

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input checked="" type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates

Builder/Architect

## Statement of Significance (in one paragraph)

### 1. SIGNIFICANCE (SUMMARY)

The Iron Horse Historic District came into existence in response to three interrelated forces: first, the arrival of the Southern Pacific Railroad Co. in 1880 - a growth oriented company that required its massive workforce to live close by; second, the immediate proximity of the District's virgin land, which was held by speculators willing to continually develop for a captive rental market; third, the enormous population growth facilitated by the Railroad which in turn demanded ever increasing logistic support. The District experienced two building booms as the result of these spiraling forces.

The Iron Horse Historic District is a densely populated housing area composed primarily of modest rental dwellings, occupied historically by the road class of blue collar railroad employees. The District retains the feeling of a turn-of-the-century neighborhood in the small size of its buildings and of its half lots, and also in the density of both its building and population.

The Iron Horse Historic District is significant for its association with the Historic development of transportation in Arizona because it was developed as a direct result of the arrival of the Southern Pacific Railroad and its development into a major railroad repair center. This center was equipped with round houses, shops that included a boiler, car and machine shops, an iron works, several warehouses, freight and passenger depots, and a railroad owned hotel. The District provided the housing for the Southern Pacific employees north of the tracks.

The Iron Horse Historic District is significant for its role in the social history of the City of Tucson. The District was an enclave for Road Section railroaders, a high-tech, highly respected class of people with their own socio-cultural characteristics which were unique and distinctly different from not only the general populace, but from other railroad workers as Tucson evolved from 1880 to 1935. During this period the District became the railroad employees first residential neighborhood north and east of the Southern Pacific Railroad tracks as a result of the SP rule requiring employees to live within a mile of their workplace.

The District possesses architectural significance as it encapsulizes the full range of historical residential architectural styles found in Tucson including the Sonoran, Territorial, Queen Anne, and Bungalow styles, plus a few examples of the Western Colonial/Neo-Classical, and Period Revival styles. This is the only Tucson neighborhood to contain all the styles mentioned adapted specifically for rentals and as such can be seen as a laboratory for rental architecture within the architectural evolution of the city. Most of the buildings in the District were designed and constructed with residential rental income as the major factor.

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As the first lucrative residential development North and East of the railroad tracks, the District also attracted community leaders, wealthy land speculators, developers, and builders.

2. ORIGINS AND HISTORICAL DEVELOPMENTS OF THE DISTRICT:  
THE HISTORIC CONTEXT

Anglo settlement eastward and northward from Tucson's original core began in the 1860's. Land use in the area officially began in 1872 when the village of Tucson purchased 2.75 Sections of land from the federal government. The area bounded by Stone Avenue, Speedway Boulevard, First Avenue, and 22nd Street, which includes most of the Iron Horse Historic District was surveyed by S. W. Forman in 1872. At that time, the area was virtually uninhabited.

Land speculation began early in the District with the city as the first speculator. On January 10, 1877, all city owned land to the north and northeast of Downtown, including seventy-five percent of the Iron Horse neighborhood was sold to the Southern Pacific Railroad Co. The railroad surveyed and chose a right-of-way site to the south and west of the Iron Horse Historic District. The excess land north and northeast of the railroad was sold back to the Common Council of Tucson on November 18, 1879.

The coming of the Southern Pacific Railroad in 1880 set the stage for the development of the District. The railroad continued its expansion receiving a ten year tax exemption for water developments in January 1899 from the government. /9/ The expansions included a hand operated brick roundhouse and a passenger car manufacturing/repair shop by 1904. Additional railroad facilities were built to accommodate the El Paso Southwestern Railroad (Phelps Dodge), formerly the Arizona and Southeastern Railroad Company that arrived from southeast Arizona in 1912 and eventually merged with Southern Pacific in 1924. In 1880, Tucson's population was 7,007. With the coming of the railroad, the population exploded. By 1911, Tucson was the largest city in the New Mexico and Arizona Territories with a population of 14,000.

The Southern Pacific's "one mile rule" specified that its employees must live within one mile of the tracks. Old railroaders, who were children at the time, say it kept the men close enough to hear the "whistle code". This elaborate code was used as a communications system before telephones were invented for fire emergencies or ordinary instructions. Five areas met the requirements of the rule 1) the Downtown, 2) Millville, 3) North Fourth Avenue, 4) Armory Park Historic District, and 5) the Iron Horse Historic District. Only the Armory Park and Iron Horse neighborhoods remain reasonably intact./29/

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Armory Park Historic District and the Iron Horse Historic District are separated by the alignment of the railroad tracks and property which runs along a Northwest-Southeast axis through Tucson. Armory Park neighborhood is located to the South and West of the railroad tracks, and the then railroad yards while the Iron Horse District is located to the North and East.

The majority of railroad workers who needed housing settled into the Armory Park Historic District (listed on the National Register), and into the Iron Horse Historic District. The railroad library and bunkhouse were located forty-five feet from the intersection of Hoff Avenue and Stevens Avenue, which is the southwestern corner of the inventory area. /1/

Residents of the Iron Horse Historic District represented German, Irish, Polish, and Scottish ancestry. /7/ Although the SPRR employees occupying the District were predominantly "over the road operators" of trains (i.e. Engineers, Conductors, Firemen, Brakemen), some railroad workers were engaged in heavy manual labor. This included laying tracks, switching trains, building the roundhouse and turntables south of the tracks, repairing engines, and building/maintaining railroad cars. During the peak period 1910-11, 60% of the District was railroader occupied. The railroad population had 85% blue collar workers and 15% white collar clerks, who were predominantly the wives of the men working for the SPRR. Management was conspicuously absent - only two foremen have been documented during the period of significance.

60% of - 7/11  
85% of - 7/11

Southern Pacific Company housing for Division officials was located on the western edge of the yards along Third Avenue from approximately Thirteenth Street to Sixteenth Street immediately across Third Avenue from the Eastern boundary of Armory Park. The majority of railroad workers residing in Armory Park neighborhood were those personnel whose positions required them to work on the railroad preserve from the highest grade of administrative division personnel on down to the mass of common laborers. Virtually all management personnel lived in the Armory Park central area along with local businessmen and white collar workers. Blue collar railroaders were in evidence throughout this area with heavier concentrations north and southeast. Unskilled labor was located primarily on the outer western parameters of the railroader white and blue collar populated areas.

The early railroad companies not only exercised absolute control over their employees by dictating to them when, where, and how hard they would work, and where they would live, but would attempt to influence and control entire communities through any means available.

One such incident is depicted by Mose Drachman in his 1920 work "The Story of Old Tucson":

"There was a very bitter fight in the Republican Party at that time between E. P. Gifford who was a prominent gambler and Paul for the nomination for Sheriff at the primaries. The Southern Pacific took a great

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deal of interest in the primaries. They were determined to elect Paul Sheriff and they were determined that every man that worked for the SP should vote for him, and I will tell you how they arranged it. They bought up all the green-backed paper in town and they printed their ticket on green paper, so that if a Southern Pacific man who went to the polls to vote didn't have a green ballot he knew he would be fired."

The railroad's "corporate system structure" or job hierarchy was and is based on the "bump system" with seniority as the determining factor of promotion. The railroad corporate structure was divided into sections, i.e. Road Section, Yard Section. Each Section had a rigid internal chain of command that acted as the upward mobility ladder. The entry level positions were virtually unskilled labor with a chance to learn the intricacies of that Section. While working in this capacity, a recruit could be observed by his superiors and gleaned for advancement. A straight advancement sequence for an employee on a Road Section might be wiper, oiler, fireman, and then engineer. Cross or lateral entries were possible but so esoteric and individual that no description will be attempted. An old railroader reported, "It was wide open. They (administration) would give you all you could handle"./18/

A worker would start at the bottom of the ladder, as a switchman and move up to brakeman. An old railroad joke claimed that "one could always tell a switchman by his missing fingers". Although contemptuously referred to as "brakies" or "shacks":, brakemen enjoyed the ultimate pleasure of sitting atop a rumbling boxcar. Unfortunately, many a brakeman met with a gruesome end pined between two moving cars. If he survived these tasks, he might be promoted to freight conductor, which essentially involved more paperwork. The next level of the hierarchy was the position of conductor, where he enjoy the post of utmost dignity and diplomacy. On up the a fireman or "tallow pot", who had the dangerous task of oiling the boiler, would be only a step away at \$2.40 a day from the worshipped engineer's position at \$4.00 a day. The fireman would keep the engine burning with a wide shovel and a strong back, while the engineer would orchestrate the work of his crew with the toots of the whistle code. /19/

The majority of railroad personnel residing in the Iron Horse District were of the classification "over the road" or "wheelers", such as brakemen, firemen, conductors, and engineers. These were the adventurous ones, travelling far and fast (for those days), facing the perils of the countryside. They seem to have been a group unto themselves. Due to their travels, these men were exposed to the total culture of the United States, but appear to have been selectively influenced. The housing styles they lived in were diverse, but have one consistent feature - the virtual total lack of extraneous decoration or gingerbread. Even the huge 1910-11 Queen Anne at 126 N. 1st Avenue (124-07-070/Blk 1) is conspicuously devoid of any external opulence, though the Ziegler family could certainly afford it. The practical

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railroader philosophy of "If it doesn't have a purpose, we don't need it" is evidenced in their dwellings. This philosophy mated well with the area landlords, whose philosophy is seen as "building solid, but no-frills rentals".

Early Fourth Avenue residential development on the west end of the Iron Horse Historic District occurred on alley streets with commercial buildings gradually being built on the avenue and replacing existing dwellings.

The transient population between 1881 and 1897 seems to have centered around a permanent camp site (Isla De Cuba) adjacent to the Ninth Street bridge slightly east of the intersection of Third Avenue and Ninth Street. Little is known about the individual occupants except that many were railroaders and that Wieland's Beer Depot just across the tracks to the west thrived! Nothing is left except some photos of the makeshift dwellings. A SPRR company owned bunkhouse replaced the camp and was in place in 1893 near where 117-06-305, -306/Blk 4 now sits.

The Fourth Avenue business district had identifiable substance by 1885, and the Riecker house and Ziegler's Row (east side of First Avenue 124-07-151, 152, 153, 154/Blk 1) had been built by the end of 1885. These were the foundations of the Iron Horse Historic District.

Within the District boundaries, there are three primary land designations: City of Tucson, Buell's Addition and Riecker's Addition. Occasionally a fourth, Allen's Addition, appears on documents. /2/

Sometime before 1880, when the railroad acquired property from the city in 1877, Pie Allen, a Tucson pioneer and mayor, exercised two homestead rights on land east of Tucson, although he was only entitled to one. Paul Riecker sued for one of Allen's homestead rights, which is described as being a quarter of a mile wide and a mile and a half long with a western boundary of First Avenue. Riecker won (1885), thereby creating the origin of Riecker's Addition. /2/ Paul Riecker built the first houses north of the railroad tracks in 1880. These were demolished to enable construction of the first Broadway underpass.

In 1881, in the east section of the area, James Buell purchased and subdivided several blocks known as the Buell Addition. In 1885, this land was sold to pay taxes.

There were enough children in Iron Horse by 1883 to cause the residents to petition Tucson Unified School District to open a school at Ninth Street and First Avenue. Their petitions were denied for lack of available funds to repair the building and hire an additional teacher. The school was eventually opened on August 9, 1899. The building still stands at 645 East Ninth Street (117-06-027/Blk 7). /6/

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The Railroad Arroyo which cuts through the Iron Horse area was bridged before 1893 at Ninth Street with a heavy wagon bridge creating a new east-west thoroughfare, and at Second Avenue with a narrow foot bridge creating a new north-south pedestrian access to the railroad yards. The wooden Ninth Street bridge was the only heavy wagon bridge for eight blocks. Warehouses and shops assembled along the railroad tracks (three-fourths of a mile northeast of the central business district) making the bridge a vital logistic link between Tucson, the railroad, outlying cattle ranches, and the mines. Building materials for a new style of dwelling, the "Territorial," flowed across this bridge from the railroad yards and merchant warehouses into the cheap residential land along First Avenue.

With the arrival and expansion of the railroad came the arrival, in quantity, of goods and materials previously scarce or not available in Tucson. The railroad was able to transport larger and heavier loads than horses, mules, or wagons, therefore the quantity of goods increased while the prices of those goods decreased through cheaper transportation costs and laws of supply and demand.

Adobe was utilized exclusively as the main material for construction of buildings in the Iron Horse neighborhood from 1881 to 1891 as demonstrated in the surviving samples of the inventory. Previously scarce or nonexistent building materials such as milled lumber, hardwoods, cement and lime, glass, brick, new roofing materials, etc., became increasingly available to the builders, merchants, and residents of Tucson.

The railroad continued expanding services in Tucson, attracting more and more railroad workers, their wives and families, and persons of other support occupations. With these people came new ideas, new ways of doing things, and the desire for things they left behind.

Between 1885 and 1897, the Iron Horse Historic District experienced a marked increase in population and changes in building construction methods and style. A new style called the Territorial (Sonoran with wood frame roof and glass) began approximately in 1881 and ended approximately in 1908. /24, 25/

By 1897, the population of the Iron Horse neighborhood increased to a documented fifty-two residents. According to the 1897-98 Tucson City Directory, 60% of these residents held railroad jobs. The population of the neighborhood was to explode at the phenomenal rate of approximately 269% during the next three years to one hundred forty residents. According to the 1901 Tucson City Directory, 57% of the residents were employed by the railroad.

Surviving building samples, constructed between 1885 and 1900, show growth averaging at about 1.5 buildings per year. Starting in 1900, twenty years into

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the period of significance, the first of two building booms occurred as many speculators rushed to bridge the resulting housing gap with two types of dwelling units: the small duplex and the larger rooming house. Many examples of both adobe and brick duplexes are still in existence. Surviving buildings from this period (1900-1908) reveal that styles and materials were setback adobe or brick buildings with hip roofs and applied Victorian wood decorations. This period saw an overwhelming transition of architectural influence and preferences from the Sonoran/Territorial styles to the Queen Anne.

Of the fifty-six buildings from the Queen Anne period (1898-1908) that survive today, forty have Queen Anne styling with bay windows, vousoirs, recessed porches, or palladian vents. Even so, there is a great variance within the style. /25/ Building materials, such as hard woods, bathtubs, glass, door handles, metal shingles, etc., necessary for the construction of the Queen Anne styled buildings were imported via railroad from the East.

A common occurrence in this style was a front room with a separate entrance. The 1908 Tucson City Directory, which frequently indicates a railroader and wife plus another railroader (doubling-up), listed forty of the new houses as occupied by railroad employees (71%).

Four identical Queen Annes in a row are located on Third Avenue; 121-135 North Third Avenue (117-06-310-0 through 117-06-313-0) all have hip roofs, recessed porches and double entry to allow access to the spare room. The construction of Queen Anne influenced buildings ceased abruptly in the District in 1908.

During the Queen Anne Period (1898-1908), another locally scarce style referred to as Western Colonial emerged within the District. This style of building is noted for its massive appearance, single storied, high hipped roof with center dormer, and full width recessed front porch with massive, classically inspired support columns. Four examples of this rare style survive in the District at 225 N. 1st Ave (117-06-017/Blk 7), 223 N. 2nd Ave. (117-06-032/Blk 6), 115 N. 3rd Ave. (117-06-309/Blk 4), and 428 E. 9th Str. (117-06-293/Blk 4).

By 1908 a slightly larger population (one hundred and sixty-seven) had spread out in the neighborhood to more single family residences infilling between Euclid and North Fourth Avenue. The 1908 Tucson City Directory indicates 48% of the neighborhood residents were employed by the railroad. /7/ Ninth Street had become a major artery, and almost 50% of the buildings on Fourth Avenue had been constructed.

Through 1909 to 1912, the twilight years of the Arizona Territory, the excitement of preparation for Statehood was dampened by a disastrous fire at the Southern Pacific yards. A slowed but steady growth existed in the neighborhood and eight dwellings were erected. Five of these were the new rage in style, the "Bungalow".

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In keeping with the previous trend towards rental units or rooms within buildings constructed in the District, 49% of all the surviving Bungalows are duplexes. This trend strongly suggests that rental income was important to the owners. /26/

On September 30, 1910, a fire at the SPRR Reserve destroyed the blacksmith, machine shop, pipe fitting department, 25 stall roundhouse, ten engines including one brand new engine, 19 tenders, and all the equipment, tools and materials located in those shops. Clean-up efforts and temporary outdoor facilities were immediately instituted at the railroad yards. The Southern Pacific Railroad redesigned its yards, and construction of replacement buildings plus additional new buildings began the following year.

Despite the rebuilding effort, the loss of the shops and the 25 stall roundhouse was a catastrophic disaster and possibly the contributing factor which created a local recession, which in turn resulted in restrained growth in the District until 1913. The period 1908 to 1913 is seen as a lull in building construction frequency between the first and second building boom. The Bungalow period evolved slowly from 1908 to 1913 and then became the predominant style of the second building boom until its close in 1926. 57 of the 89 surviving buildings constructed between 1908 to 1936 are of this popular style.

In response to the recession and the coming statehood (1912), the Southern Pacific Railroad reduced its fares for passengers travelling to the new state of Arizona. With the entry of the United States into WWI (1916), a great demand was placed upon the railroads for increased services to transport troops, supplies, and equipment.

By 1917, the District had a population of one hundred and ninety-five. The 1917 Tucson City Directory indicates 49% of the District residents were employees of the railroad. /7/

An increase in the number of people and dwellings on a northeastern tract that flowed between the east end of Iron Horse and the University of Arizona was distinct. This increase clearly defined a narrow footprint of construction established about 1914. /11/ A large portion of this extension of the established Iron Horse District was demolished by the ambitious building programs of Tucson High School and the University of Arizona after 1923. The area east and northeast of the District developed substance (in approximately 1914) and continued its formative development through the next seven years until 1925 when a heavy infill of the Period Revival styles developed there.

The Iron Horse Historic District had enough vacant land left, located for the most part on alley streets, to capture a small sample of the Period Revival styles overlapping the Bungalow period by about ten years. The interest in the

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Revival styles appeared in two time groupings within the District. The first grouping was in 1916 with three Spanish Colonial Revivals, 117-06-113A, -118A, and -118B/Blk 3, and then essentially went dormant until 1925-27 when nine mixed Revivals were constructed (eg. 117-06-055/Blk 6, 117-06-137/Blk 2, 117-06-297/Blk 4).

The District presently has a small scattered commercial strip of eighteen buildings located mainly along Ninth Street. The historic commercial buildings, nine in number, were built in the early 1920's. Three of these are of Commercial Panel Brick styling. The historic and current functions of these commercial buildings are essentially the same with a notable exception. Mozel's Beauty Shop (124-07-073/Blk 1) is now a multi-residential dwelling.

Holladay School, demolished, a grade school located just north of the District was built in 1901 in response to the increased pressures of population growth and development. /6/ By the early Twenties, a new high school was needed. The prominent Tucson architectural firm of Lyman & Place was selected to design the school and they created the Western Classical Revival structure that sits imposingly to the north of the Iron Horse Historic District. Tucson High School opened in 1924 and serves the residents of the surrounding neighborhoods. It is currently on the National Register as the South boundary of the West University Historic District.

By 1925, there were five passenger trains a day to Tucson plus freight trains arriving or passing through Tucson. Tucson became, and still is, the Western United States repair center for the Southern Pacific and Pacific Fruit Express Lines. /12/

Up to 1927, the predominant occupation of Iron Horse residents was railroad related. The profession was at that point stable at about 20% of the population, and remained so until 1935 with most fluctuations due to population changes. As building occurred north of Sixth Street and east of Euclid, the occupations of residents in those areas were markedly university related as the University of Arizona grew and prospered. /7/

The Depression of the 1930's brought an approximate 40% decrease in railroad passenger service to Tucson. The Tucson City Directory of 1935 clearly indicates a decrease in the number of railroad workers residing in the District, reducing that profession to 17% of the total.

The District was fully developed by the mid-1930's with but a few infill buildings being constructed after 1935. /25/

It is presumed that sometime in the late 1910's to early 1920's, the SPRR rescinded or relaxed its rule requiring railroad employees to live within a mile of the tracks as a result of the availability of the telephone and the

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increased use of the automobile and intra-city mass transit systems. A 1917 study shows a few railroaders quartered over the one mile limit. /7/

With the coming of WWII, the Southern Pacific Railroad began to experience increased demand upon it for service, especially for the war effort. As the population of the southwestern states grew, greater demands were also placed upon the Southern Pacific Railroad repair and service yard. In 1959, the SPRR relocated its yards to the east of Campbell Avenue and south of 22nd Street, where they were building new and larger facilities.

As the railroad workers who owned homes and rental units in the District moved from the District, they either sold their homes and rental units or retained them as rentals. Most of the purchases were made by investors who did not reside in the buildings they purchased. Thus, the high tenant population continued.

The owner occupancy ratio is rising in the District. The 1970 census indicates a 7% ratio for the general area. The 1980 census showed an increase to 14% which was the second lowest in the city. The only section of the city that was lower in the owner-occupancy ratio was the Downtown business area at about 5%. Currently, this survey indicates about 45% owner occupancy.

By mid-century the neighborhood had become a highly diverse enclave with new ethnic representations from Czechoslovakia, Yugoslavia, and Russia, and after the three quarter century mark from Vietnam, Laos, and Bangladesh who continue the laboring traditions.

3. SIGNIFICANCE: TRANSPORTATION

The Iron Horse Historic District is significant for its association with the historic development of transportation in Arizona. Beginning with the arrival of the railroad in 1880 and continuing through the late 1920's, the District developed as a neighborhood occupied by a preponderance of railroad workers as compared to all other types of employed and non-working population.

Year	Tot. Pop.	RR	Percent. of RR
1897	52	31	60%
1901	140	80	57%
1908	195	117	60%
1910	167	81	48%
1912	182	35	19%
1917	195	96	49%
1922	308	102	33%
1926	296	55	19%
1931	399	59	15%
1935	252	43	17%

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The railroaders occupying the District were almost exclusively from the Southern Pacific Railroad Co. It is presumed that some time in the late 1910's to early 1920's, the railroad rescinded or eased their rule requiring railroad employees to live within a mile of the tracks as a result of the availability of the telephone, and increased use of the automobile and intra-city mass transit systems.

4. SIGNIFICANCE: SOCIAL HISTORY

The Iron Horse Historic District possesses historical significance for its role in the social history of the City of Tucson. In depth documentation of the peak years of employment, 1908 through 1911, shows that the Southern Pacific Railroad Co. maintained a consistent percentage of its employees within its sections to plus or minus 2%. The Road Section comprised about 35% of the total work force, with the other divisions of: Management/Office Personnel, Shops and Maintenance at about 12% each, and lastly unskilled Labor varying between 14% and 17%. The Road Section, better known as "wheelies", has four major divisions - Engineers, Firemen, Conductors, and Brakemen. It is this class of blue collar railroad employee that made up two thirds of the total railroaders in the Iron Horse Historic District between the years 1880-1917, and then slowly declined to 1935.

Trainmen not only thought themselves to be a breed apart from other people, the remainder of the populace thought this also. They lived an adventurous life travelling far and fast. But this adventure was not without costs. In 1887, 2,070 men lost their lives and 20,148 were injured on the job. The Railroaders were part of an exclusive fraternity whose members, by capability, worked their way up the ladder and were undaunted by the perils of their work. From a wiper, who cleaned oil from the massive locomotives, to the revered engineer, who actually controlled the train, they shared a deep sense of brotherhood. Unionism came early to the railroaders increasing job security and comradery.

Hundreds of men came to Tucson in search of this steady employment and the excitement of working for the SPRR. The steady wages and a housing gap were the market forces that stimulated the development of the neighborhood. Living quarters for railroaders across the nation was similar to Tucson; "Executives lived in more spacious adobes, foremen and administrators lived in brick cottages, and laborers (blue collar) lived in apartments, duplexes, or rowhouses"./19/ The Iron Horse Historic District also offered small single family houses. The District, as documented in early Tucson City Directories, mainly housed those men who worked on the road. Brakemen, firemen, conductors, and engineers found the District conveniently located less than a mile from the railroad depot./16/

*Handwritten note:* ?

*Handwritten arrows pointing to "Executives" and "rowhouses" in the text above.*

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5. SIGNIFICANCE: ARCHITECTURE

The District possesses architectural significance as it encapsulizes the full range of historical residential architectural styles found in Tucson, including the Sonoran, Territorial, Queen Anne, and Bungalow styles plus a few examples of the Western Colonial/Neo-Classical and Period Revival styles. This is the only Tucson neighborhood to contain all the styles mentioned adapted specifically for rentals, and as such can be seen as a laboratory for rental architecture within the architectural evolution of the city. Most of the buildings in this historic area were designed and constructed with residential rental income as the major factor.

The District over the years became a laboratory of rental architecture more through market pressures than by design on the part of landlords or speculators. Subdividing single lots into two small lots occurred at the start of the first building boom in c.1900 on Block 4 and 2. This resulted in block fronts on alley streets and twice the rental capacity for a given piece of land. Another method of mini-maxing (minimum investment for maximum returns) was tracking. Tracking consisted of building two or more residences in a row using the same building plans. The earliest examples of tracking are the 1885 adobes of Ziegler's Row (124-07-051, -052, -053, -054). Tracking was also used twenty years later when four petite, identical Queen Annes were constructed, (117-06-309, -310, -311, -311, -312). Also, common wall construction was experimented with both in adobe (117-06-058A) and in three brick railroad Rowhouses (eg. 124-07-055C, -058). The time-tested multi-story method of cutting construction costs for higher return is evidenced in the Don Martin Apartments (117-06-021/Blk 7) and in an earlier adobe (117-06-295/Blk 5). A subtler experiment noted in the District is the Queen Anne duplex. Identified in the District as a unique sub-type in Tucson's historic core, this building type can be considered as two Queen Annes (eg. 117-06-132/Blk 2) Siamesed under one roof with options (eg. 117-06-300/Blk 4, 124-07-071/Blk 1, 117-06-116A/Blk 3). One unusual feature of the Queen Anne duplexes is their location on different blocks, not together in a tract.

The practice of using exact or near exact house plans on widely disperse buildings reappears in the Period Revivals of the 1920's (eg. 117-06-055/Blk 6, 117-06-008A/Blk 7). Although the previous examples appear identical, their dimensions are slightly different as are most of the twice used plans. One experiment in "dimension changes" on one set of plans gives the impression of two different designs on a pair of small Spanish Colonial Revivals (117-06-137, -138/Blk 2) as does "mirror imaging" on 117-06-118A, -118B/Blk 7). Probably the most outstanding reuse of one design was when one builder blatantly restyled a Spanish Colonial Revival into a Mission Revival (117-06-285A/Blk 6, 117-06-023B/Blk 7).

This experimentation with rental architecture is seen as an attempt to produce

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a saleable product targeted on the highest paid of the railroad blue collar workers, the Road Section. The Iron Horse Historic District is primarily the product of market forces with small single family rental houses or duplexes on half lots with miniature yards situated on narrow avenues and alley streets. Finally, the dwellings in the Iron Horse Historic District lack the obvious opulence of those in the Armory Park Historic District. Heavily occupied by a white collar population, the Armory Park Historic District has predominantly large, privately owned single family homes of mixed styles on large lots with four sided yards situated on wide avenues.

6. ASSOCIATION WITH SIGNIFICANT INDIVIDUALS

The Iron Horse Historic District possesses additional significance for its association with a number of prominent individuals.

Paul Riecker (in Tucson 1880-1885) was a nationally known civil and mining engineer who drew the first official map of Arizona which was published in 1879 from his previous topographical survey of California and Arizona for the U. S. Government. He led an early exploration party across the Colorado Plateau and was among the first to make contact with the Havasupai at the Grand Canyon./3/ He built the first houses north of the railroad tracks in 1880.

A description of the Riecker family home can be found in Fred Riecker's (Paul and Annie's son) autobiography, "Horatio Algebra and Chief One and One". Fred lived out the end of his life at the Don Martin Apartments (605 E. Ninth Str., 117-06-021/Blk 7). After Paul Riecker's separation from his wife Annie in 1886, this house was utilized as the Riecker real estate office by Annie W. Riecker and family. The first floor of this house still exists at 212 North First Avenue (124-07-032A/Blk 8) totally submerged in a modern commercial structure. The Riecker family also resided at 127 N. First Avenue (117-06-128/Blk 2) and quite possibly built the home at 225 N. First Avenue (117-06-017/Blk 7). As Annie Riecker purchased the east half of block 78 City of Tucson on January 5, 1883, and immediately began selling all lots except lot 10 on which this house stands, retaining it until September 24, 1907.

In 1896 Paul Riecker mapped Pasadena, California, and laid out Inglewood and Redondo Beach, California (1896). He was also involved in the Panama-Nicaragua Canal controversy as one of the original surveyors of the Nicaragua Canal route./3/

Peter and Mary Ziegler arrived in Tucson prior to 1881. Peter retired after twenty years on the railroad as an engineer and became active in real estate while running a confectionary shop in downtown Tucson. The Ziegler's raised two sons and six adopted orphans.

On the block bounded by First Avenue, Ninth Street, Tenth Street and Euclid

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(Block 1), presumably to obtain a profit either through rental or sale, the Ziegler's built eleven houses between 1881 and 1911, five of which were built by 1885 including Ziegler's Row. Nine of these houses still exist.

The first Ziegler family home, 126 N. First Avenue (124-07-070/Blk 1), was a rambling adobe with large sleeping porches in the rear. This home was replaced in 1910-11 with a two story High Victorian Queen Anne more suited to their wealth and social station. Its high tower with cone shaped roof is unique in the neighborhood. The four rental units (1885) called Ziegler's Row (116, 118, 120, 122 North First Avenue, 124-07-051, 52, 53, 54/Blk 1) were adobe duplexes with one room and kitchen. 128 and 130 North First Avenue (124-07-071/Blk 1) was a Queen Anne duplex with a pyramidal roof constructed of low fired adobe brick with stucco in 1899. Additionally, they built three dwellings on Ninth Street, two of which remain, (722, 734 E. 9th Street, 124-07-068, 065/Blk 1), and a maid's house behind their own (722 E. Florita, 124-07-069/Blk 1).

Mary Ziegler, in addition to being a principal in her husband's business, was a gifted community organizer in Tucson for over forty-six years and many early organizational meetings were held in her home. She is credited with organizing the First Baptist Church. She was a charter member of Naomi Rebekah Lodge #4 and first Noble Grand. She held the first presidency of the Rebecah Assembly in Arizona and was eventually decorated with the Degree of Chivalry. It is no surprise that she held a Past Worthy Matron degree with the Arizona Chapter #2 of the Eastern Star as she was a charter member and a very active worker for many years.

In 1924 after the dedication of the Odd Fellows Home in Safford, Arizona, and following many years as a prominent person in the movement for the home, Mary A. Zeigler was named Superintendent of the home. There, she became known as "Mother Ziegler".

Mr. Elias Hedrick came to Tucson in 1900 and began working for the Southern Pacific Railroad. Mr. Hedrick was not a joiner but he was a staunch Odd Fellow and Republican. He served as a Tucson City Councilman, as a State Representative and as a State Senator. While in the Senate, he helped bring the State School for the Deaf and Blind to Tucson. He was a member of the Arizona Pioneer's Historical Society and a well-known philanthropist, benefactor to the First Methodist Church, the YMCA, and the Good Samaritan Hospital in Phoenix.

Mr. Hedrick owned the massive Western Colonial home at 225 N. First Avenue (117-06-017/Blk 7).

This home was purchased by another SPRR family, the Silas Mote family, in 1918, who lived there until 1946. Mrs. Dena Mote was a pioneer teacher whose remarkable teaching record spanned nearly half a century in the

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Tucson locale. Although she held a Master's Degree in Education (received in 1917), she continued her education at the University of Arizona where she was enrolled as recently as 1946. Mrs. Mote passed away at the age of 77 in July 1953.

Mrs. Mote's son, John R. Mote, a world renowned medical scientist, was raised in the home at 225 N. First Avenue. Dr. Mote graduated from Tucson schools and the University of Arizona. Then receiving two scholarships, the Leopold Schopp Foundation for scholastic rating and the Leslie M. Walker Scholarship, the highest award given an individual, he attended the Harvard University School of Medicine. Dr. Mote received his medical degree at Harvard University and became a professor there.

Dr. Mote left the faculty of Harvard Medical School for special war service. In 1940, he assisted the American Red Cross and Harvard in setting up an infectious disease hospital in England as medical adviser to the American Red Cross and American Liason officer in the Ministry of Health.

He was borrowed by the British in 1941 to assist them in setting up their medical division to handle lend-lease medical supplies for the British Empire. He represented the British on all joint-committees or boards having an interest in medical supplies or production.

Dr. Mote was active in medical research, publishing many papers, pertaining to the cause, treatment, and prevention of rheumatic fever. As Medical Director of Armour Laboratories in Chicago he directed the research on the new wonder drug ACTH.

The El Paso and Southwestern Railroad was further represented by one of the early residents; David L. Stinson. He came to Arizona in 1889 as a member of the Fourth US Cavalry stationed at Ft. Huachuca in southeast Arizona. His command was later transferred to Fort Lowell in Tucson. After his service with the US Army, Stinson located in Tucson. Stinson, a Veteran of the Regular Army also served during the Spanish American War as a seaman aboard the USS Pennsylvania and participated in the battle of Manila Bay under the command of Admiral George Dewey. He served as Postmaster at Sahuarita, Arizona for several years, was Superintendent of the Twin Buttes Railroad in 1908 and also a member of the State's Pioneer's Historical Society. /3/

Stinson resided at 734 East Eighth Street (124-07-045/Blk 8) with his wife Rose Burns Stinson and their three children; William J. (Fireman, SPRR), David J., and Robert H. from 1906- 1931./7/ He died at home on July 25, 1931, at the age of seventy-eight.

Another early resident was Fred Adams. Born an only child in 1875 in Wisconsin, he was raised in San Diego. He spent five years of studies at the

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Horological College in Elgin, Illinois, learning watchmaking, engraving and optometry. Adams moved to Tucson in 1899 to work with George H. Crook and Co. jewelry store. In 1906 he went into business with Mr. Greenwald where he served as Vice-President of the Greenwalds and Adams Jewelry store until he bought out Greenwald's interest in 1929. In connection with his jewelry store, he was official watch inspector for Southern Pacific Railroad of Mexico.

Adams also served on the local City Council in 1906-09 during the time open gambling in Tucson was stamped out. At that time, gambling, mining and the railroad were considered the three golden eggs that made a town boom. In 1908 Adams lived at 739 East Ninth Street (124-07-039-0). /7/ He was a member of the Hiram Club, Kiwanis, Knights of Pythias, Old Pueblo Club, Arizona Pioneer's Historical Society, Tucson County Club and El Rio Country Club. In 1944, Adams sold his store to Izador Horowitz and retired. /10/

Samuel T. Wright was born in Denton County, Texas, in 1877. He served during the Spanish American War with the First Territorial Regiment, recruited under the direction of the Governor of the Arizona Territory, Myron H. McChord.

Mr. Wright joined the Immigration Service in Tucson in 1914. Since the border Patrol was not organized until 1924, the immigration officers had to traverse the hinterlands of Arizona on horseback or with horse and buggy to gather information and spot aliens. He became inspector in charge of the Naco, Arizona, office in 1926 and 1929 inspector of the Phoenix office. He returned to Tucson in 1931 and retired at the age of 70 in 1947 as inspector in charge of the Tucson office. Mr. Wright lived at 241 N. 3rd Avenue, Casas Antiguas (117-06-058B/Blk 5).

Ben West spent 37 years as an active police officer, starting as a protege of the famed Captain James B. Gillett of the Texas Rangers. His first job was that of a detective for the Galveston, Harrisburg, and San Antonio Railroad. In 1910 he joined the El Paso and Southwestern where he commanded a group of guards riding the tops of trains between El Paso and Douglas during the time Villa and his revolutionaries were near the border. He joined the southern Pacific Railroad as a detective in 1921.

The following year, Mr. West joined the Tucson police force. He rose through the ranks to Captain wearing badge number one. Captain West was in charge of the shift which brought about the apprehension of John Dillinger, noted in 1934 as public enemy number one. He did not make the actual arrest, but did personally search Dillinger finding \$6,500 in cash in his pockets. After Dillinger was booked into jail, Captain West lead a search team to Dillinger's rented residence finding an additional \$7,000 in cash, machine guns, bullet proof vests, and other equipment. Ben West resided at 130 N. 2nd Avenue (117-06-146/Blk 2).

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Stephen P. Miller, the son of a Southern Pacific Railroad engineer, is believed to have been the first person to build and sell evaporative coolers in Arizona, and possibly anywhere else.

He listened to stories of his father and other relatives working for the railroad and how they tried to keep cool when they had to layover in Yuma during the hot summer months. Those railroad men first tried putting wet burlap over their bunks, then putting wet burlap sacks over the railroad car windows and drawing air through the sacks.

He built his first coolers for the family home at 121 N. Euclid (124-07-060/Blk 1) using wood frames and excelsior enclosed in chicken wire netting. The frames were installed in place of window screens and water was applied through a perforated copper tube. A fan was placed inside to move air through the frames.

He built up a thriving business while attending Tucson High School constructing the coolers and installing them for \$18.00 each. Mr. Miller went on to become co-founder and President of Glover & Miller Air Conditioning Inc.

Albert F. Reynolds, a railroad man and automobile dealer, came to Tucson in 1891 and was one of the ardent amateur photographers of his day. He took pictures of almost every town in Arizona. His roving lens captured the genre of early Arizona, of Indians, Spanish Missions, and scenes of typical early days, such as burros with water bags being driven through Tucson streets, prospectors camped out, and the Arizona pioneers.

On October 24, 1942, Mr. Reynolds' widow and sons made a gift of 1,000 photographic plates and negatives of early Tucson and Arizona scenes to the Arizona Pioneer's Historical Society. Mr. Reynolds resided at 740 E. 9th Street (124-07-063A/Blk 1).

Josia T. Joessler came to Tucson via Mexico from Spain. Joessler became prominent in Tucson as an architect. Today early buildings designed by him are considered prized possessions for their architectural significance. Within the Iron Horse Neighborhood two examples of his work exist today: the Don Martin Apartments at 601 E. 9th Str (117-06-021/Blk 7) and the residence at 738 E. 9th Str. (124-07-61A/Blk 1).

# 9. Major Bibliographical References

( See continuation sheet number nine

# 10. Geographical Data

Acreage of nominated property 34

Quadrangle name Tucson

Quadrangle scale 1:24,000

UTM References

A 

1	2	5	0	3	8	6	0	3	5	6	5	1	8	0
Zone		Easting				Northing								

B 

1	2	5	0	3	8	6	0	3	5	6	4	8	4	0
Zone		Easting				Northing								

C 

1	2	5	0	3	7	6	0	3	5	6	4	8	4	0
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

D 

1	2	5	0	3	4	2	0	3	5	6	4	0	2	0
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E 

1	2	5	0	3	3	2	0	3	5	6	5	0	4	0
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F 

1	2	5	0	3	3	2	0	3	5	6	5	1	0	0
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G 

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H 

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Verbal boundary description and justification

See continuation sheet.

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	N/A	code
ite		code	county		code

# 11. Form Prepared By

name/title Board of Directors

organization Iron Horse Expansion Historic Assoc.

date May 1985

street & number 126 North First Avenue

telephone (602) 622-3723

city or town Tucson

state Arizona 85719

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

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

State Historic Preservation Officer signature Emma J. Schuber

title State Historic Preservation Officer

date May 15, 1986

For NPS use only

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

date

Keeper of the National Register

Attest:

Chief of Registration

date

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(railroad widow), Mr. and Mrs. Charles Wilson (resident and owner of Wilson's Radio and Speedometer Shop for over 30 years).

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Iron Horse Contributors

Iron Horse Contributors

SURVEY SITE	ADDRESS/LOCATION	SURVEY SITE	ADDRESS/LOCATION
117-06-001-0	646, 648 E. 8th Str.	117-06-056-0	219 N. Bean
117-06-002-0	642 E. 8th Str.	117-06-058A.	235 N. 3rd Ave.
117-06-003-0.	634 E. 8th Str.	117-06-058B.	291 N. 3rd Ave.
117-06-004-0.	626 E. 8th Str.	117-06-058C.	428 E. 8th Str.
117-06-006-0.	622 E. 8th Str.	117-06-058D	426, 426 1/2 E. 8th
117-06-007-0.	239 N. Jacobus	117-06-064-0.	219 N. 3rd Ave.
117-06-008A.	233, 235 N. Jacobus	117-06-103A.	548 E. 9th Str.
117-06-009-0.	614, 616 E. 8th Str.	117-06-104-0.	546 E. 9th Str.
117-06-010A.	246 N. 2nd Ave.	117-06-105-0.	536, 538 E. 9th St.
117-06-010B.	244 N. 2nd Ave.	117-06-108-0.	504 E. 9th Str.
117-06-012-0	240 N. 2nd Ave.	117-06-112A	121, 123 N. 2nd Ave.
117-06-013-0.	236 N. 2nd Ave.	117-06-113A.	124 N. Bean
117-06-015-0.	230 N. 2nd Ave.	117-06-116A	112, 114 N. 3rd Ave.
117-06-017-0.	225 N. 1st Ave.	117-06-117A	122 N. Bean
117-06-018B	219 N. 1st Ave.	117-06-118A	115 N. 2nd Ave.
117-06-020-0.	222 N. 2nd Ave.	117-06-118B	117 N. 2nd Ave.
117-06-021-0.	605 E 9th Str.	117-06-119A	101-111 N. 2nd Ave.
117-06-022-0.	619, 621 E. 9th Str.	117-06-122-0	102 N. 3rd Ave.
117-06-023A	629 E. 9th Str.	117-06-125-0.	636, 638 E. 9th Str.
117-06-023B.	214, 216 N. Jacobus	117-06-128-0.	127-129 N. 1st Ave.
117-06-028-0.	526 E. 8th Str.	117-06-129-0	121 N. 1st Ave.
117-06-030-0.	538, 542 E. 8th Str.	117-06-131-0	109 N. 1st Ave.
117-06-031-0	548, 550 E. 8th Str.	117-06-132-0.	105 N. 1st Ave.
117-06-032-0.	223, 223 1/2 N. 2nd	117-06-133-0.	101 N. 1st Ave.
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117-06-034-0.	213 N. 2nd Ave.	117-06-135-0.	108 N. Jacobus
117-06-035-0.	539 E. 9th Str.	117-06-136-0	114 N. Jacobus
117-06-036-0.	543 E. 9th Str.	117-06-137-0.	122 N. Jacobus
117-06-037-0.	533 E. 9th Str.	117-06-138-0.	128 N. Jacobus
117-06-038-0.	529, 529 1/2 E. 9th	117-06-141A	620 E. 9th Str.
117-06-039-0.	220 N. Bean	117-06-141B	620 E. 9th Str.
117-06-042-0.	232 N. Bean	117-06-142-0	608, 614 E. 9th Str.
117-06-043-0	234, 236 N. Bean	117-06-145-0.	136 N. 2nd Ave.
117-06-044-0	222 N. 3rd Ave.	117-06-146-0.	130 N. 2nd Ave.
117-06-045-0	220 N. 3rd Ave.	117-06-147-0.	118 N. 2nd Ave.
117-06-047-0	216 N. 3rd Ave.	117-06-148-0.	124 N. 2nd Ave.
117-06-049A.	503 E. 9th Str.	117-06-149-0.	114, 116 N. 2nd Ave.
117-06-049B.	511 E. 9th Str.	117-06-151-0	601, 603 E. 10th
117-06-053A	517 E. 9th Str.	117-06-153-0.	103 N. Jacobus
117-06-055-0.	215, 217 N. Bean	117-06-154-0.	107 N. Jacobus



143,144

IRON HORSE EXPANSION HISTORIC DISTRICT

TUCSON, ARIZONA

PHOTOGRAPHER; HARDY GRANT

DATE; SEPTEMBER 1985

LOCATION; 1021/16

Looking E, up 9th St. from intersection of 9th St. and 2nd Ave.

5 of 10

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L to R, 9th St. (117-06-) 104, 105

IRON HORSE EXPANSION HISTORIC DISTRICT

TUCSON, ARIZONA

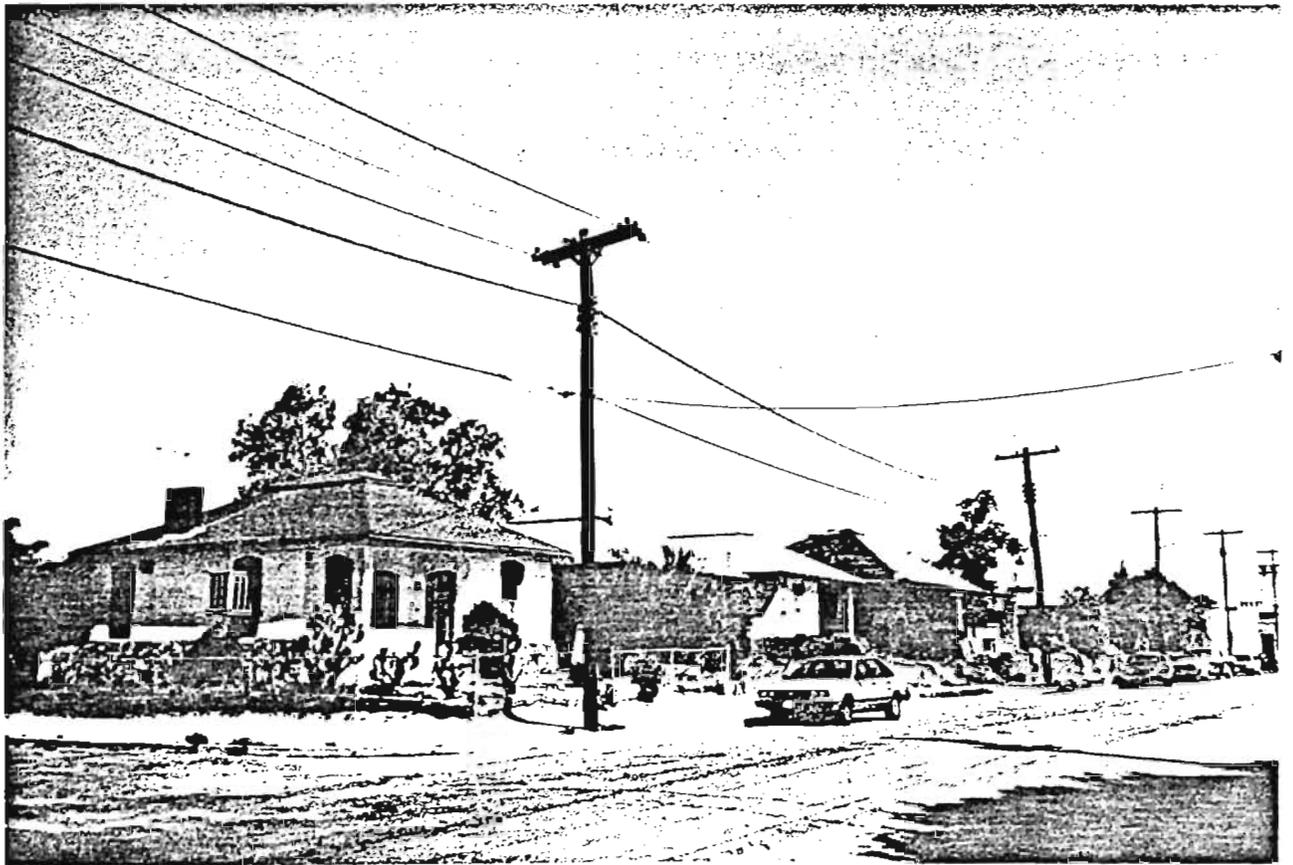
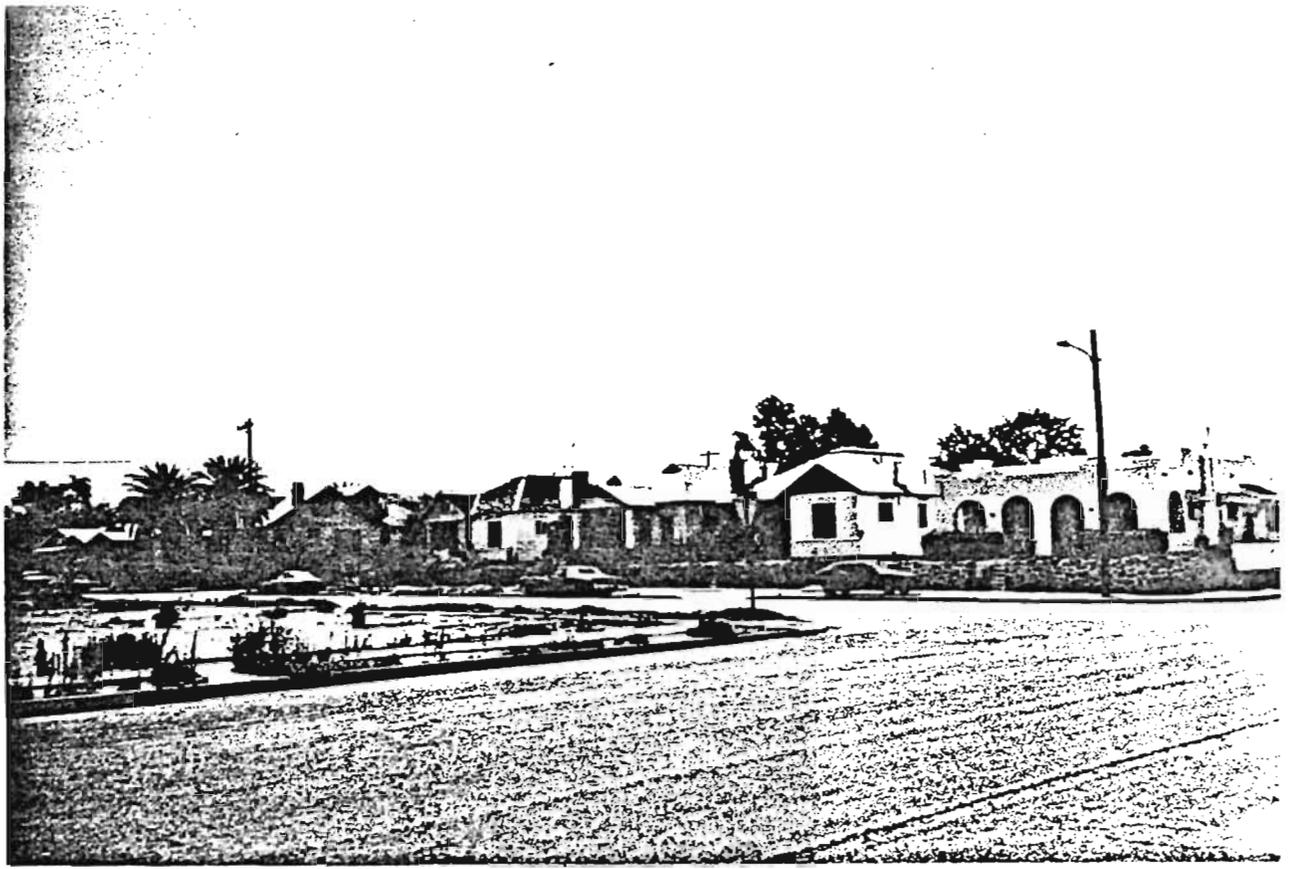
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DATE; SEPTEMBER, 1985

LOCATION; 1510/17

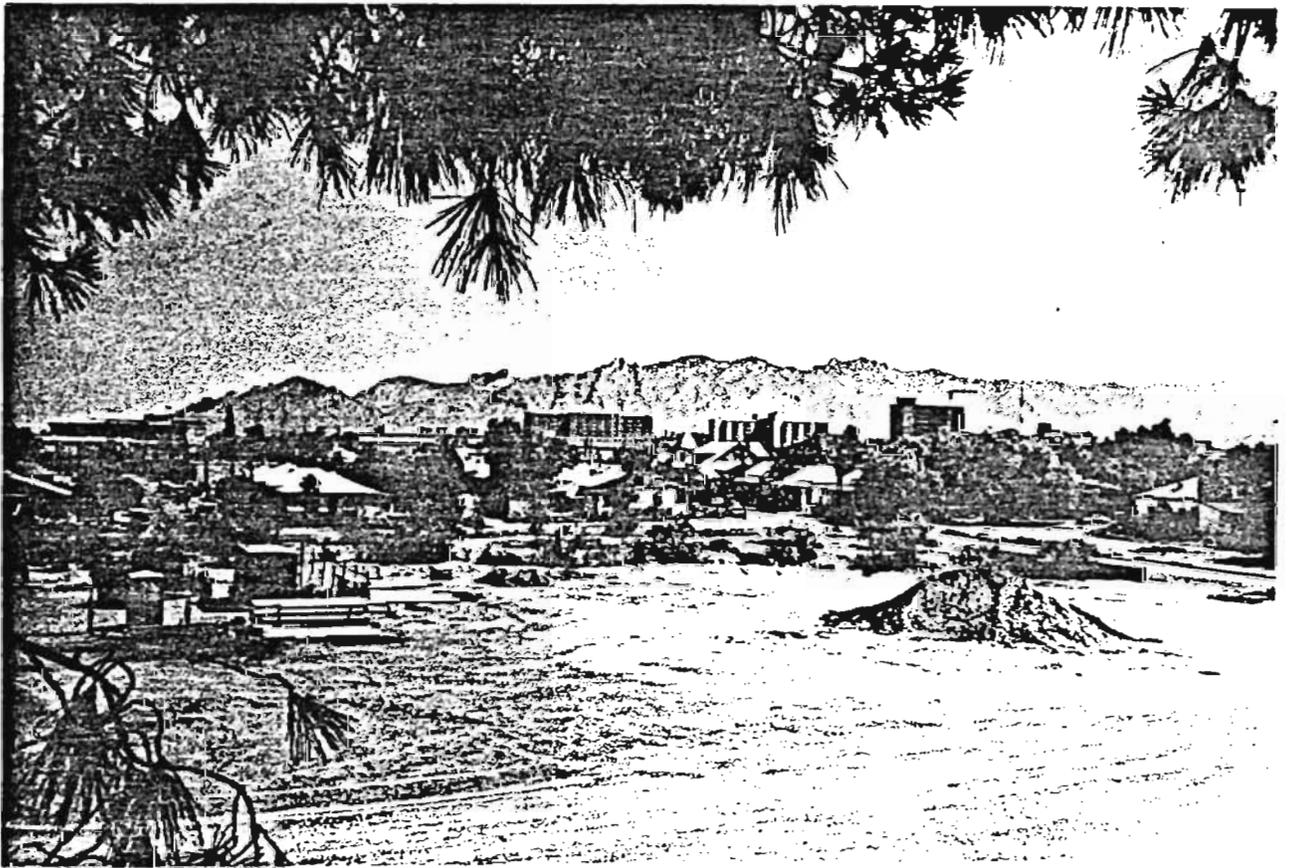
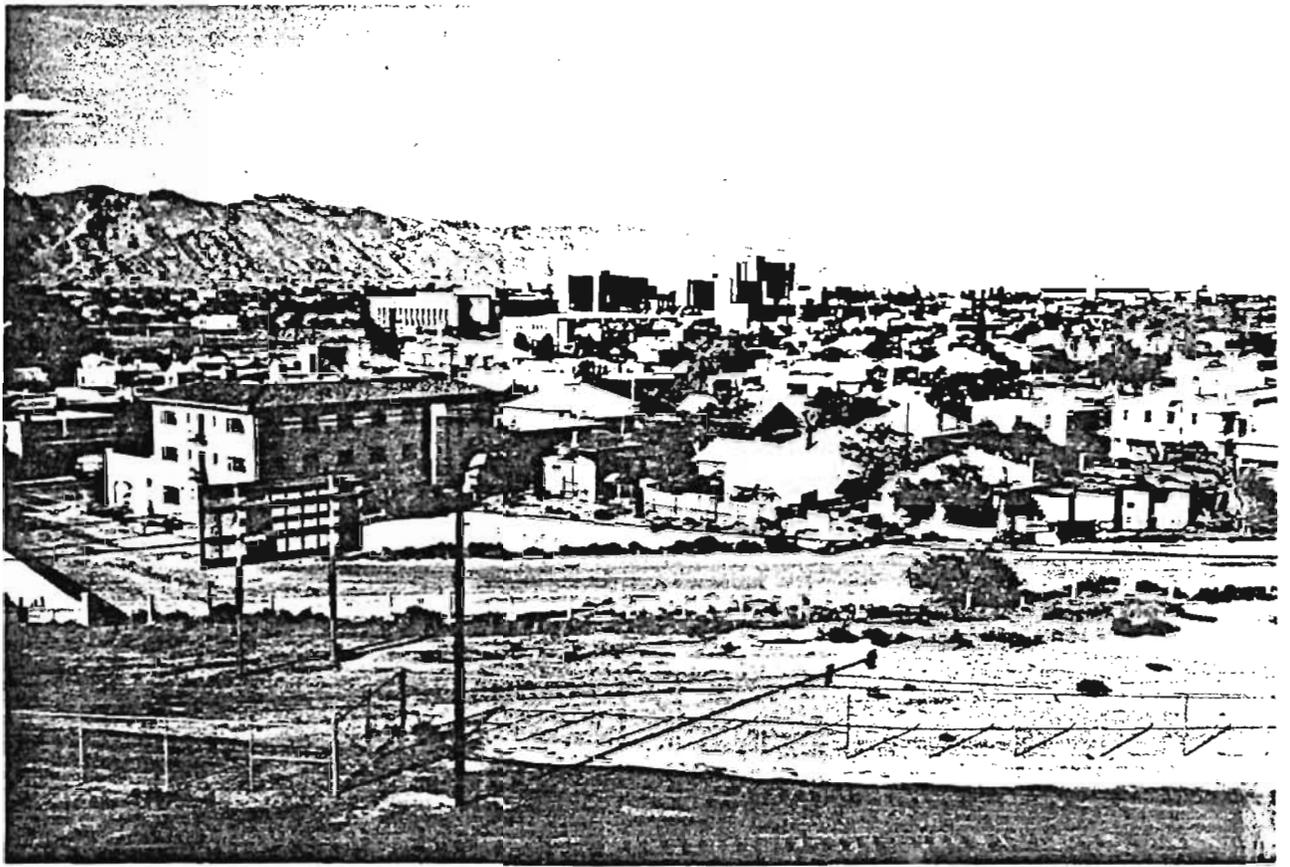
Looking NSW along 9th St.

6 of 10



IRON HORSE EXPANSION HISTORIC DISTRICT  
TUCSON, ARIZONA  
PHOTOGRAPHER; HARDY GRANT  
DATE; SEPTEMBER, 1985  
LOCATION; 1021/00  
Looking SE on to 8th St. from 3rd. Ave.  
1 of 10

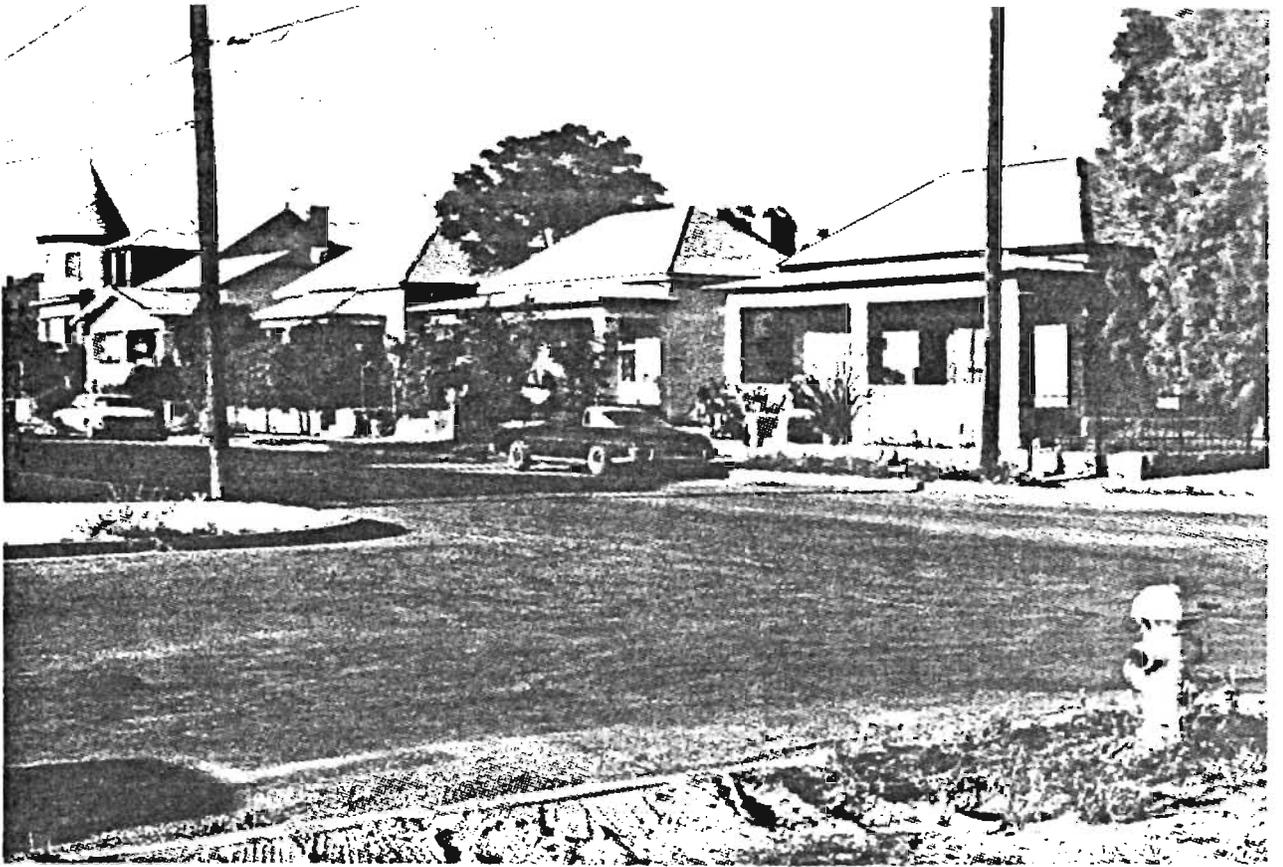
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TUCSON, ARIZONA  
PHOTOGRAPHER; HARDY GRANT  
DATE; SEPTEMBER, 1985  
LOCATION; 1021/1  
Looking NW on to N. First Ave. from 10th. St.  
2 of 10



L to R, (111-70-1271, 270, 277H, 273, 274, 277D,  
300, 303, 301, 304, 302, 305, 306  
IRON HORSE EXPANION HISTORIC DISTRICT  
TUCSON, ARIZONA  
PHOTOGRAPHER; HARDY GRANT  
DATE; SEPTEMBER, 1985  
LOCATION; 1045/1  
Looking NNE on to N. 4th. Ave. and Stevens from  
SPRR depot  
7 of 10

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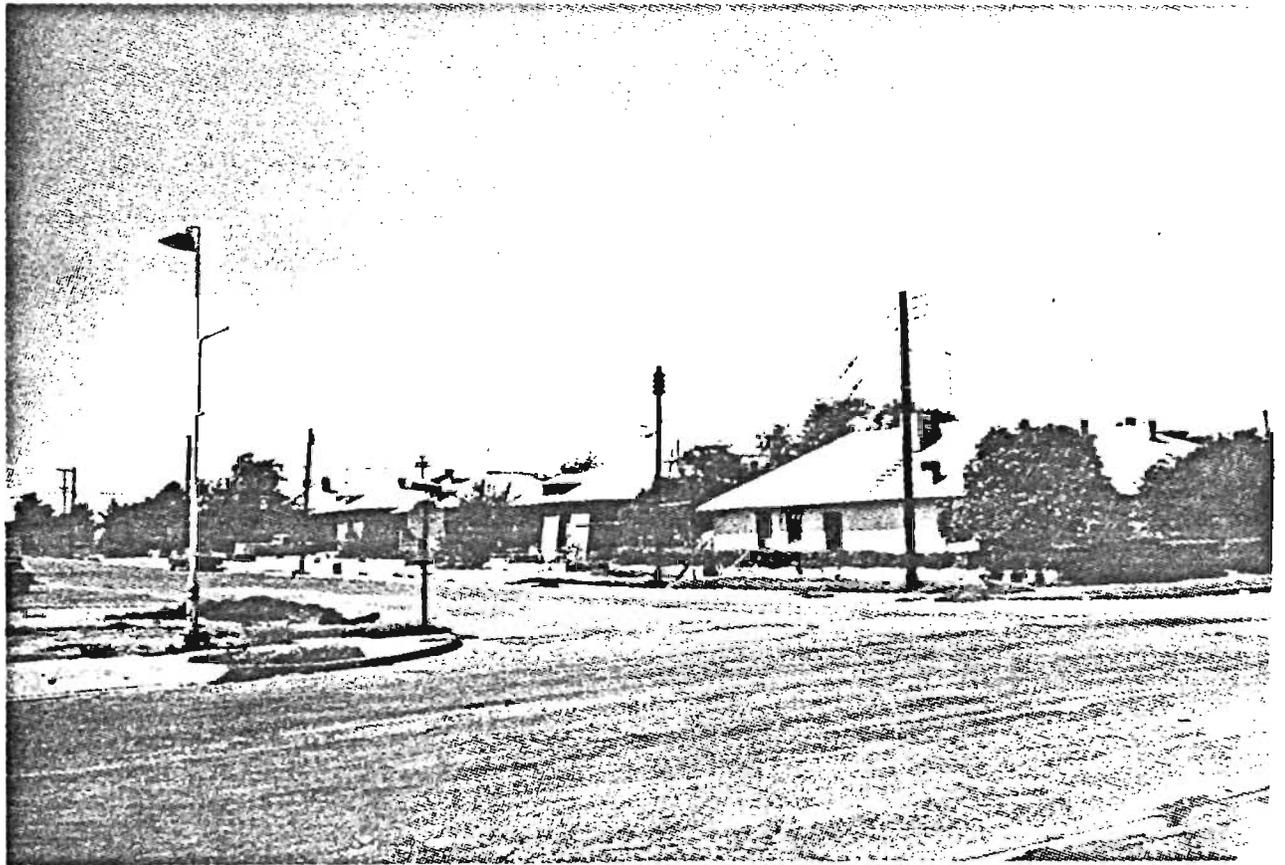
L to R, (117-06-) 031, 030, 029, 028, 282,  
283, 284, 285, 058B  
IRON HORSE EXPANION HISTORIC DISTRICT  
TUCSON, ARIZONA  
PHOTOGRAPHER; HARDY GRANT  
DATE; SEPTEMBER, 1985  
LOCATION; 1045/24  
Looking WSW on to 8th ST. from intersection of 2nd AVE. and 8th St.  
8 of 10



L to R, (124-07-), 070, 054, 053, 052, 051  
IRON HORSE EXPANION HISTORIC DISTRICT  
TUCSON, ARIZONA  
PHOTOGRAPHER; HARDY GRANT  
DATE; SEPTEMBER, 1985  
LOCATION; 1508/16A  
Looking on to W. 1st AVE. from intersection of  
10th St and N. 1st  
9 of 10

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L to R, (117-06-), 031, 030, 029, 028, Bean Ave.  
282, 283, 284, 285, 3rd Ave, 58 B  
IRON HORSE EXPANION HISTORIC DISTRICT  
TUCSON, ARIZONA  
PHOTOGRAPHER; HARDY GRANT  
DATE; SEPTEMBER, 1985  
LOCATION; 1021/24  
Looking SW along 8th St from intersection of  
8th St and 2nd Ave  
10 of 10



L to R, (117-06-) 133, 134, 135, 136, 137,  
138, 139, 141B, 141A  
IRON HORSE EXPANSION HISTORIC DISTRICT  
TUCSON, ARIZONA  
PHOTOGRAPHER; HARDY GRANT  
DATE; SEPTEMBER, 1985  
LOCATION; 1021/4  
Looking SSW on to Jacobus from 9th St.  
3 of 10

L to R, (117-06-) 309, 310, 311, 312, 313, 291, 192  
IRON HORSE EXPANSION HISTORIC DISTRICT  
TUCSON, ARIZONA  
PHOTOGRAPHER; HARDY GRANT  
DATE; SEPTEMBER, 1985  
LOCATION; 1021/8  
Looking SSW on to 3rd Ave from 9th St.  
4 of 10