

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

Iron Horse East Historic District
Pima County, Arizona

1. SIGNIFICANCE

The Iron Horse East Historic District came into existence in response to three interrelated forces: first, the arrival of the Southern Pacific Railroad Co. (SPRR) 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 this one railroad company which in turn demanded ever increasing logistic support. The District experienced 2 building booms and 3 surges as the result of these spiraling forces.

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 the wealthiest of the 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 well. As Tucson evolved from 1908 to 1936, for a while, it was also the eastern suburb for Tucson's commercial middle class. During the significant period and now it sheltered the University of Arizona's students and faculty.

The District possesses architectural significance as it encapsulizes most of historical residential architectural styles found in Tucson including the Transformed-Sonoran, Territorial, Queen Anne, and Bungalow styles, plus a few examples of the Western Colonial/Neo-Classical, and many Period Revival styles. It is one of 2 Tucson neighborhoods 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. A decisive number of buildings in the District were designed and constructed with residential rental income as the major factor.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

Iron Horse East Historic District
Pima County, Arizona

2. ORIGINS AND HISTORICAL DEVELOPMENT OF THE NEIGHBORHOOD: 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 about one third of the Iron Horse neighborhood) 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 35% of the Iron Horse neighborhood, was sold to the Southern Pacific Railroad Company (SPRR). The railroad surveyed and chose a right-of-way site to the south and west of the Iron Horse neighborhood/9/. 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 yard expansion receiving a ten year tax exemption from the government for water developments in January 1899./1/9/ The expansions included a hand-operated brick roundhouse and a passenger car manufacturing/repair shop which was built by 1904. Additional railroad facilities were built to accommodate the El Paso Southwestern Railroad (Phelps Dodge), formerly the Arizona and Southeastern Railroad Company which 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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Iron Horse East Historic District
Pima County, Arizona

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/16/. 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/

Armory Park Historic District (on the National Registry), and the two Iron Horse Historic Districts 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 old railroad yards, while the Iron Horse Districts are located to the North and East.

The majority of railroad workers who needed housing settled into the Armory Park Historic District and the two Iron Horse Historic Districts. The railroad library and bunkhouse were located 45 feet from the intersection of Hoff Avenue and Stevens Avenue, which is the southwestern corner of the Iron Horse Neighborhood. /1/

Original residents of the Iron Horse neighborhood were of 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 neighborhood was railroader occupied. The railroad population had 55% blue collar workers and 15% white collar clerks, who were predominantly the wives of the men working for the Southern Pacific Railroad Company. Management was conspicuously absent--only two foremen have been documented as living in the Iron Horse neighborhood during the period of significance/7/.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

Iron Horse East Historic District
Pima County, Arizona

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 on the railroad preserve, from the highest grade of 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 administrative division personnel on down to the mass of common laborers. Virtually all railroad management personnel lived in the Armory Park central area along with local businessmen and white-collar workers. Blue-collar and over-the-road railroaders were in evidence throughout the Iron Horse Neighborhood with heavier concentrations north and southeast. Education and commerce filled out the northeastern portion late in the period of significance. Unskilled labor was located primarily on the outer western parameters of the railroader white-collar and blue-collar populated areas/7/.

The early railroad companies not only exercised absolute control over their employees by dictating to them when, where, and how hard they worked, and where they lived, but attempted 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 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: the Road Section and the Yard Section.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

Iron Horse East Historic District
Pima County, Arizona

Each Section had a rigid internal chain of command that acted as the upward mobility ladder. The entry-level positions provided 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.

As an old railroader reported, "It was wide open. They (the 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 rambling boxcar. Unfortunately, many a brakeman met with a gruesome end pinned between two moving cars. If he survived, he could be promoted to freight conductor, which involved more paperwork. The next level of the hierarchy was conductor, where he enjoyed a post of the utmost dignity. On up the ladder, 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 also kept the engine burning with a wide shovel and a strong back, while the engineer orchestrated the work of his crew with toots of the whistle code. /19/

The majority of railroad personnel residing in the Iron Horse District were "over-the-road operators" 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. A businessman's Queen Anne (01-22) compared to a railroader's Queen Anne clearly illustrates the differences of taste. The practical 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".

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 6

Iron Horse East Historic District
Pima County, Arizona

Early Fourth Avenue residential development in the west end of the Iron Horse neighborhood occurred on alley streets with commercial buildings gradually being built on the avenue and replacing existing dwellings/11/. 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 thrived! It was just across the tracks to the west. Nothing is left except some photos of the makeshift dwellings. A Southern Pacific Railroad Company bunkhouse replaced the camp and was in place by 1893.

The Pale Footprint: Iron Horse East begins.

The Fourth Avenue business district had identifiable substance by 1885; Ziegler's Row had been built by the end of 1885. /28/ Predating them, Iron Horse East had some older, scattered buildings in use then and now. Two of these, the early Daily Sonoran (04-11) and another (03-04), were later transformed and are still occupied. These were the foundations of the Iron Horse East Historic District./5/32/

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

In 1877, General John B. 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 originating Riecker's Addition. /2/ Paul Riecker built, on land purchased from Allen, the first houses north of the (proposed) railroad tracks and west of the District in 1880. These were demolished to make room for construction of the first Broadway underpass. Part of Riecker's Addition will be 50% of the land area of the proposed District. In 1880, the railroad acquired its trackway property from the city/13/.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 7

Iron Horse East Historic District
Pima County, Arizona

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

Buell's Addition will be about 40% of the area of the District in the north. The remaining 10% is two partial blocks north of 6th Street from the City of Tucson.

There were enough children in the Iron Horse neighborhood by 1883 to cause the residents of the neighborhood 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. Part of this building still stands and is in use as a residence. /6/

The Railroad Arroyo (part of Arroyo Chico) which cuts through the neighborhood in the west, was bridged twice: 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/5/. The wooden Ninth Street bridge was the only heavy wagon bridge for eight blocks. Warehouses and shops sprung up 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" (01-09), flowed across this bridge from the railroad yards and merchant warehouses into the cheap residential land along First Avenue. First Avenue was the western edge of the Allen homestead. /2/

The railroad continued expanding its services in Tucson, attracting more and more railroad workers, their wives and families, and people in other support occupations. With them came new ideas, new ways of doing things, and the desire for things they had left behind. With the arrival and expansion of the railroad came the arrival, in quantity, of goods and materials previously scarce or unavailable in Tucson.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 8

Iron Horse East Historic District
Pima County, Arizona

Specific Development: As a Historic District

The Iron Horse neighborhood contains two historic districts: Iron Horse Expansion, on the national registry, and Iron Horse East. Both developed from 1881 through 1936 by their proximity to the railroad and were inhabited by railroad employees. Iron Horse East developed simultaneously with the other district, but blossomed later in its period of significance (1908-36), an influx of railroaders, augmented by residents employed in commerce and education. It is the last of the early railroad generated historic districts in Tucson.

Specific Development: Iron Horse East Historic District

Adobe was exclusively utilized as the material for construction of buildings in the Iron Horse East District from 1870 to 1898 (10-09), but continued to be used until 1937 (03-17A). Wood made a brief appearance as demonstrated in the surviving samples of the inventory (03-10).^{27/} Four wood frame houses were built between 1898 and 1910. The Western Colonial (02-11) is one example of the use of wood. Previously scarce or nonexistent building materials such as milled lumber, hardwoods, cement and lime, glass, brick, now roofing materials, etc., became increasingly available to the builders, merchants, and residents of Tucson.

Between 1870 and 1898, the Iron Horse East Historic District built few houses and was very sparsely populated with only nine a documentable residents in 1881 ^{7/}. The survey for this period indicates only one surviving unmodified building, a very representative Territorial styled duplex used as a rental (01-09).

The 1900-1909 Decade:

In 1900-1909, the Iron Horse East Historic District experienced a marked increase in population and changes in building construction methods and style. By the end of the decade there were 32 households, 50 people, of which 20 were Southern Pacific Railroad employees^{7/}. The District constructed 25 houses that survived in this decade.^{25/} In 1905, the building period surged with the construction of 7 houses, which is about equal to the number there at the end of the 1800s. By 1908, Ninth Street had become a major artery, and almost 50% of the buildings on Fourth Avenue had been constructed.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 9

Iron Horse East Historic District
Pima County, Arizona

A new style called the "Bungalow" began approximately in 1905 and retained its inertia through to 1925./24/ The Bungalow dominated all other styles with a 50% share of home built in this decade. This decade was the foundational infill with an example of almost every local style of the period: 2 Arizona Territorials, 3 Western Colonials, 3 Queen Annes, 2 Craftsman dominated Bungalows and 10 Bungalows. Of the group, only the Bungalow has real prominence in numbers. The dates have been updated twice in the

Assessor's cards. Some dates were found only in the City Directories. The Inventory is therefore based on somewhat blurred dates. This period saw an overwhelming transition of architectural influence and preference from the few Sonoran/Territorial styles to the Bungalow while barely touching the other contemporary styles.

The Bungalow period, 1905-1925 Seventy-seven of the 120 surviving buildings constructed between 1902 and 1936 are of this popular style/24/. The Bungalow style allowed a wide diversity of form and material. The railroad brought the hardware and some of the material; large amounts of local stone and brick were used. Prominent porches mostly, but not always housewide, supported on the ends by massive masonry columns that were integrated or separate from the gabled roofs. No matter the wide use of materials or the diversity of design within this style, the interior residential configuration leaned toward the rental value of a spare separate bedroom with a private entryway. The configuration of duplex (15%) that had been so well developed in the adjacent historic district to the west shifts to single family dwellings here (85%)/26/. The wealthiest of the "Wheelers" and Tucson's commercial people were moving into the single-family dwellings on large full-size lots/7/.

The Queen Anne was not popular in this District. Of the twelve buildings with the Queen Anne style that survive today, all have voussoirs, and some combination of bay windows, recessed porches, or palladian vents. Even so, there is a great variance within the style. Building materials such as hardwoods, bathtubs, glass, door handles, metal shingles, etc., necessary for the construction of Queen Anne-style buildings were imported via the railroad from the East. Four(or one third) of the surviving Queen Annes were in place in this decade. The frail Queen Anne period was about 20 years long /24/.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 10

Iron Horse East Historic District
Pima County, Arizona

A common occurrence in this style was a front room with a separate entrance. The 1908 Tucson City Directory, frequently indicates a railroader and wife plus another railroader (doubling-up). A representative example of a local Queen Anne is (03-09). During this period (1900-1909), 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; they have less-than-massive columns. They were in place early, between 1898 and 1904. The locally famed architect Henry O. Jaastad lived in one of them (02-11).

The 1910-1919 Decade:

From 1909 through 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. On September 30, 1910, a fire at the SPRR Reserve destroyed the blacksmith shop and machine shop, the 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. Cleanup efforts began 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/31/.

Despite the rebuilding effort, the loss of the shops and the 25-stall roundhouse was a catastrophic disaster and probably created a local recession, which in turn resulted in restrained growth in the District until 1914-15 /22/. The period 1909 to 1914 is seen as a lull in building construction frequency because of outside economic forces exerting their effect on the little District; the 5 finished houses of 1910 are attributed to work in progress.

In response to the recession and the approaching statehood (1912), the Southern Pacific Railroad reduced its fares for passengers travelling to the Arizona Territory. With the entry of the United States into World War One (1916), a greater demand was placed upon the railroads to transport troops, supplies, and equipment.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 11

Iron Horse East Historic District
Pima County, Arizona

The period 1910 through 1919 show resulted in 35 houses built, 10 more than the previous decade, with the building surge beginning again in mid-decade/25/. Over 71% of these were the present style rage--the "Bungalow". In keeping with the previous trend toward single-family buildings constructed in the District, 74% of the survivors appear to be single-family dwellings. This trend strongly suggests that a larger living space was important to the new owners or new tenants. /26/ It also follows that the clients were wealthier.

Starting in 1914-1915, the second building surge began, as builders rushed to bridge a housing gap with three types of dwelling units: single-family, duplex, and an undetermined number of "single private" rooms which were integral to both of the former (10-19)(03-10). This appears to have been a sympathetic response to a significant building boom immediately to the west. Surviving buildings from this period (1910-1919) reveal that styles and materials were primarily setback adobe or brick buildings with hip roofs and sparsely applied Victorian wood decorations. Two kinds of fired brick predominated: 1. A highfired hard brick meant to be seen at 8 x 4 x 2.25 inches, and 2. a softer, fired brick at 8.5 x 4 x 3 inches used under stucco. Both appear to be made of local clay and both were used in double courses. The two uses can be seen in a Queen Anne with exposed bricks (03-13) and in a Bungalow with stucco over brick (02-05).

In 1917, in an unexplained lull after a building surge, the District had a population of about 58 households and 139 people. The 1917 Tucson City Directory indicates 30% of the District's households were employees of the railroad./7/ Residents related to commerce (37) and education (41) over shadow the railroaders (17) when viewed as groups.

An increase in the number of people and dwellings on a northeastern tract that flowed between the First Avenue-Railroad Arroyo (Arroyo Chico) and the southwestern corner of University of Arizona was distinct. This increase clearly defined a three block wide footprint of construction established from about 1914 on./11/ A large portion of this extension of the established Iron Horse neighborhood was demolished by the ambitious building programs of Tucson High School and the University of Arizona after 1923.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 12

Iron Horse East Historic District
Pima County, Arizona

Another 7-house spurt of building occurred in 1918, but was followed by another down year. With an active market, no reason is apparent for only two houses being built here in 1919. An area-wide project initiated by the City of Tucson to change the topography of the streets. Streets, boulevards and sidewalk areas were cut into the low rolling hills on which the District is built. This action was to achieve a more controlled rain runoff westward. Ninth Street would be the watershed for north and south runoff. The retaining walls built between the undisturbed private properties and the sidewalk areas are presently made of various materials: cement block, cast concrete, stuccoed random stone, and random coursed volcanic rock. Even though some are block long structures, the responsibility for construction seems in every case to have rested with the individual property owner. Examples of stone are in locations 07-02, 07-04 and in a cement material 07-10. A variation on the walls built up to aboriginal hill height is the banked-dirt configuration with very low walls (06-02 and 0603).

The 1920 through 1930 Period:

The Iron Horse East Historic District had plenty of vacant land left, located for the most part on alley streets, to capture a large sample of the Period Revival styles overlapping the Bungalow period by about 17 years. The interest in the Revival styles made a gossamer appearance in 1919, but by 1923 had replaced the Bungalow style in popularity within the District/24/.

The period 1920 through 1930 shows 99 houses built, 64 more than the previous decade, with the first building boom in 1920 and 1921. Over 71% of these were once again the Bungalow style. Not keeping with the previous trend toward single-family buildings constructed in the District, only 53% of the survivors appear to be single family, with duplexes up to 28%. This trend strongly suggests an increased interest in smaller rentals/26/. In 1922, in the year after the boom, the Tucson City Directory indicated 33% of the District's households were employees of the railroad. Residents related to commerce (80) and education (71) still led over the railroaders (38) when viewed as groups. /26/

The District presently has a small sample of commercial buildings. Historic commercial buildings, 4 in number, were built in the early 1920's. Two of these are of Commercial Panel Brick styling; the other two are a Mission Revival(11-01) and a Spanish Colonial

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 13

Iron Horse East Historic District
Pima County, Arizona

Revival (11-17). The historic and current fictions of these commercial buildings are essentially the same, with a notable exception. H.W.Market is now a is now a single-family dwelling(03-01).

Holladay School (now demolished), a grade school located northwest of the District was built in 1901 in response to the increased population growth and development. /6/ By the early 1920's, 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 still 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 1930, the predominant occupation of Iron Horse residents was railroad -related and remained so until 1936 with most fluctuations due to population changes. As building occurred in the north, 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 1930 clearly indicated a decrease in the number of railroad workers residing in the District.

The District was fully developed by 1936, although some 22 building were constructed afterwards. About 75% of these were modern multi-family dwellings/25/.

With the coming of World War two, 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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 14

Iron Horse East Historic District
Pima County, Arizona

Campbell Avenue and south of 22nd Street, where the company built 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, a 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 its owner-occupancy ratio was the Downtown business area at about 5%. Currently, a local survey indicates about 45% owner occupancy.

By mid-century, the neighborhood had become a highly diverse enclave with representation from Czechoslovakia, Yugoslavia, and Russia; after the three quarter-century-mark residents from Vietnam, Laos, and Bangladesh continued the diversity of its occupations.

Now the Iron Horse East Historic District is a normal to densely populated housing area composed primarily of modest single-family dwellings and modern multistory-multifamily dwellings. Occupied historically by the road class of blue collar railroad employees, Tucson's commercial middle class and students, only its railroad population has declined. The District retains the feeling of a turn-of-the-century neighborhood in the medium size of its buildings and their 4-side-yard lots. City codes have kept the modern intrusions, non-intrusive, even with the increase in the density of the population.

3. SIGNIFICANCE: TRANSPORTATION

The Iron Horse East 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 1930's, the District developed as a neighborhood occupied by a preponderance of railroad families from a single company, the Southern.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 15

Iron Horse East Historic District
Pima County, Arizona

Pacific Railroad Company (SPRR). The SPRR repair yards were a hub for the Southwest. Residents from Tucson's commercial and higher educational communities were virtually equal partners in the development of the District during the period of significance, 1908-1936.

The chart below, compiled for the year after each building surge or boom, illustrates who is in the new buildings. The number of households and total population is shown under Total Population by Year (xxh/xx). The population is then separated into number of railroaders (RR), jobs related to commerce (Com), persons connected to education (Ed) and laborers and non-workers (Lab). The last column is the percentage of railroad households (% of RR).

<u>Year</u>	<u>Tot. Pop.</u>	<u>RR</u>	<u>Com</u>	<u>Ed</u>	<u>Lab</u>	<u>% of</u>
1908	xh/9					%
1910-11	32h/54	20	22	2	10	40%
1917	58h/139	17	37	41	44	39%
1922	114h/297	38	80	71	109	33%
1928	179h/291	53	61	27	170	24%
1930*	xh/151	41	39	20	51	27%

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 16

Iron Horse East Historic District
Pima County, Arizona

*This is not absolute data, yet it clearly shows a dominance of households supported by one company's employees.

The railroaders occupying the District were almost exclusively "wheelers" from the Southern Pacific. 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. A breakout of SPRR job descriptions for 1928 is: 20 conductors, 8 engineers, 7 brakemen, 5 firemen 16 Yardmen. It is of maximum importance that with 20 conductors here, it is by far the greatest concentration of conductors in the city. The commercial residents were mostly white-collar management people: ministers, news editors, attorneys, politicians, builders and bankers. The residents related to education were about 10% professors and 90% were students /7/.

4. SIGNIFICANCE: SOCIAL HISTORY

The Iron Horse East Historic District possesses historical significance for its role in the social history of the City of Tucson. In-depth documentation of "job description" shows the Southern Pacific Railroad Company to be the major employer of the residents. Research was conducted on the years: 1908, 1910-11, 1917, 1922, 1928 and 1930. Each study was the year following a building surge or boom to identify the occupants. The Road Section, ("wheelers"), has four major divisions: engineers, firemen, conductors, and brakemen. It is this class of blue-collar railroad employee that made up 72% (in 1928) of the total railroaders in the Iron Horse East Historic District. The wealthiest were able to afford the large-lot, single-family homes, whether they rented or owned.

Trainmen not only thought themselves to be a breed apart from other people, the general public thought so to. They lived an adventurous life, travelling far and fast. But this was not without its price: 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 NPS

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 17

Iron Horse East Historic District
Pima County, Arizona

early to the railroaders, increasing job security and comraderie. Hundreds of men came to Tucson in search of this steady employment and the excitement of working for the railroad. The steady wages and a housing gap were the market forces that stimulated the development of the Iron Horse neighborhood. Living quarters for railroaders across the nation were similar to Tucson's; "Executives lived in more spacious adobes, foremen and administrators lived in brick cottages, and laborers lived in apartments, duplexes, or rowhouses"./19/ The Iron Horse East Historic District offered medium sized, single family houses; possibly of better quality than the national average. The "Private Rooms" were often rented by as many three railroaders; each a member of a different rotating crew. One renter would be using the room while another was on the road and the last was waiting at the other end of the line. The District, as documented in early Tucson City Directories, mainly housed those men who worked on the road. Wheelers found the District conveniently located less than a mile from the railroad depot. /6/ The District offered student housing then, and now, in its connection to Education. Commerce was also a vital contributing factor to the District's emergence. The sheer diversity of high-level management positions held by residents connected to Tucson's economic fabric, cannot be overstated./7/

5. SIGNIFICANCE: ARCHITECTURE

The District possesses architectural significance, as it encapsulates the full range of historical residential architectural styles found in older Tucson, including the Transformed Sonoran, Territorial, Queen Anne, and Western Colonial styles plus many examples of the Bungalow 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. Examining only single-family (114) and duplexes(42), there have been type changes in an undetermined number of the dwellings. The duplexes in this historic area were designed and constructed with residential rental income as the major factor and they are about 27% of 156 dwellings. Built mainly in the surges and booms of the 1920s at a 1to2 ratio with

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 18

Iron Horse East Historic District
Pima County, Arizona

the single-families. This District dramatically tends toward single-family dwellings (73%), whether rented or owned. /24/

Over the years the District was shaped more through market pressures than by design on the part of landlords or speculators. The plan to have block fronts on alley streets, which gave twice the rental capacity for a given piece of land was initiated in the street layout. This plan worked in the earlier Iron Horse Expansion district on the west side of Euclid but failed here in the east, as only about 7 houses were installed on alley streets.

A method of maximizing income (minimum investment for maximum returns) that did work was "tracking", consisted of building two or more residences in a row using the same building plans with a slight change. An example of tracking is the 1921 Tudors (01-03, 01-04) and the 3, 1930 SCR duplexes (02-18, 02-18A). Also, common wall construction was experimented with both in adobe (03-10) and in brick (06-09).

The time-tested multistory method of cutting construction costs for higher return is evidenced in the El Capitan Court's (05-07) main building and in an earlier adobe garage duplex (03-10A). A subtler experiment noted in the District is the Queen Anne duplex. Identified in the District as a unique subtype in Tucson's historic core, this building type can be considered as two Queen Annes (03-09) siamesed under one roof with options.

The practice of using exact or near exact house plans on widely dispersed buildings appears in the Period Revivals of the 1920's (eg. 01-10 and 01-11). Although the previous examples appear identical, their dimensions are slightly different, as they are in most of the twice-used plans. An experiment in "mirror imaging" on one set of plans gives the impression of two different designs on a pair of Spanish Colonial Revivals duplexes (06-07A).

This experimentation with rental architecture is seen as an attempt to produce a saleable product targeted on the highest paid of the railroad blue-collar workers, the Road Section (some SPRR families could have been in the system for 50 years). The Iron Horse East Historic District is primarily the product of market forces because these clients wanted

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 19

Iron Horse East Historic District
Pima County, Arizona

something different. Clients wanted and got medium sized-single family houses or duplexes on full lots with 50-foot-wide yards, situated on wide avenues and only occasionally on alley streets. It is unknown how many of the houses were owned or rented. Finally, the dwellings in the 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. Although it has the same style buildings as Iron Horse Expansion Historic District, the mix of Period Revivals is larger and the streetscapes are noticeably more open.

6. ASSOCIATION WITH SIGNIFICANT INDIVIDUALS

The Iron Horse East 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. Riecker sued General Allen for rights to Allen's homestead and won. This homestead became the Riecker Addition that is one of the divisions of this District.

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/

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 Street and the residence at 738 E. 9th Street./3/

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 20

Iron Horse East Historic District
Pima County, Arizona

Henry O. Jaastad (1872-1965) was born in Hardanger, Norway on July 24, 1872, the first of seven children born to Mr. and Mrs. Ole Jaastad. The family immigrated to the United States and eventually settled in Marshfield, Michigan in 1891. Henry trained as a cabinet maker, and worked in a furniture factory until 1902. He migrated to Tucson to wed his fiancée, Millie Wick, who had left Marshfield in 1901 due to health problems. Unfortunately, Millie died in 1907.

Henry worked as a journeyman carpenter and in 1908, he completed a course of study in Architecture from the International Correspondence School. He opened an office for the practice of architecture at 22 N. Stone Avenue. Soon after, he enrolled at the University of Arizona to study electrical engineering.

During the next four years, he devoted his practice to the design of residential buildings. Henry designed and lived in a home listed in the 1910-1911 Tucson Directory as 423 N. Euclid Avenue (demolished). Also listed at this address were presumably two brothers, Ben and O.H. , who were carpenters, and a sister, Julia, a teacher. The surviving residence which Mr. Jaastad designed is located at 803 E. Seventh Street. It incorporates his eclectic design skills by combining Victorian, Bungalow, and Tudor in a balanced manner. Other notable buildings designed by Henry Jaastad include Grace Evangelical Lutheran Church located at 830 N. First Avenue, Safford Middle School at 300 S. Fifth Avenue, and St. Augustine Cathedral located at 192 S. Stone Avenue. In 1912, he married Theolina Nelson, a native of Sweden, and continued to build his practice as well as his reputation as an upright and honest citizen. By 1922, Henry was a registered architect (license number 39) in the state of Arizona, and remained so until 1959. In 1924, Mr. Jaastad was elected to the Tucson City Council where he served two terms and was praised for his honesty and integrity, as well as for his successful campaign to reduce the city budget. He was endorsed by the Arizona Daily Star to run for mayor in 1933. Henry won the election (as a democrat), and held the office for fourteen years, or seven consecutive terms. During his tenure as mayor, Tucson's population doubled, total mileage of paved streets increased from 30 to 90 miles, a zoning code was adopted, the water and sewer systems were improved and expanded, two airports were built, public

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 21

Iron Horse East Historic District
Pima County, Arizona

swimming pools were installed, utility rates were lowered, and natural gas was piped in from New Mexico. His mayoral career ended in 1947, he continued his architectural career until 1959, and he died on December 20, 1965./3/

Nealy Pennington was a Tucson builder who resided at 1104 E, Seventh Street. He built the "Zuider Zee" duplexes at 910-912 and 914-916 E. 6th Street. He later designed the Geronimo Hotel at Euclid/University. Born in Tennessee in 1877, he came to Tucson in 1916. A contractor, Pennington also bought and sold real estate. He built many homes and apartments around Tucson including Zuni Court, one of the first courts in the city. Additionally, he built and owned the Geronimo Hotel. His son, Neal Jr., ran the hotel from 1945-1980. In 1946, Neal Jr. developed a swamp box which put out dry cool air. He sold the patent to a Swedish firm for \$250,000.00. Japanese freighters still use his invention today.

A.J. Davidson was born in Ohio in 1843. After graduating from a small college, he came to Tucson in 1879 and began a dairy business. He was also a real estate broker, a miner and a farmer. A militant republican his entire life, he cast his first vote for Abe Lincoln in 1864. Davidson was a trustee for Davidson School district (named for him), and was president of the Arizona Pioneer Historical Society for one year. He served in the Civil War and traveled to South America to pursue mining ventures. Davidson appeared in the Tucson Directory at 832 E. 7th Street (03-04) in 1913./3/

John Brackett, "Pie Allen" "General" Allen (1818-1899), born in Maine in 1818. Allen was another early failure at land speculation in the historic district. He was prominent in Tucson's early history, roaming all over southern Arizona making his fortune in the mercantile business, in agriculture, and as a developer-builder. Allen was a citizen of sufficient prominence to win two terms as mayor, from 1876 to 1878. He earned his nickname by selling dried-apple pies to soldiers in the Arizona Territory. Around the late 1870's, Allen made a homestead claim on 160 acres which included all of the historic district south of 8th Street. Allen resided on the homestead, living at an unpinpointed location south of the District. Allen's homestead claim was challenged in court by Paul

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 22

Iron Horse East Historic District
Pima County, Arizona

Riecker on the grounds that Allen had already patented a homestead claim elsewhere. Riecker won the case years after Allen had already sold lots from the property. His fortunes already in decline, the loss of the homestead by 1885 rendered the man nearly destitute. He expired alone in his Armory Park home in 1899, the subject of some justified derision by his fellow citizens./3/4/

James Buell, one of Tucson's first land developers, homesteaded and subdivided 160 acres which included all of the historic district north of 8th Street. Buell, a lawyer in ailing health, came to Tucson sometime in the late 1870's, and had sold his first home lot by December 1880. The Buell house may have been built as early as 1879, making it possibly the oldest house in the district. The exact location is undetermined. He registered the subdivision of his 160 acres with Pima County on October 6, 1881, and received his homestead patent on March 30, 1882. At the same time, he was involved with a consortium of two other investors intent on developing a streetcar line out to his new subdivision. The idea never came to fruition, however, and Buell only managed to sell just over a dozen home lots before his death in 1885. By 1890, his widow Sallie lost the remainder of Buell's Addition to unpaid back taxes.

The widowed Mrs. Buell continued to occupy the family home on 8th Street in the fledgling neighborhood for a time. In fact, she was among the first teachers hired for the new Indian training school at 5th Street and 4th Avenue. She took this job in 1888. By the turn of the century, she disappears from the record./3/

The Daily family is among the first names associated with the development of the area covered by the historic district.

Bradford Daily (1830-1875), a merchant and freight operator mostly in New Mexico, had a short but very active life, including service as a stage driver, Indian fighter, Civil War scout and sheriff of Dona Ana County, New Mexico. By the time of his death at age 45 in 1875, he possessed an estate valued in excess of \$20,000.00, including a \$10,000.00 insurance policy. Two years later, his widow, Mariocita Carreon Daily, remarried Mr. David Baxter Rea, a lawyer who was a sometime Tucson resident. Rea was very active in locating and developing mining claims all over the state, owning at one point an interest in the famous Copper Queen mine in Bisbee. In 1879 the Daily family home in Las Cruces,

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 23

Iron Horse East Historic District
Pima County, Arizona

New Mexico burned to the ground. Mrs. Rea and her five children then relocated to the Oracle area and did some ranching there for a short time. By December of 1882, however, Mariocita was ready to move to Tucson and purchased a lot at 909 E. 8th Street (04-11) from James Buell.

By 1883, the Daily and Buell homes were two of very few residences located in the future historic district. Mariocita lived out the rest of her life at the 8th Street house, finally passing away at age 94 in 1928. Maria Daily, daughter of Mariocita and Bradford, continued to reside at 909 E. 8th Street after she married John C. Mather. She remained at this location until the end of her life in 1939. Her son, Harold W. Mather, in a campaign for city council, touted the fact that he still lived in the house in which he was born. Harold had a broad career which included a stint as county road foreman, manager of the Tanque Verde Dairy, builder, and subcontractor to local construction concerns. Harold lived in the Daily house until 1966./3/34/

Bradford's son Franklin (1868-1948) acquired his own ranch property near Oracle, becoming a prominent citizen in the area. He continued ranching until his wife's death in 1928, when he began liquidating his ranch holdings. Another son, Lewis Bradford Daily, was involved in the early days of newspapering in Tucson. He started work at the Arizona Daily Star at age 14, and worked as a wire editor for both the Star and the Tucson Citizen. He later spent 17 years as a car inspector for the Southern Pacific Railroad.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

Iron Horse East Historic District
Pima County, Arizona

BIBLIOGRAPHY

1. City of Tucson Map (1893) by C. Roskruge (A.H.S., Mark Armory Park).
2. University of Arizona Main Library, Special Collections, Riecker papers.
3. Arizona Historical Society, Clip Files, Tucson, Arizona.
4. Riecker, Fred, Horatio Algebra and Chief We and We. Tucson, Pima Printing Co., 1960.
5. Arizona Historical Society, 1912 Photo of Iron Horse Neighborhood taken from railroad water tower at First Avenue, and Broadway.
- 5A. West looking photo, 1880's.
6. Cooper, Dames, The First Hundred Years; the History of Tucson School District 1, Tucson, Arizona 1867-1967. Tucson, 1967.
7. Tucson City Directories (1881-1930), Arizona Historical Society, Tucson, Arizona.
8. Sonnikson, Charles, Tucson; the Life and Times of an American City, Norman, University of Oklahoma Press 1982.
9. Douglas, Martin, Arizona Chronology (1846-1912), Tucson 1963.
10. US Census 1980.
11. Sanborn maps for Tucson, Arizona (1804-1925), Arizona Historical Society, Tucson, Arizona.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 2

Iron Horse East Historic District
Pima County, Arizona

12. Myrick, David, Railroads of Arizona, Berkeley, Calif., Howell-North Books, 1975. (3 vol.)
13. Tucson Daily Star, Feb. 28, 1880, "Iron Horse Comes to Tucson". Tucson, Arizona.
14. Arizona Weekly Star, March 25, 1880, "Tucson's First Communication With Outside World". Tucson, Arizona.
15. Arizona Daily Star, March 20, 1891, "An Iron Horse Thoroughbred". Tucson, Arizona.
16. Oral histories: Mr. Boone (manager of railroad cottages), Ted Curry (retired railroad), Nellie Farrington (railroad widow), Marie Shannon (railroad widow), Mr. and Mrs. Charles Wilson (resident and owner of Wilson's Radio and Speedometer Shop for over 30 years).
17. McAlester, V. and E., Field Guide to American Houses. New York, Alfred Knopf 1984.
18. Reinhardt, Richard, Workin' on the Railroad. American West, California, 1970.
19. Wheeler, Keith, The Railroaders. Time-Life Books, New York, 1973.
20. Sumerhayes, Martha, Vanished Arizona: Recollections of the Army Life of a New England Woman. Salem Press, Salem, Mass. 1979.
21. Evans, Susan. Henry Buehman, Tucson Photographer, 1874- 1912, Tucson, Arizona, Unpublished Manuscript, 1978.
22. Lockwood, Frank, Life in Old Tucson, Tucson, Arizona, Tucson Civic Committee, 1943.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 3

Iron Horse East Historic District
Pima County, Arizona

23. Sobin, Harris, Florence. University of Arizona Press, Tucson, Arizona, 1973.
24. Pie Allen Neighborhood Assoc., "Iron Horse Expansion Computer Analysis: Styles", Tucson, Arizona, 1995.
25. Pie Allen Neighborhood Assoc., "Iron Horse Expansion Computer Analysis: Construction Dates", Tucson, Arizona, 1995.
26. Pie Allen Neighborhood Assoc., "Iron Horse Expansion Computer Analysis: Building Types", Tucson, Arizona, 1995.
27. Pie Allen Neighborhood Assoc., "Iron Horse Expansion Computer Analysis: Building Materials", Tucson, Arizona, 1995.
28. Pie Allen Neighborhood Association, "Iron Horse Expansion Computer Analysis: Construction Dates", Tucson, Arizona, 1995.
29. Lukes, Paul J., "Bungaliving...In the Valley of Hearts Delight", The Old House Journal, May 1985, pp. 1-3.
30. McCall, John 8., Passenger Traffic, University of Arizona Press, 1968.
31. Glasscock, Carl 8., The Southern Pacific Railroad Co., Grosset & Dunlap, 1929.
32. Birdseye photo, west looking, pre-1900. Pioneer Historical Society, Tucson, AZ
33. Drachman, Mose, "The Story of Old Tucson", 1920. Pioneer Historical Society, Tucson. AZ
34. Historic Areas Committee, Tucson Historic Sites, 1969. Tucson Historical Commission, Tucson, AZ., City of Tucson.