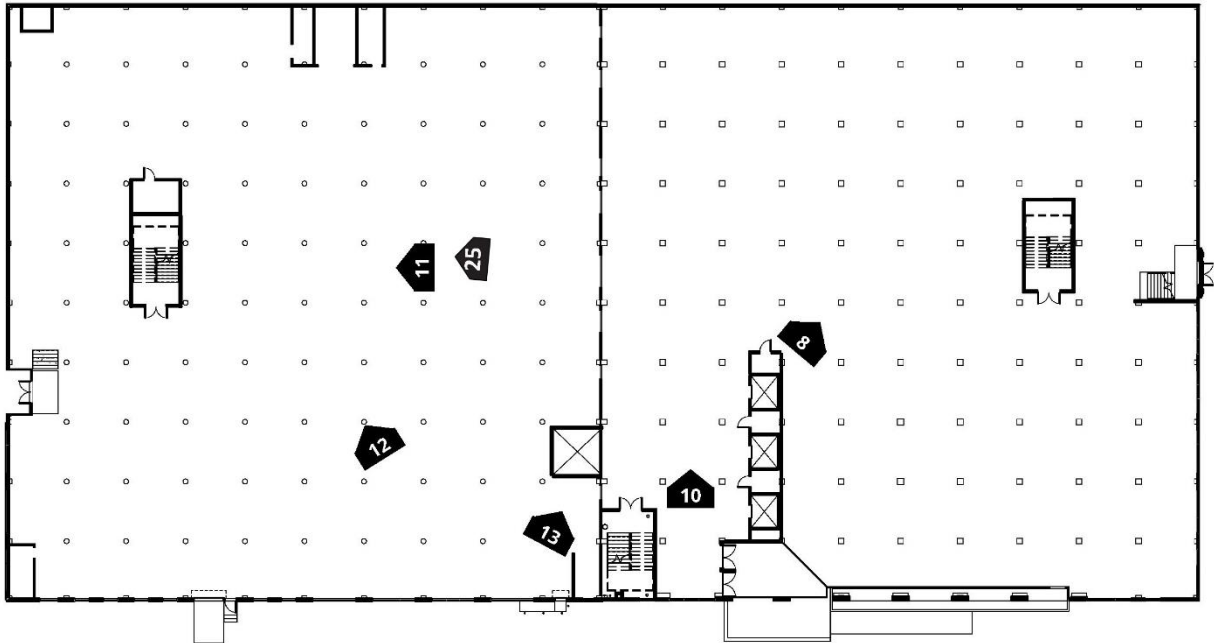
**Additional Items: Photo Key, Exterior Views**



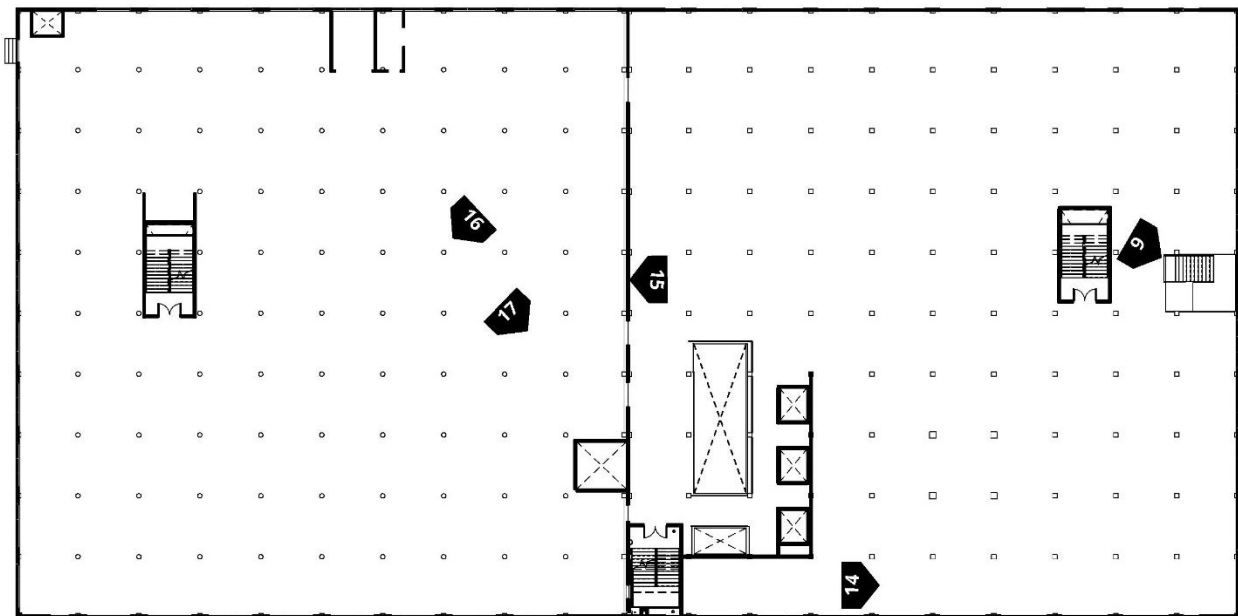
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**Additional Items: Photo Key, Interior Views. First Floor.**



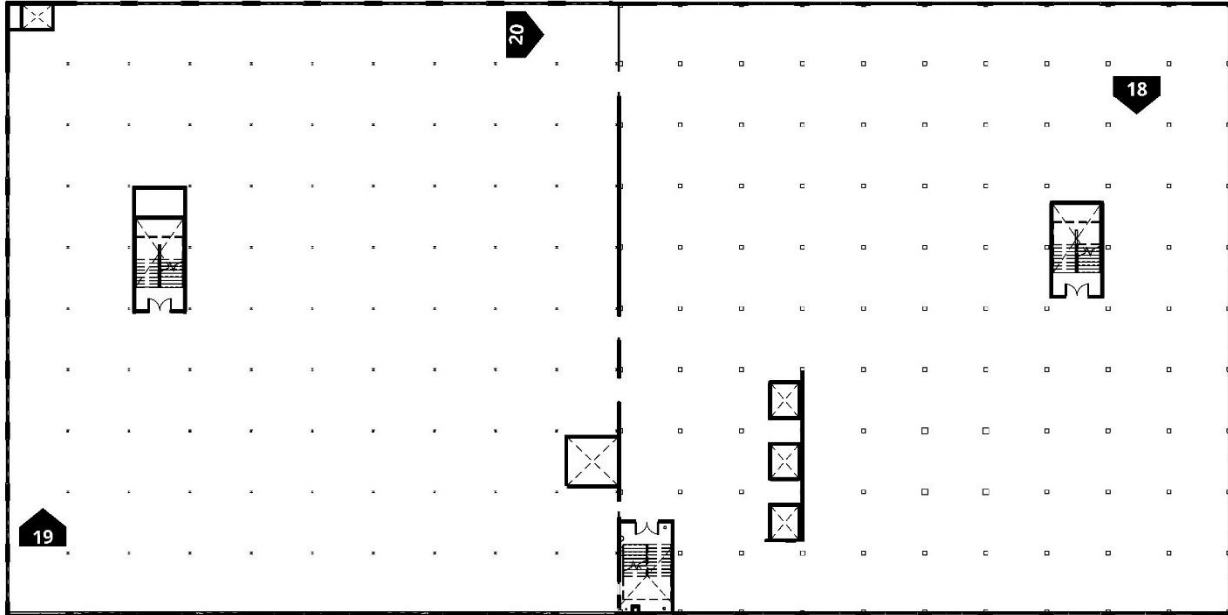
**Additional Items: Photo Key, Interior Views. Second Floor.**



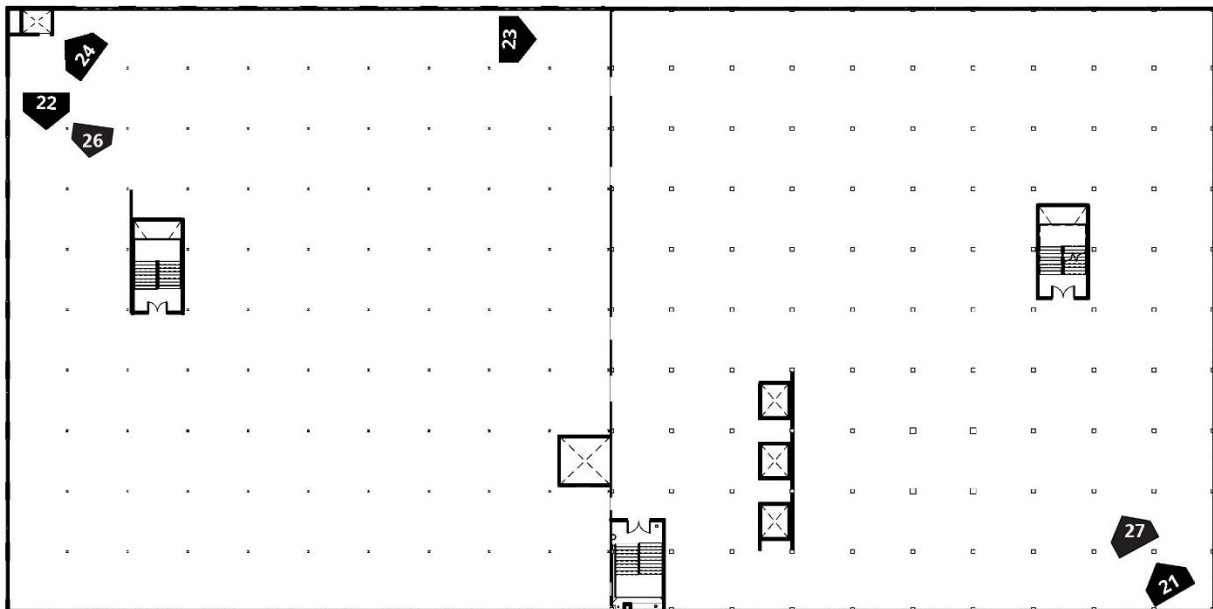
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**Additional Items: Photo Key, Interior Views. Third Floor.**



**Additional Items: Photo Key, Interior Views. Fourth Floor.**



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**Additional Items. JPEG Images.**



**Photo 1.** East facade, view west from surface lot on opposite side of 3rd Street.



**Photo 2.** East facade, historic main entrance at center of facade; view west.

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**Photo 3.** South elevation, view northwest from 3rd Street and RS Alley towards former loading bays.



**Photo 4.** South elevation, view northeast from RS Alley.

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**Photo 5.** West elevation (right) and north elevation (left), view southeast.



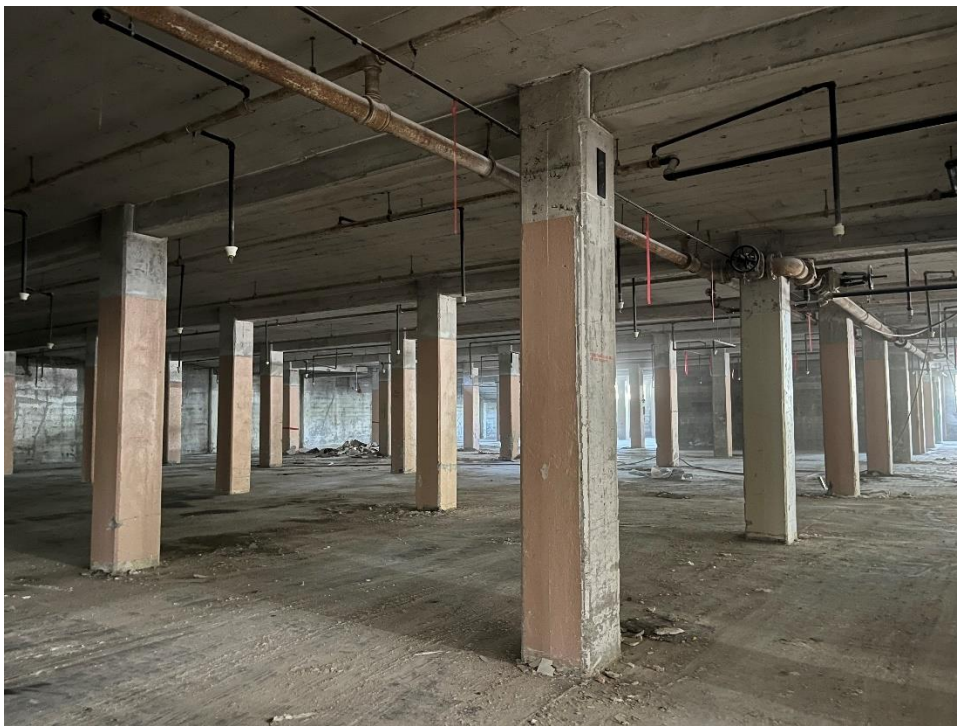
**Photo 6.** West elevation, historic entrance into West Addition with paneled metal doors and curved metal pipe railings, view south.

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**Photo 7.** North elevation, view southwest towards monument signage.



**Photo 8.** First floor, original 1911 building, view northeast, typical.

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**Photo 9.** Original 1911 building, contemporary entry lobby at east side; steps leading to/from ground floor and 3rd Street.

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**Photo 10.** First floor, original 1911 building, contemporary entry lobby area at south side of the floor with partially removed contemporary office finishes, view north.

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**Photo 11.** First floor, 1936 addition, view west, typical.



**Photo 12.** First floor, 1936 west addition, detail of mushroom column capital, typical.

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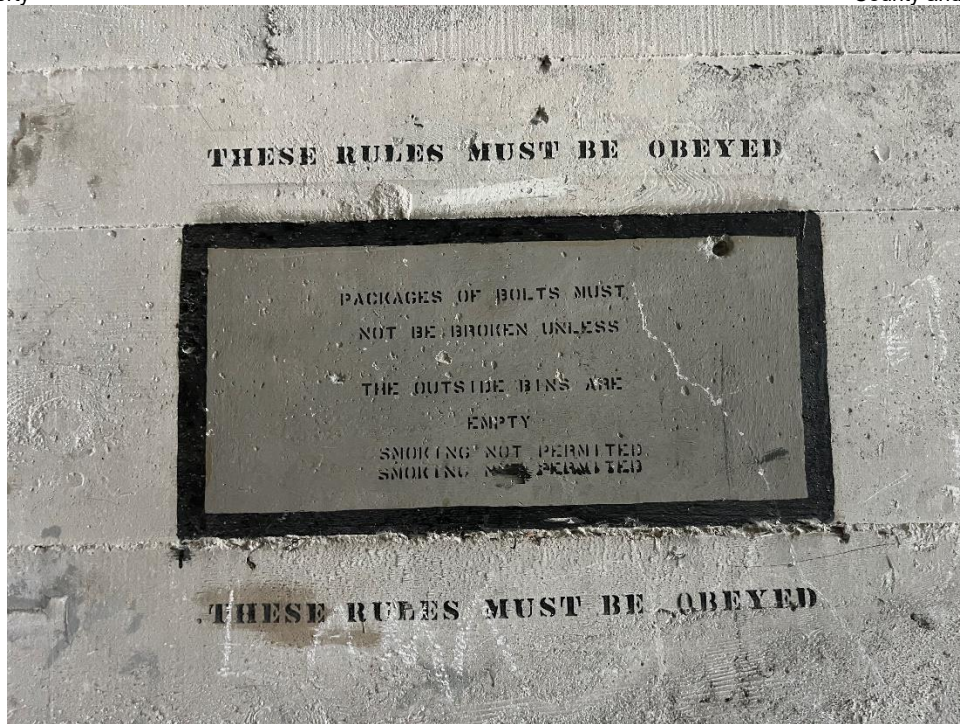
**Photo 13.** First floor, 1936 west addition, historic freight elevator at southeast corner.



**Photo 14.** Second floor, original 1911 building, view east, typical.

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**Photo 15.** Second floor, original 1911 building, painted on wall sign.



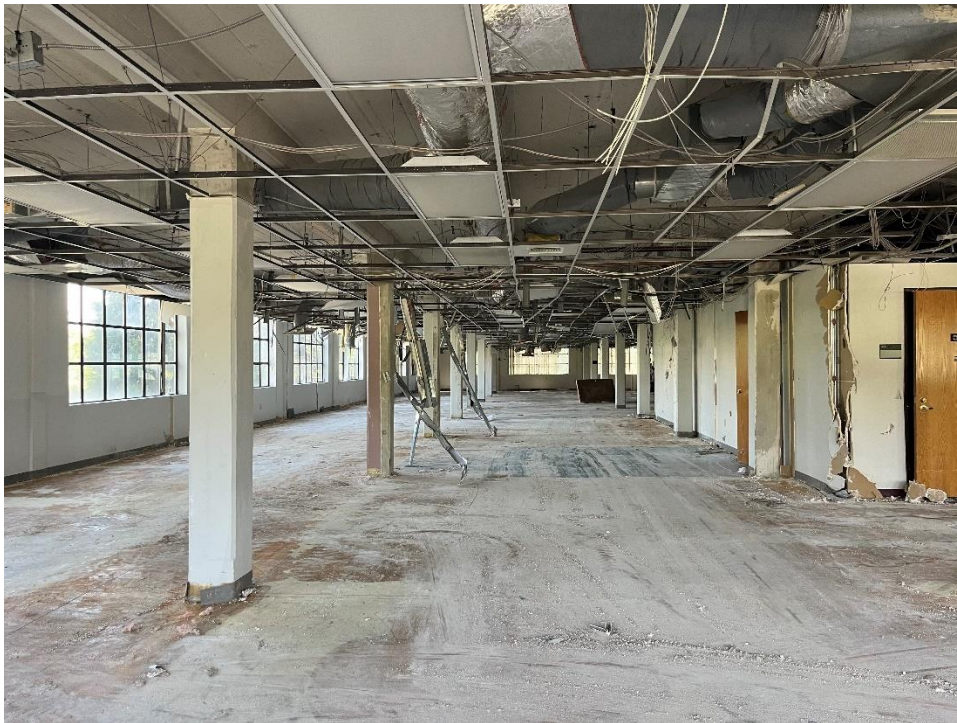
**Photo 16.** Second floor, 1936 west addition, view southwest, typical.

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**Photo 17.** Second floor, 1936 west addition, concrete mezzanine and freight elevator enclosure, view southeast.



**Photo 18.** Third floor, original 1911 building with partially removed contemporary office finishes, view south, typical.

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**Photo 19.** Third floor, 1947 addition, view north, typical.



**Photo 20.** Third floor, 1947 addition, bottom of "Thomson Diggs Co. Wholesale Hardware" sign on demising wall between the 1911 and 1947 portions of the building, view east.

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**Photo 21.** Fourth floor, original 1911 building, view north, typical.



**Photo 22.** Fourth floor, 1947 addition, view south, typical.

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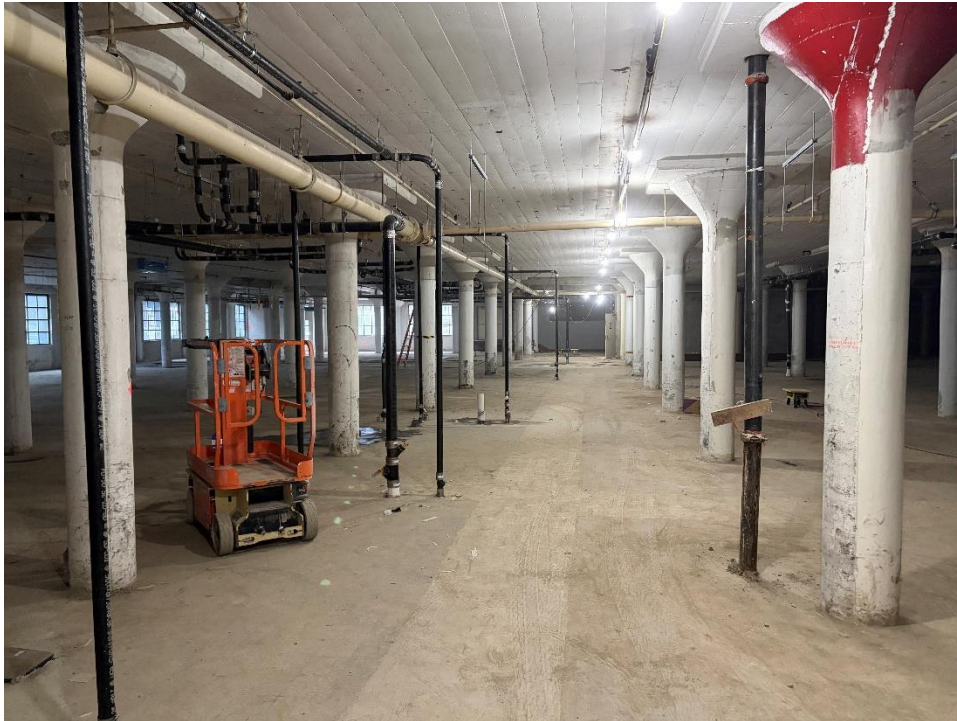
**Photo 23.** Fourth floor, 1947 addition, top of "Thomson Diggs Co. Wholesale Hardware" ghost sign on demising wall between the 1911 and 1947 portions of the building, view east.



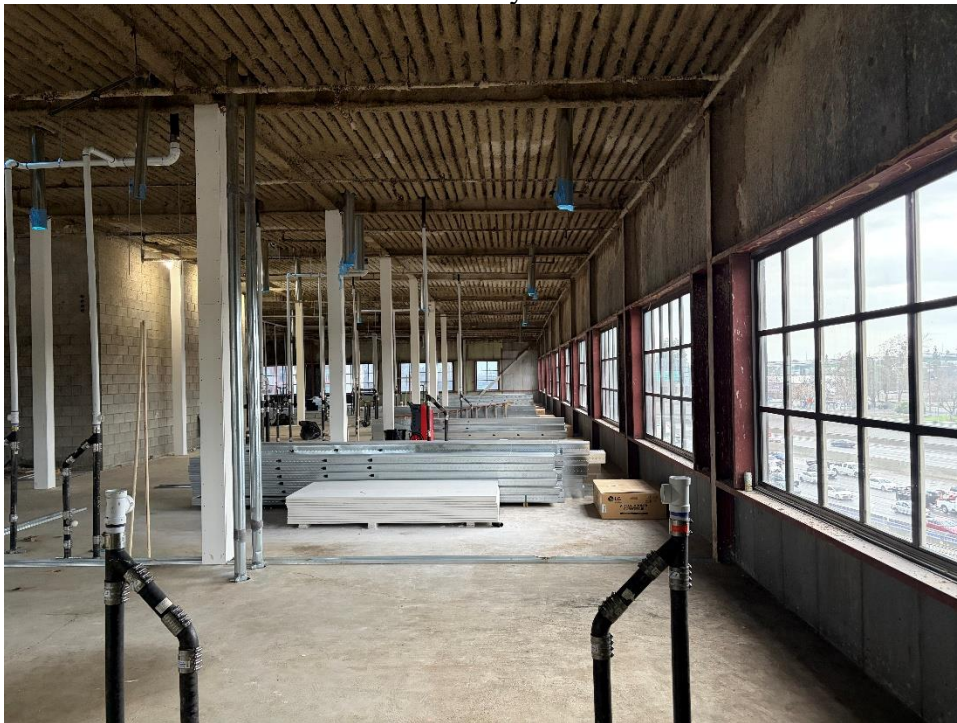
**Photo 24.** Fourth floor, 1947 addition, passenger elevator, view northwest.

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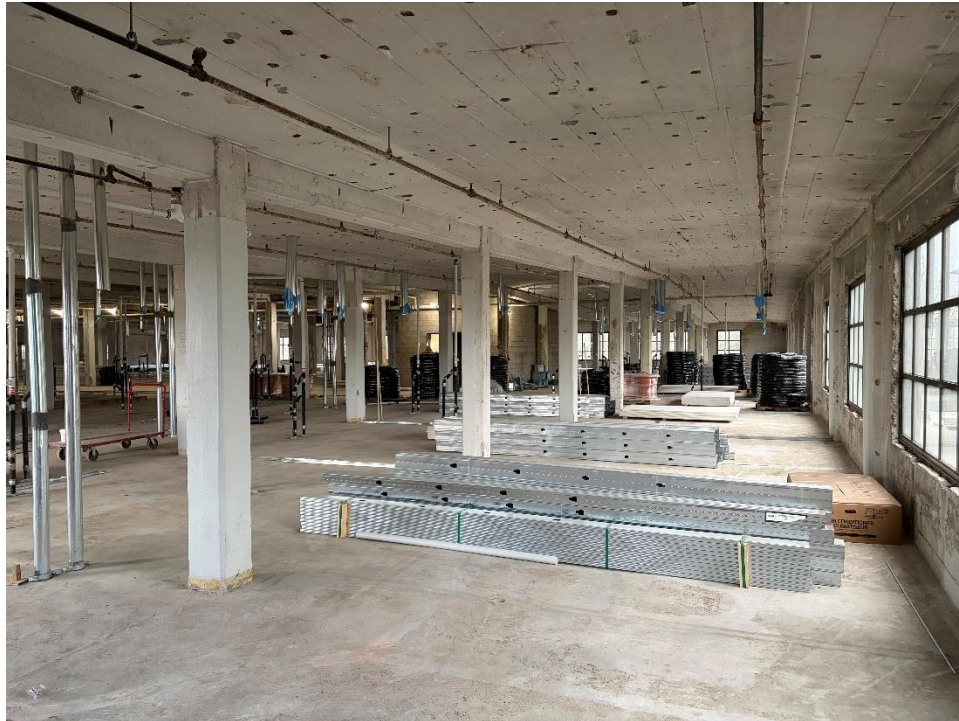
**Photo 25.** First floor, 1936 addition, view west, work in progress showing systems rough-in, February 2026.



**Photo 26.** Fourth floor, 1947 addition, view south, work in progress showing systems rough-in and initiation of interior framing, February 2026.

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**Photo 27.** Fourth floor, original 1911 building, view north, work in progress showing systems rough-in and initiation of interior framing, February 2026.