

United States Department of the Interior  
National Park Service

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic Iron Horse Expansion Historic District

and or common

2. Location

street & number N/A not for publication

city, town Tucson N/A vicinity of

state Arizona code 04 county Pima code 019

3. Classification

<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<u>N/A</u> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Multiple

street & number

city, town \_\_\_\_\_ vicinity of \_\_\_\_\_ state \_\_\_\_\_

5. Location of Legal Description

courthouse, registry of deeds, etc. Pima County Recorder's Office

street & number 115 North Church Avenue

city, town Tucson state Arizona

6. Representation in Existing Surveys

title \_\_\_\_\_ has this property been determined eligible?  yes  no

date \_\_\_\_\_  federal  state  county  local

depository for survey records \_\_\_\_\_

city, town \_\_\_\_\_ state \_\_\_\_\_

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

**Describe the present and original (if known) physical appearance**

### SUMMARY PARAGRAPH

The Iron Horse Expansion Historic District includes 178 units in a twenty-one acre area of central Tucson, Arizona. The District, irregular in shape, is bounded by North Fourth Avenue, Hoff Avenue, Eighth Street, Euclid Avenue, Hughes Street and Tenth Street. It is situated between the central business district and the University of Arizona campus and is immediately north of the Southern Pacific Railroad Reserve. The District's proximity to the railroad track is closest at its southwest corner with a distance of 60 feet. The streets are laid out in a grid pattern with sparsely located desert trees on the boulevards with most vegetation on the interior of the blocks. The immediate proximity to the railroad supplied the tenants for lucrative rental speculations. The rental/residential profile has lasted until today. A laboratory for architectural styling, the District has five clear style footprints that were set down in response to growth pressures. Most of the commercial buildings existing today are from the Depression era onward and are situated primarily on Ninth Street. The historic styles include Sonoran, Territorial, Queen Anne, Western Colonial Revival, Bungalow, Period Revival styles and Commercial Panel Brick. Many are vernacular in appearance, particularly the Queen Annes. In the last fifty years, fifteen modern dwellings and commercial units have been constructed, but the District is still essentially residential.

The name of the District was derived by combing the early media references to locomotives and the railroad as the "Iron Horse", and the railroad caused "expansion" of the Village of Tucson into this (once) barren desert./13, 14, 15/

The reference numbers (eg. XXX-XX-XXX/Blk X) in the text will locate a building on the district map as follows: The first five digits designate buildings west (eg. 117-06-XXX/Blk X) and east (eg. 124-07-XXX/Blk X) of North First Avenue and are generally the least significant. The next three digits (eg. XXX-XX-325/Blk X) identify an individual building on the map and are most significant. The most significant numbers are noted within circles, adjacent to the appropriate building on the map with preceding 0's dropped. The third portion of the reference number (eg. XXX-XX-XXX/Blk 7) indicates the block number on the map.

Example: For Map 117-06-021/Blk 7. Locate Block 7 then locate building 021 in circle = resource outline.

(continued)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet

Item number 7

Page 1

## 1. GENERAL DESCRIPTION

## A. Geographical features.

The Iron Horse Historic District is located east of the Santa Cruz River in the 100 year flood plain. Prior to its development, the District was a land of low terraces and ridges on the Southwestern edge of the pediment of the Santa Catalina Mountains. The soil was layered and lensed caliche in desert hardpan. The area was cut by shallow rills of detritic stream patterns dumping into the large High School Wash one half block north of the district and into the much larger Railroad Arroyo in and to the south of the district. The Railroad Arroyo runs East to West, on the south side of the District, then turns to the northwest under the District's West quarter through large concrete tubes now. Still not adequately controlled during flooding, this southern Arroyo acted as a natural barrier until spanned by an isolated wagon bridge on Ninth Street before 1892. Normal Lower Sonoran Desert vegetation was present and is still used extensively for landscaping. The trees were palo verde, mesquite, and a wide variety of cacti that included prickly pear, aloe vera and ocotilla. Traditional use of native vegetation for landscaping continues today augmented by imported trees, shrubs and vines. Of the imports, the Texas Umbrella is the most plentiful. The number of trees such as palms, tameracts and pines are substantially less. The landscaping on the block interiors is by the individual lot owners rather than through overall plan. The few trees on the boulevards were virtually all planted in the last ten years and are about equal in number to those documentable in 1912. The water table was close to the surface making personal wells feasible. Windmills supplied pumping until the 1900's when they were replaced by electric pumps. Cheap water allowed fashionable lawns both then and now.

## B. Buildings

The architectural makeup of the District has a variety of types. The few multi - storied buildings are all dwellings, primarily apartment houses. Sixty-eight or 41% of 167 residential building types are duplexes or multi-residential./26/ All, with one exception, were built before 1926. The remainder of the dwellings, 99 in number or 59%, are for the most part one story single family houses - many with rental room capabilities. The sixteen commercial buildings exist mostly on Ninth Street and are under 9% of the total number of 181 buildings of concern. The few garages, sheds, and outbuildings were noted in the inventory but not counted.

## C. Structures

The Railroad Arroyo that cuts through the district is now two square concrete tubes running in tandem beneath the District. As early as 1893 a narrow foot bridge crossed the arroyo at Jacobus for railroad foot traffic into the District./1/

The City of Tucson last altered the topography of the District's low terraces

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet

Item number 7

Page 2

in 1919 seeking a more favorable gradient on the streets for runoff. This massive change left near block-long stone retaining walls in its wake. Changes of topography appear to have been ongoing as 1890's examples are evident (117-06-058/Blk 5) today. Photographic documentation exists showing an adjustment to street level between 1899 and 1912 to the south of Ninth Street (117-06-144/Blk 2) and another to the north between 1912 and 1919 (117-06-010A/Blk 8) (city documents). The final change left Ninth Street as the water shed running east to west. Stevens Avenue and the railroad tracks are the one exception, they drain north to Ninth Street. A visual asset to the area, these retaining walls are handset random rubble, coursed rubble, squared stone and tooled stone in construction. The stone used was local granite and basalt from A Mountain. Generally, only one kind was used for a blockface although streetscapes sometimes had two. The predominant foundation material for dwellings was of the same varieties of stone.

D. Density of Development

The rental potential of the area was so great that the average 16 lot blocks have all been subdivided mostly into smaller lots. Although generally small in size, the alley street dwellings built on these small lots push the density of development up on most blocks. The highest density is 35 units per block. Block 3's west half is light industry and has less density of development, but the square footage under the roof is about the same for comparable area.

Block 1 has 31 buildings:	1 commercial, _____,	30 residential
1/2 Block 1A has 6 buildings:	_____, _____,	6 residential
Block 2 has 36 buildings:	2 commercial, 3 vacant lots,	33 residential
Block 3 has 16 buildings:	9 commercial, 3 vacant lots,	8 residential
Block 4 has 22 buildings:	1 commercial, 4 vacant lots,	21 residential
1/2 Block 5 has 7 buildings:	2 commercial, 1 vacant lot,	5 residential
Block 6 has 29 buildings:	2 commercial, 1 vacant lot,	27 residential
Block 7 has 22 buildings:	_____ 4 vacant lots,	22 residential
Block 8 has 18 buildings:	2 commercial, _____	16 residential

Total: 187 units 18 commer./industrial 13 vacant lots 167 residential

\*\*Note: The District excludes six buildings on its periphery.

E. Present Uses

10% Commercial and/or Industrial  
90% Residential

2. GENERAL DESCRIPTION OF DISTRICT

About 80% of the District is on property leftover from land-exchanges between Southern Pacific Railroad and the Corporate City of Tucson - then in the

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet

Item number 7

Page 3

Arizona Territory. The earliest connection with the SPRR began in the late 1870's with those negotiations and its first substance as an neighborhood in 1881-1885 with its first settlement houses (124-07-045/Blk 8) and (124-07-037/Blk 1). The frequency of construction is seen as a steady base line of about 1.5 surviving buildings per year with two building booms: The first, from about 1900 to 1908 and the second about 1913 to 1926. The buildings of the District, in order of frequency, are constructed of: low-fired soft brick/high-fired brick, (125 or 74%); adobe, (32 or 19%); wood or concrete masonry units, (11 or 6%); stone, (1 or .006%). /9/ (Percents and numbers are from the total inventory). The earliest building styles are the Sonorans made of stuccoed adobe. Soft burnt adobe brick became available in 1896 and an ordinance forbidding the use of wood as a structural material was passed in 1905 by the city which resulted in only brick construction until the ordinance was repealed in 1928. Adobe was not used after 1925. Research shows one known wood house at 123 N. First Avenue (demolished 1975) and one surviving residence at 715 1/2 East Florita (124-07-055/Blk 1). Some garages have been constructed, but no integral garages exist in the area. The automobile made no great impact upon the physical aspects of the district.

The Spanish Colonial style as described and illustrated by the McAlesters in their work "A Field Guide to American Homes" is divided in Tucson into two styles: the Sonoran and the Territorial, The Sonorans with their unsatisfactory flat roofs were oftentimes fitted with framed, wood shingled roofs above parapeted walls. This innovation along with glazed windows was an instant hit and the resulting superimposition on traditional adobe construction became the Territorial style. Access to cheap milled lumber from the railroad was contributory to the decline of the Sonoran and the rise of the Territorial.

#### SONORAN

The Sonorans are characterized by:

- 1) adobe construction with occasional brick detailing (cap row or quoins)
- 2) generally rectangular floorplans
- 3) flat roofs with plain parapets
- 4) zero setback (generally)
- 5) vigas and canales extending through parapet at about ceiling height

The flat roofs were constructed by supporting roof timbers (vigas) on adobe walls at ceiling level. The walls were then continued as a parapet. The timbers were covered by ocotillo branches laid perpendicularly and finally covered over with one to two feet of mud. While serving well as insulation, this roof leaked in heavy rains and, when dry, constantly "dribbled" dust on the inhabitants. A prime example is 291 N. 3rd Avenue (117-06-058B/Blk 5)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet

Item number 7

Page 4

which served as a boarding house to the railroaders and the Little Adobe School House (117-06-027-0/Blk 7). Some Sonorans were restyled by roof changes into Territorials (eg. 222 N. 1st Avenue (124-07-048-0/Blk 8) and 734 E. 8th Street (124-07-040-0/Blk 8)).

TERRITORIAL

The Territorial style in the area is characterized by:

- 1) adobe construction
- 2) a rectangular or L-shaped floorplan
- 3) windows flush with wall
- 4) wood frame hip or gable roof
- 5) a wide wood frieze below a boxed cornice
- 6) a flat wood frame surrounding windows and doors.

Pure examples of this style are 235 N. 3rd Avenue (117-06-058A/Blk 5) and 636 E. Ninth Street (117-06-125-0).

The intermediary step between the large mud adobe brick (18"x24"x4") and the hard high fired brick (4"x8"x2 3/4"), was the low fired soft adobe brick (4"x9"x3"). These adobe bricks were used for many years in the Iron Horse dwellings and are now always covered by stucco or just paint. Local lore states that the 1898 Queen Anne at 629 East Ninth Street (117-06-071-0) was the first true hard brick dwelling in the Iron Horse area.

THE QUEEN ANNE PERIOD

Conservative lending practices of bankers and familiar Eastern styles won out over timetested building practices of indigenous peoples of this region. The Anglo desire for brick and lumber is quite evident in the number of brick residences built from 1891 to 1924. Eighty-three percent of new residences in the Iron Horse were brick, as compared to 17% of adobe in approximately the same time period. In fact, adobe was abandoned for dwellings by 1919, even though it was exclusively used from 1881 to 1891 as demonstrated in the surviving samples of the inventory.

From approximately 1900 to 1908, a rush of building occurred in the district, although interest in the Queen Anne style runs from about 1898-1908. Forty-three buildings that survive today from that period have Queen Anne styling that are characterized by:

- 1) bay windows
- 2) single windows surrounded by small multiple lights
- 3) voussoirs over windows and doors
- 4) pedimented porches

United States Department of the Interior  
National Park Service

# National Register of Historic Places Inventory—Nomination Form

For NPS use only  
received  
date entered

Continuation sheet

Item number 7

Page 5

- 5) palladian vents
- 6) shingled gable ends
- 7) corbelled brick chimneys
- 8) often protruding eaves and exposed rafters
- 9) variation of major construction materials

Even so, there is great variance within the style. One 1905 Queen Anne at 426 East Ninth Street (117-06-071-0) is elaborate with a wood shingle pediment, a palladian vent front and back and a columned porch. Many examples have these characteristics of styling, while others are early tract homes with simpler styling.

Included in the Queen Anne style are a number of dwellings made of soft brick - with most of the same styling elements. Although vernacular in nature, they appear to be a local mode of architectural expression within the Queen Anne style. These dwellings are characterized by hip roofs and recessed porches which establish a standard floorplan. A common variation in this type is a front room with a separate entrance. Research indicates that many were and still are used as rental rooms. This front room has three private doors: one outside entrance, one to a shared bathroom, and one to a shared living room. The floorplan facilitated various living arrangements, ideal in a rental property. Four identical Queen Anne dwellings of this type are located in a row on Third Avenue; 121-135 North Third Avenue (117-06-310-13/Blk 4) and are characterized by hip roofs, recessed porches and double entries to allow private access to the spare room.

The Queen Anne duplex, of which four examples exist in the district, indicates a subtype that is illustrative of a variation within the local Queen Anne style. The identifying features are:

- 1) bilateral symmetry
- 2) two recessed porches
- 3) gable dormer set half way up the roof
- 4) steep pitched hip roof with a one to three foot ridge
- 5) two front facing windows
- 6) two front entry doors on each side
- 7) chimneys offset left and right
- 8) shaped/tumed wood balustrades and posts
- 9) soft brick construction
- 10) one story - four square
- 11) flat walls

Three other duplexes with Queen Anne styling elements are known to exist in Tucson's Armory Park Historic District but lack sufficient characteristics of this subtype. Examples are the 1906 duplex at 112 N. Third Avenue (117-06-116A) and the 1899 duplex at 128-130 N. First Avenue (124-07-071-0), 430 E.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet

Item number 7

Page 6

Ninth Str., (117-06-292/Blk 4) and 112 N. Third Ave. (117-06-116A/Blk 3).

The period of the Queen Anne ceased abruptly in 1908, but the peak building period of this style was 1906 with ten of the twelve homes built being of the Queen Anne style. /24, 25/ Only one more Queen Anne was built after the period, the Ziegler home at 126 North First Avenue (124-07-070/Blk 1) in 1911 and is the largest and most elaborate example in the district.

By 1908 a slightly larger population had spread out in the Iron Horse to more single family residences infilling between Euclid and North Fourth Avenue. Ninth Street was a major artery with the only bridge (about 1892-1926) for wagons crossing the Railroad Arroyo in the area, and almost fifty percent of the buildings on North Fourth Avenue had been constructed.

#### THE BUNGALOW PERIOD

The Bungalow period of building ran mainly from 1908-1926 in the Iron Horse Expansion District and set down a citywide footprint that expanded the historic core of Tucson many miles. From 1909 through 1912, the period of preparation for Statehood was in full swing, and a slow but steady state of growth existed in Iron Horse. Eight dwellings were erected, five of which were the new rage in style, the "Bungalow". This period of time is characterized by a lull in construction frequency which occurred between two building booms. It is hypothesized that the catastrophic fire in 1910 that destroyed most of the facilities at the Southern Pacific yards had a relational effect on the economy in Tucson. This lull corresponds favorably with the building frequency profile documented suggesting a link between growth and the financial health of the Southern Pacific Railroad Co. /25/ A slight delay of one year to 1911 is attributed to work in progress.

Twenty-seven dwellings existent in 1912, have since been demolished. Eighty or 52% of all surviving dwellings were built by 1912.

Although one dwelling of the Bungalow style is documented as having been built in 1901, (117-06-045/Blk 6) and two in 1906 (117-06-047/Blk 6), (117-06-155/Blk 2), the main consistent construction of this style starts in 1908 (117-06-122/Blk 3). This period continues essentially uninterrupted save for one hiatus in 1922-3, until 1926, overlapping the Revival period by about 10 years. One bungalow (117-06-154/Blk 2) was built after the main interest in this style dissolved.

The Bungalow style allowed wide diversity in form and materials. Characteristic of the style are:

- 1) prominent porches supported by piers
- 2) porches recessed or integrated into the design with a separate roof



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet

Item number 7

Page 7

- 3) single, house-wide, front porches supported only at the ends, or two narrow mirrored porches
- 4) gable roofs that are single, tandemly stacked or crossed
- 5) variation of major construction materials
- 6) protruding eaves with exposed rafters.
- 7) knee braces

The porch piers are as diverse as roof configurations, since there seems to be no two alike in the whole area. Wood, random stone, brick, bas-relief stucco and clinker brick were used in unique combinations on every new building. The prominent porches of the Bungalows vary in width from one third to the full width of the house (117-06-057E/blk 1), (117-06-004/Blk 7) and are situated either recessed under the main roof (124-07-064/Blk 1) or under a separate roof integrated into a complex roofing scheme (117-06-155/Blk 2). Whether with one porch or two, as in a Craftsman style influenced dwelling (116-07-030/Blk 6), the full to ground level heavy piers are always in evidence. There are exceptions as seen in Iron Horse (124-07-041/Blk 8). The Bungalow format was an avenue to true architectural creativity in that the style allowed the different major construction materials to be emphasized. Wood is used to advantage in details, in angle brackets, vents (117-06-155/Blk 2), or complex roofs (117-06-045/Blk 6). Structural and decorative use of random stone is found in walls (117-06-129/Blk 2, piers, (124-06-062/Blk 1) and railings of the bungalows. Hard high fired bricks were available in different colors. Rose brick is used exclusively on one blockface which include two Railroad rowhouses and the railroad cottages (124-06-156&7 /Blk 1), (124-07-055C/Blk 1), (124-06-002/Blk 1). Yellow brick is used for both piers and walls in a duplex at 642 E. Eighth Street (117-06-002/Blk 7). Clinker brick in reality is a brick destroyed during the kilning process of brickmaking but has qualities of beauty sufficient for decorative detail. Use of clinker brick on 601 E. Tenth Street (117-06-151/Blk 2) may relate to the influence of K. H. Holmes the University of Arizona's first architecture instructor, who designed a number of homes in the West University Historic District including his own. Cast concrete is frequently used as sills and railing caps. Reflecting the change of tastes and the popularity of the Bungalow, older buildings were altered with Bungalow styling elements (117-06-020/Blk 7, 117-06-054/Blk 1) Fifty-nine of these popular dwellings survive in Iron Horse today. Forty-five percent of all the surviving Bungalows are duplexes which further suggests the original owners were interested in income property.

The area east and northeast of Iron Horse continued its formative development through the next seven years until 1925 when a very heavy infill of Revival styles began.

#### THE REVIVAL PERIOD

The Iron Horse, fortunately, had enough vacant land left to capture a small

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet

Item number 7

Page 8

sample of the picturesque Period Revival styles, which also had a citywide footprint. The period ran from 1916 to 1929, overlapping the end of the Bungalow period. Most of the Revivals (13 of 18), were built in 1916 or 1925-26 as settlement houses infilling on scattered vacant lots. Of the Revivals, spanish forms predominate. Largest in number is the Spanish Colonial Revival, then the Mission Revival and the Pueblo Revival, which are then followed by the Western Colonial Revival (a.k.a. Neo-classical Revivals). The Spanish forms in Iron Horse only mimic the Spanish and Mexican prototypes as they are too small for more than a few styling or decorative details. The Don Martin Apartments (117-06-021/Blk 7) and the Coronado Hotel (listed on the National Register) (117-06-297/Blk 4) are exceptions to the above in that both were built in previously occupied land and both are elaborate examples of the Spanish Colonial Revival style. The major building materials are brick, red tile, concrete, and stucco.

SPANISH COLONIAL REVIVAL

The Spanish Colonial Revivals are characterized by:

1. Red tiled gabled roofs or flat roofs with parapets.
2. Parapets capped with red tiled or battlements
3. Stucco over brick (some bas-relief is present)
4. Arcades
5. Limited overhang of eaves
6. Porches supported by heavy piers arched at top
7. Small red tile shed roofs over portals

The breadth of the style is shown in these examples: the Don Martin Apartments (117-06-021/Blk 7), a duplex (117-06-285A/Blk 6), and a single family residence (117-06-138/Blk 2). Outstanding anywhere but magnificent in the Iron Horse inventory is the Don Martin Apartments at 601 East Ninth Street with its Spanish Colonial Revival design by the noted architect Jas Joessler and built in 1926.

MISSION REVIVAL

The Mission Revival in this district employs the same design elements as the Spanish Colonial Revival with the exception that the front parapet is curvilinear or has a distinct coping, eg. 117-06-023B/Blk 7, 117-06-112A/Blk 3, 117-06-008A/Blk 3.

PUEBLO REVIVAL

The Pueblo Revivals are characterized by:

1. Buttressing

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only
received
date entered

Continuation sheet

Item number 7

Page 9

2. Flat roof with parapet
3. Irregular, rounded edges on walls and parapet
4. Stucco over brick, usually with earthen colors
5. Irregular massing
6. Viga ends protruding from parapet at ceiling level

A marvelous example of the Pueblo Revival style is located at 133 North Jacobus (117-06-021-0).

#### WESTERN COLONIAL

The Western Colonial (a.k.a. the Neoclassical style) in the Iron Horse Expansion District appears as a common subtype characterized by:

- 1) one story
- 2) hip roof with prominent central dormer
- 3) colonnaded porch, either full- or partial-width
- 4) porch recessed under main roof, or having separate flat or shed roof
- 5) tall square columns
- 6) boxed cornice with fascia board

Examples of this style built in adobe are the Riecker home at 225 N. 1st Avenue (117-06-017-0/Blk 7) and the residence at 223 N. 2nd Avenue (117-06-032-0/Blk 6). A variant example of this style in brick is 115 N. 3rd Avenue (117-06-309-0/Blk 4). A final variation on the Neoclassical style is the Joessler designed dwelling at 428 E. 9th Street (117-06-293-0/Blk 4) with a dominant central entry porch under pediment extending the full height but less than full width of the facade. (pp. 342-3/15/) This last dwelling may also be considered a Neo-Classical (Revival), which is very similar in characteristics and appearance.

#### COMMERCIAL PANEL BRICK

Some of the older commercial buildings in the district have styling characteristics common to the Commercial Panel Brick style, characterized by:

1. Hard brick construction
2. Definitions of detail by "brick set", corbelling
3. One or more rectangular panels
4. Symmetrical parapet raised in the center and on the ends
5. Central or offset entries
6. Large windows and entry door(s)

There are four examples of the Panel Brick Style in the district. Two are located on Ninth Street (117-06-064/Blk 5, and 117-06-104/Blk 3). The style was adapted to a dwelling in one single case and is unique. All were built

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet

Item number 7

Page 10

between 1914 and 1932. Each is constructed of hard high fired brick that was meant to be seen as a design element. The bricklayer used a stretcher bonding system for structural wall and a header set for the cap row and to define the one or more ever present panels (117-06-064/Blk 5). One exception (117-06-104/Blk 3) uses a two inch set back to establish the panel. The symmetrical parapet is always highest on the center. Usually a peak, descending in steps or flat angles to the building's edge which is always defined by a merlon. In the 1914 rowhouse, a dwelling (124-07-058/Blk 1), the panel is the central high point. There are eight merlons instead of the usual two - four to the side, each descending in height as each pair defines one of the eight units in the rowhouse. Mostly symmetrical, the size and placement of windows and doors are adjusted according to individual use (117-06-049A & B /Blk 6).

## FOLK HOUSE

Folk House style dwellings are shelter made with no apparent or discernable styling attempt. They reflect the need for basic economical shelter without concern for fashionable stylistic design or detailing (124-07-055B/Blk 1).

## VERNACULAR

Buildings in the district designed with recognizable elements from one or more known styles, but which fail to actually establish even a subtype of a particular style are classified as Vernacular. Whether the buildings have major alteration or not, the final product is remiss in a styling point that is identifiable or original (eg. 117-06-143/Blk 2). The Vernacular style should be distinguished from buildings that are "vernacular" in nature, such as a local adaption of an accepted style.

## CONTRIBUTORS/NONCONTRIBUTORS

The District has 181 buildings of which 152 are contributing resources and 29 non-contributory. Sheds and garages are not counted due to their scarcity and insignificance. There are three contributing structures from the period of significance: the southern pre-1912 retaining walls, the northern pre - 1920 retaining walls, and the Railroad Arroyo's subteraneous tunnels. Retaining wall locations and the Railroad Arroyo's tunnels are identified in the Iron Horse Historic District map legend.

## 3. INTEGRITY

The sense of time and place determined by similar design quality, craftsmanship, materials, and setting is disturbed little by the District's non-contributing buildings. From 1935 to the present, only commercial units and modern houses, eighteen in number, have been built in the Iron Horse inventory area equaling less than 10% of the total number of buildings. The ten

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet

Item number 7

Page 11

commercial non-contributors are situated mainly on Ninth Street and North Third Avenue. The non-contributors on Ninth Street are local oriented businesses and those on Third Avenue are light industry. The West half of Block 3 is almost totally light industry. With the possible exception of 117-06-115&116/Blk 3, the modern commercial non-contributors are not clustered, thereby curtailing intrusiveness. Even with sixteen commercial buildings, the District still retains its residential character. The residential noncontributors are Modern/Ranch style made of hard red brick or Vernaculars that have a lack or loss of style, and one multi-residential 124-07-066A/Blk 1. The single family residential non-contributors are widely scattered throughout the District.

The condition of the buildings at this time is generally fair. The area suffered severe decline beginning in approximately the mid-1950's reaching its low point in the late 1960's to early 1970's. By the middle to late 1970's through to the present, as prices of buildings continued to rise rapidly, numerous new owners were attracted to the area and its low building costs. As is customary, these new owners began repairing and/or restoring their buildings. Some Community Development Block Grant monies have been utilized toward repair and restoration. In addition, technical and skilled volunteer labor is offered to homeowners who are restoring homes at no charge by the Iron Horse Expansion Historic Association.

Of 152 contributing dwellings, 74 or 50% are unaltered, 49 or 33% have minor alterations, and 24 or 16% have major alterations. /28/ Major alterations mainly were for space or commercial reasons and had no style retention in mind. Major restoration is presently under way on several buildings: 124-07-054/Blk 1, 124-07-070/Blk 1, 117-06-294/Blk 4, 117-06-017/Blk 7.

Listing on the National Register of Historic Places could spur greater restoration efforts through increased owner occupancy, absentee owner pride, and/or tax benefits provided the absentee or business owner. A reversal of intrusive alterations may also occur as a result of the above advantages.

#### 4. BOUNDARIES

Boundaries are justified by the architectural character of the buildings selected to be part of this historical district and their intimate association with the railroaders that caused it to come into existence. Concentrations of non-contributors on the periphery are omitted.

A survey of the population by job description shows the railroad was overwhelmingly the major employer. This predominance of railroad workers existed north of the tracks only in the Iron Horse. It is this connection with the railroad that establishes the very foundation of this nomination.

The District is different from surrounding areas in that: 1) the west boundary

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet

Item number 7

Page 12

is the North Fourth Avenue Business District, Tucson's earliest neighborhood shopping area. 2) the north boundary is 80% Tucson High School, soon to be 100%. This school complex defines the existing northern boundary of Iron Horse. It reinforces the socio-economic distinctions that occurred between the Iron Horse and the area northeast of Eighth Street and Euclid. The school is responsible for the demolition of three square blocks which are used for parking lots. 3) the south boundary is bordered by 75% native desert land, Railroad Arroyo and the railroad tracks. The remaining 25% south of Hughes Avenue (an alley street) is the backside of the modern Broadway business strip. 4) the Eastern border is Euclid Avenue, a natural boundary due to the development of Euclid as an arterial. It is a five lane thoroughfare on which currently 8-10 thousand cars travel per day and is destined to be widened. The area east of Euclid has a vague association with Iron Horse in the general evolution of Tucson, but comparatively little connection with the railroad. There is a perceptible difference seen, when a comparison is made, between West and East Euclid in all areas of concern:

A. The first of two building booms was complete in Iron Horse by 1909. Older styles of the first building boom (1890-1908) predominate or are unique in the District (Sonoran, Territorial, Queen Anne, Commercial Panel Brick, Western Colonial). The District is subordinate to the area east of Euclid in the number of later Bungalow and Period Revival styles, indicating an earlier beginning in the District as a neighborhood by about thirty years.

B. Density by job description, specifically railroad employees, at its peak in 1908 was 60% of the total population in the District with 117 railroaders out of a total population of 195. To the east, at its peak in 1922, there were 15% or 30 railroaders in a total population of 200.

6300  
11-10-82  
p. 8/2

C. Intrusions are commercial and single family dwellings in the District as opposed to modern multi-story multi-family apartment dwellings to the east.

D. Development density in the District is highest at 35 dwellings on a normal 16 lot block compared to 23 dwellings per block to the east. The majority of the lots in the Iron Horse District are smaller than in the 8 block area to the East. It is thought that the lots were subdivided to lower costs of producing dwellings for rental purposes and that the construction costs of the buildings was lower than those in the 8 blocks to the east.

E. Setbacks and street widths are generally less in the District.



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only  
received  
date entered

Continuation sheet

Item number

Page 3

Iron Horse List of Noncontributors

<u>SURVEY SITE</u>	<u>ADDRESS/LOCATION</u>
117-06-005-0	229 N. 1st Ave.
117-06-027-0.	643, 645 E. 9th Str.
117-06-029-0.	528 E. 8th Str.
117-06-040-0.	224 N. Bean
117-06-041-0.	226 N. Bean
117-06-103B	127 N. 2nd Ave.
117-06-110-0	140 N. 3rd Ave.
117-06-115-0	122 N. 3rd Str.
117-06-116B	523 E. 10th Str.
117-06-124A	630 E. 9th Str.
117-06-126-0	650 E. 9th Str.
117-06-139-0.	130 N. Jacobus
117-06-143-0	606 E. 9th Str.
117-06-144-0.	602 E. 9th Str.
117-06-150-0.	110 N. 2nd Ave.
117-06-152-0.	605 E. 10th Str.
117-06-159-0.	141-145 N. Jacobus
117-06-161-0	123 N. 1st Ave.
117-06-286-0.	236 N. 3rd Ave.
117-06-295-0.	422 (1-5) E. 9th St.
117-06-299A.	137 N. Hoff Ave.
117-06-305-0	128 N. Hoff
124-07-032A.	715 E. 9th Str.
124-07-034-0.	218 N. 1st Ave.
124-07-035-0.	220 N. 1st Ave.
124-07-055B.	715 1/2 E. Florita
124-07-057 I.	725I E. 10th Str.
124-07-066A	724 E. 9th Str.
124-07-072-0.	708-712 E. 9th Str.



# 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.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet

Item number 8

Page 1

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/

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet

Item number 8

Page 2

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 - 7/12  
85% of - 7/12

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

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet

Item number 8

Page 3

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

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet

Item number 8

Page 4

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/

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only
received
date entered

Continuation sheet

Item number 8

Page 5

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

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet

Item number 8

Page 6

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".

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet

Item number 8

Page 7

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



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet

Item number 8

Page 8

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

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet

Item number 8

Page 9

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%

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only
received
date entered

Continuation sheet

Item number 8

Page 10

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.*

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only  
received  
date entered

Continuation sheet

Item number 8

Page 11

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

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only
received
date entered

Continuation sheet

Item number 8

Page 12

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

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet

Item number 8

Page 13

(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

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet

Item number

8

Page

14

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 Liaison 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

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet

Item number 8

Page 15

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).



**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only
received
date entered

Continuation sheet

Item number 8

Page 16

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).



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet

Item number 9

Page 1

BIBLIOGRAPHY

1. City of Tucson Map (1893) by G. J. Roskrige (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 One and One. Tucson, Pima Printing Co., 1960.
5. Arizona Historical Society, 1912 Photo of Iron Horse Expansion District taken from railroad water tower at First Avenue, and Broadway.
6. Cooper, James, 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.
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 railroader), Nellie Farrington (railroad widow), Marie Shannon

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet

Item number 9

Page 2

(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. Summerhayes, 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, AZ: Unpublished Manuscript, 1978).
22. Lockwood, Frank, Life in Old Tucson, (Tucson, AZ: Tucson Civic Committee, 1943).
23. Sobin, Harris, Florence. University of Arizona Press, Tucson, Arizona, 1973.
24. "Iron Horse Computer Analysis: Styles", Iron Horse Expansion Neighborhood Assoc., Tucson, Arizona.
25. "Iron Horse Computer Analysis: Construction Dates", Iron Horse Expansion Neighborhood Assoc., Tucson, Arizona.
26. "Iron Horse Computer Analysis: Building Type", Iron Horse Expansion Neighborhood Assoc., Tucson, Arizona.
27. "Iron Horse Computer Analysis: Building Material", Iron Horse Expansion Neighborhood Assoc., Tucson, Arizona.
28. "Iron Horse Computer Analysis: Alterations of Contributors", Iron Horse Expansion Neighborhood Assoc., Tucson, Arizona.
29. Lukes, Paul J., "Bungaliving... In the Valley of Hearts Delight", The Old House Journal, May 1985, pp. 1-3.
30. McCall, John B., Passenger Traffic, University of Arizona Press, 1968.
31. Glasscock, Carl B., The Southern Pacific Railroad Co., Grosset & Dunlap, 1929.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only  
received  
date entered

Continuation sheet

Item number

Page 1

Iron Horse Contributors

Iron Horse Contributors

SURVEY SITE	ADDRESS/LOCATION
117-06-001-0	646, 648 E. 8th Str.
117-06-002-0	642 E. 8th Str.
117-06-003-0	634 E. 8th Str.
117-06-004-0	626 E. 8th Str.
117-06-006-0	622 E. 8th Str.
117-06-007-0	239 N. Jacobus
117-06-008A	233, 235 N. Jacobus
117-06-009-0	614, 616 E. 8th Str.
117-06-010A	246 N. 2nd Ave.
117-06-010B	244 N. 2nd Ave.
117-06-012-0	240 N. 2nd Ave.
117-06-013-0	236 N. 2nd Ave.
117-06-015-0	230 N. 2nd Ave.
117-06-017-0	225 N. 1st Ave.
117-06-018B	219 N. 1st Ave.
117-06-020-0	222 N. 2nd Ave.
117-06-021-0	605 E 9th Str.
117-06-022-0	619, 621 E. 9th Str.
117-06-023A	629 E. 9th Str.
117-06-023B	214, 216 N. Jacobus
117-06-028-0	526 E. 8th Str.
117-06-030-0	538, 542 E. 8th Str.
117-06-031-0	548, 550 E. 8th Str.
117-06-032-0	223, 223 1/2 N. 2nd
117-06-033-0	219 N. 2nd Ave.
117-06-034-0	213 N. 2nd Ave.
117-06-035-0	539 E. 9th Str.
117-06-036-0	543 E. 9th Str.
117-06-037-0	533 E. 9th Str.
117-06-038-0	529, 529 1/2 E. 9th
117-06-039-0	220 N. Bean
117-06-042-0	232 N. Bean
117-06-043-0	234, 236 N. Bean
117-06-044-0	222 N. 3rd Ave.
117-06-045-0	220 N. 3rd Ave.
117-06-047-0	216 N. 3rd Ave.
117-06-049A	503 E. 9th Str.
117-06-049B	511 E. 9th Str.
117-06-053A	517 E. 9th Str.
117-06-055-0	215, 217 N. Bean

SURVEY SITE	ADDRESS/LOCATION
117-06-056-0	219 N. Bean
117-06-058A	235 N. 3rd Ave.
117-06-058B	291 N. 3rd Ave.
117-06-058C	428 E. 8th Str.
117-06-058D	426, 426 1/2 E. 8th
117-06-064-0	219 N. 3rd Ave.
117-06-103A	548 E. 9th Str.
117-06-104-0	546 E. 9th Str.
117-06-105-0	536, 538 E. 9th St.
117-06-108-0	504 E. 9th Str.
117-06-112A	121, 123 N. 2nd Ave.
117-06-113A	124 N. Bean
117-06-116A	112, 114 N. 3rd Ave.
117-06-117A	122 N. Bean
117-06-118A	115 N. 2nd Ave.
117-06-118B	117 N. 2nd Ave.
117-06-119A	101-111 N. 2nd Ave.
117-06-122-0	102 N. 3rd Ave.
117-06-125-0	636, 638 E. 9th Str.
117-06-128-0	127-129 N. 1st Ave.
117-06-129-0	121 N. 1st Ave.
117-06-131-0	109 N. 1st Ave.
117-06-132-0	105 N. 1st Ave.
117-06-133-0	101 N. 1st Ave.
117-06-134-0	102 N. Jacobus
117-06-135-0	108 N. Jacobus
117-06-136-0	114 N. Jacobus
117-06-137-0	122 N. Jacobus
117-06-138-0	128 N. Jacobus
117-06-141A	620 E. 9th Str.
117-06-141B	620 E. 9th Str.
117-06-142-0	608, 614 E. 9th Str.
117-06-145-0	136 N. 2nd Ave.
117-06-146-0	130 N. 2nd Ave.
117-06-147-0	118 N. 2nd Ave.
117-06-148-0	124 N. 2nd Ave.
117-06-149-0	114, 116 N. 2nd Ave.
117-06-151-0	601, 603 E. 10th
117-06-153-0	103 N. Jacobus
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

---

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

IRON HORSE EXPANSION HISTORIC DISTRICT

TUCSON, ARIZONA

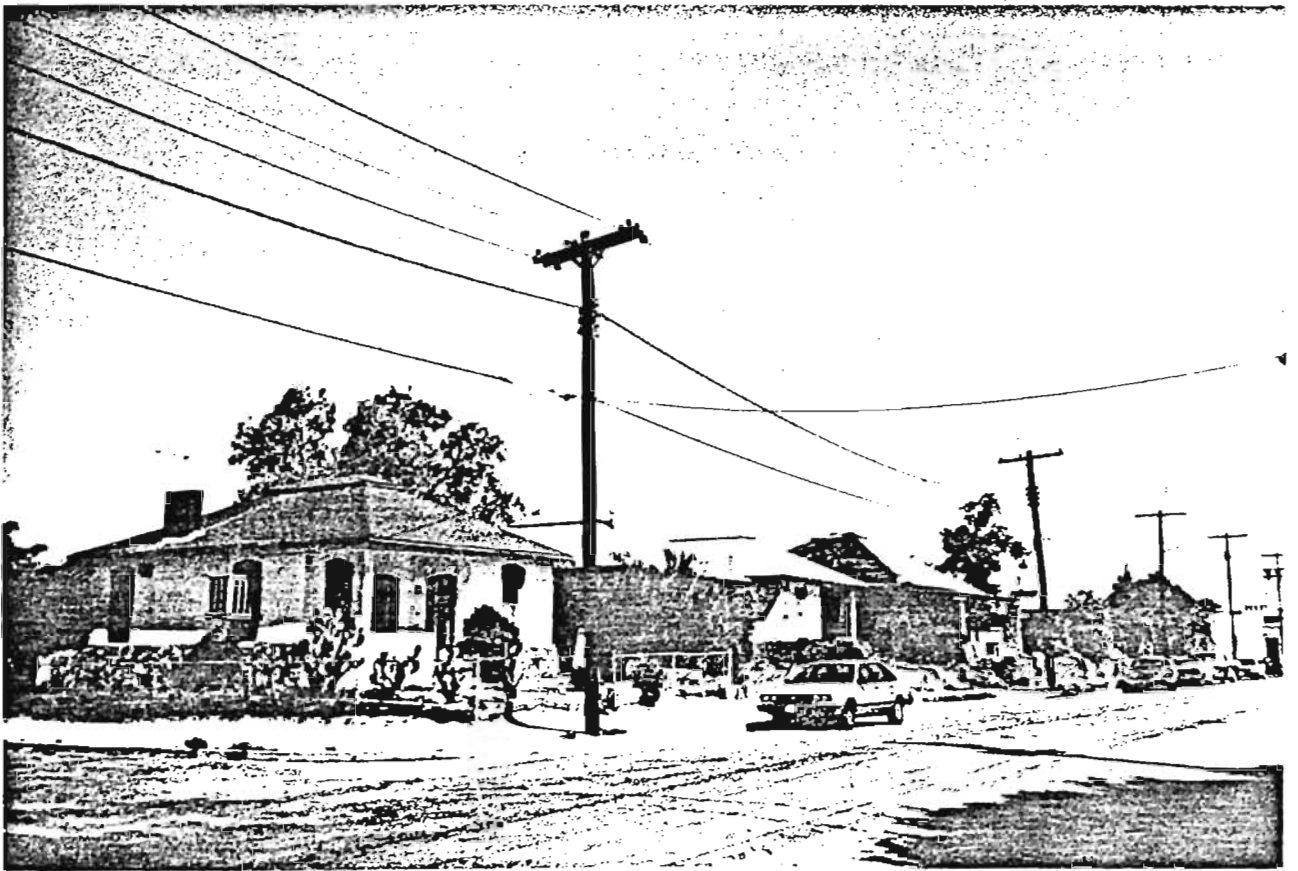
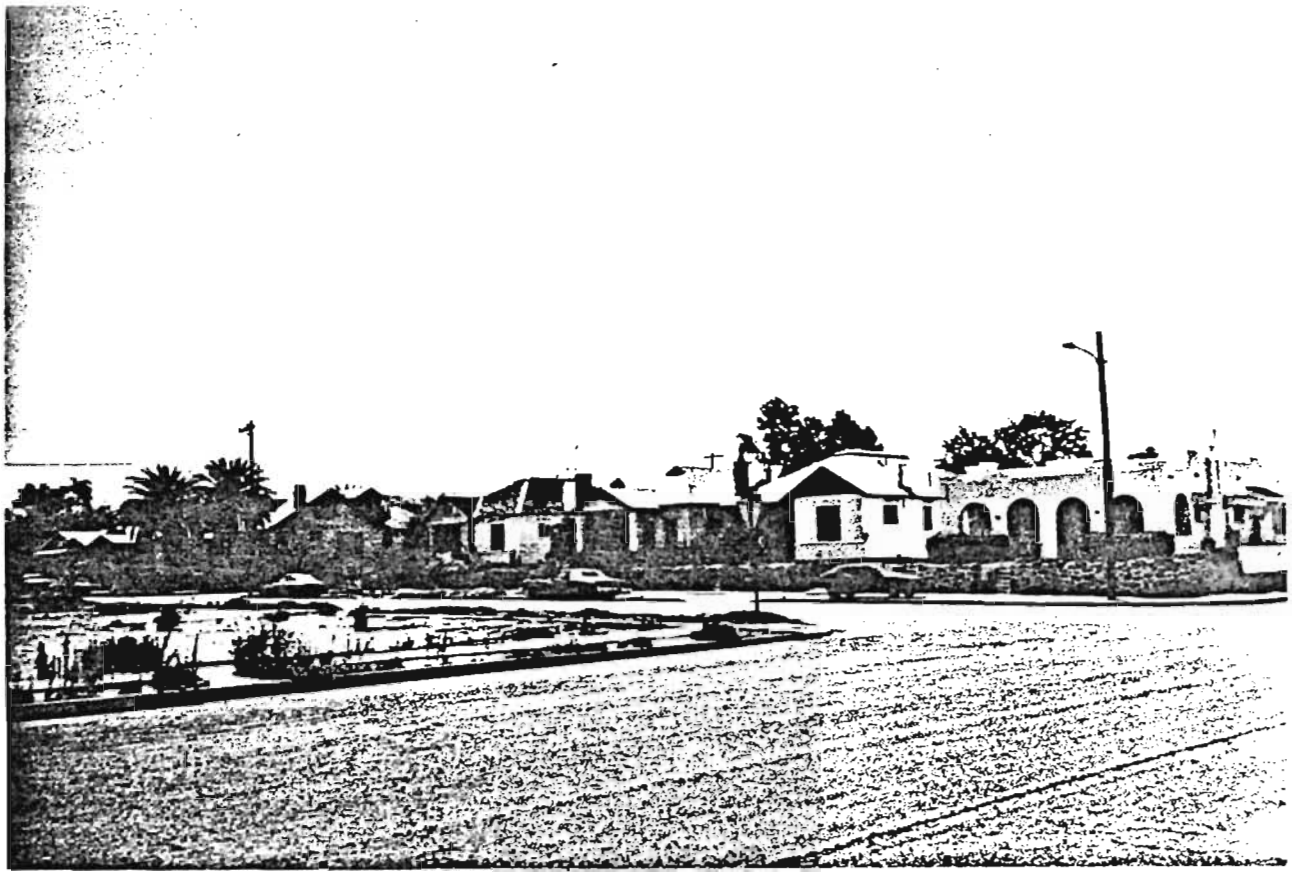
PHOTOGRAPHER; HARDY GRANT

DATE; SEPTEMBER, 1985

LOCATION; 1510/17

Looking WSW along 9th St.

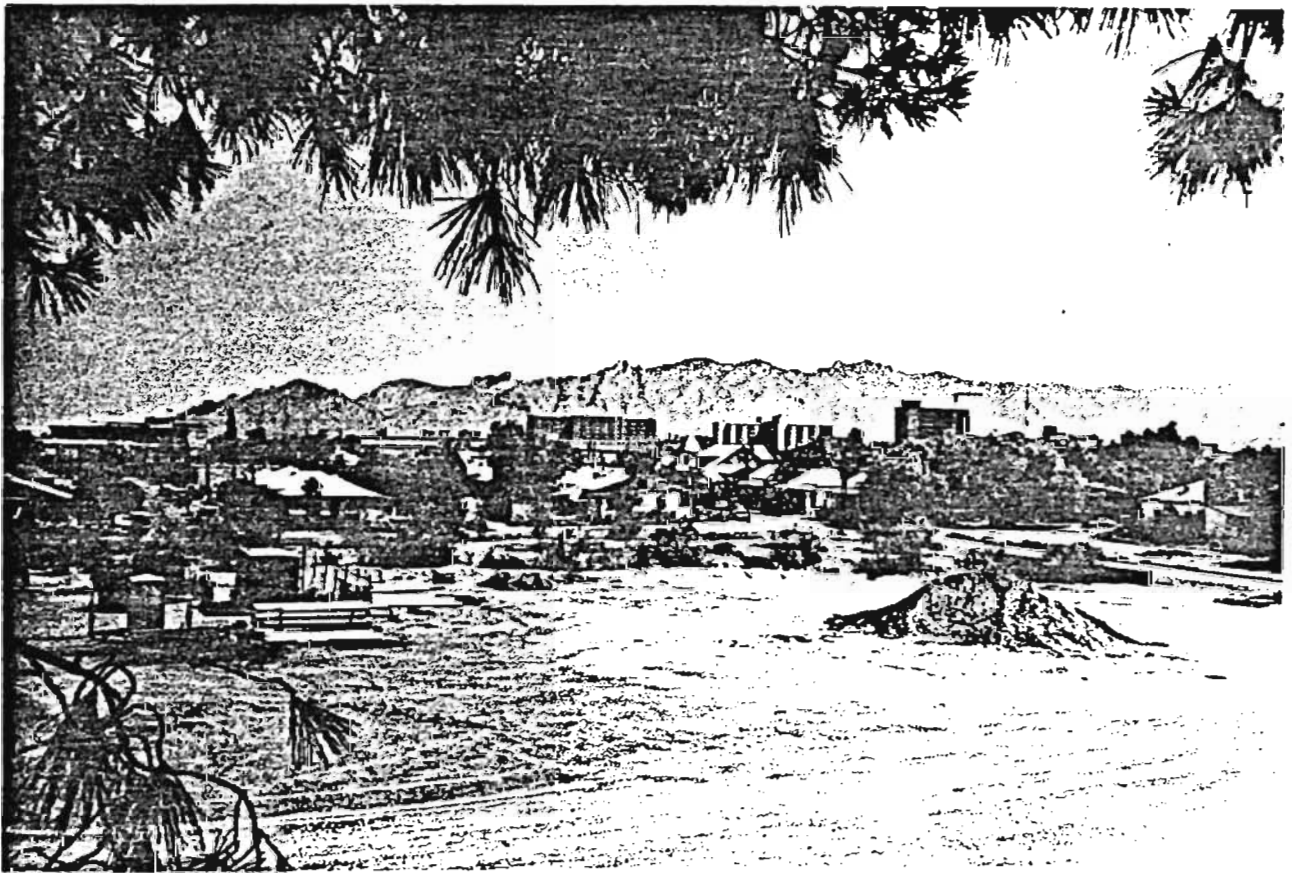
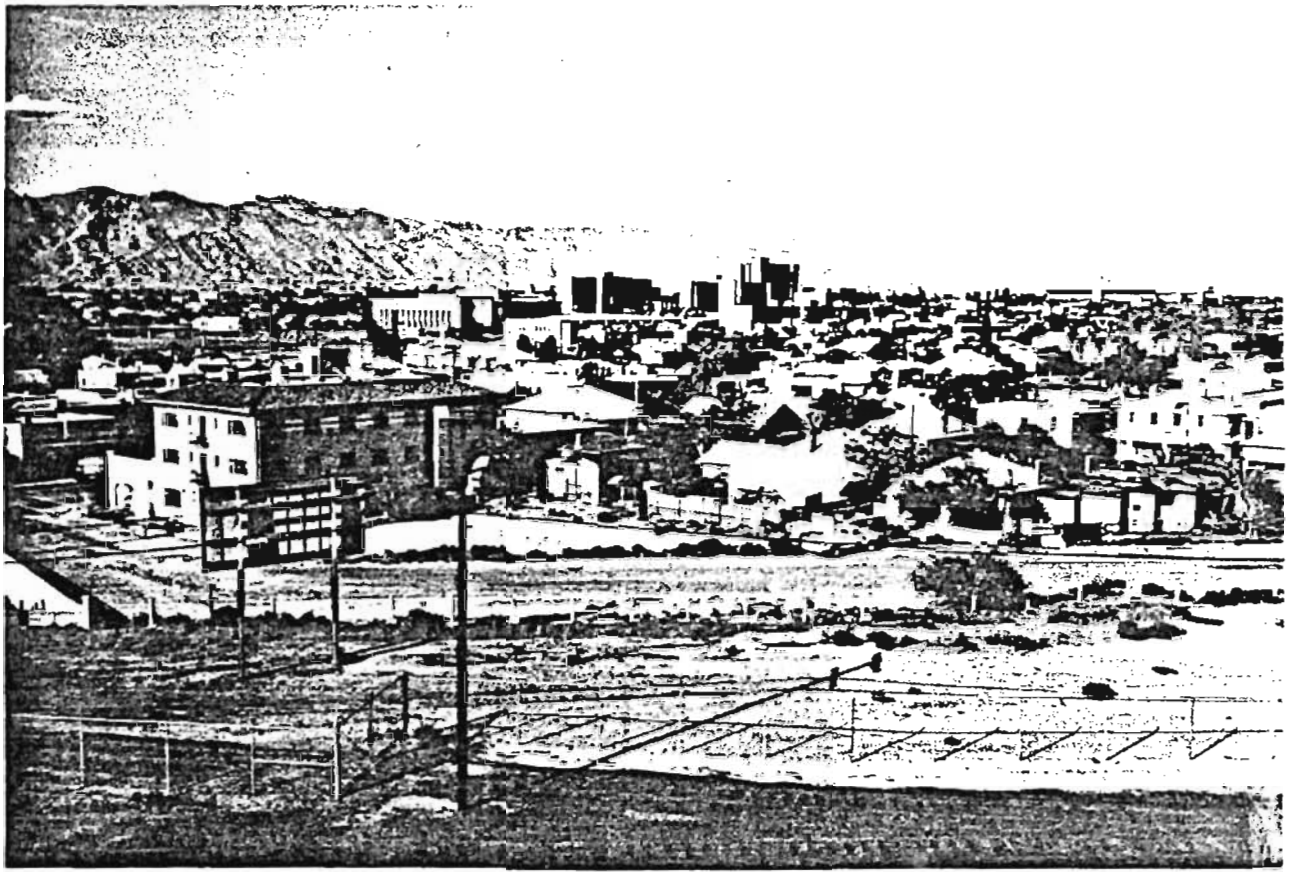
6 of 10





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

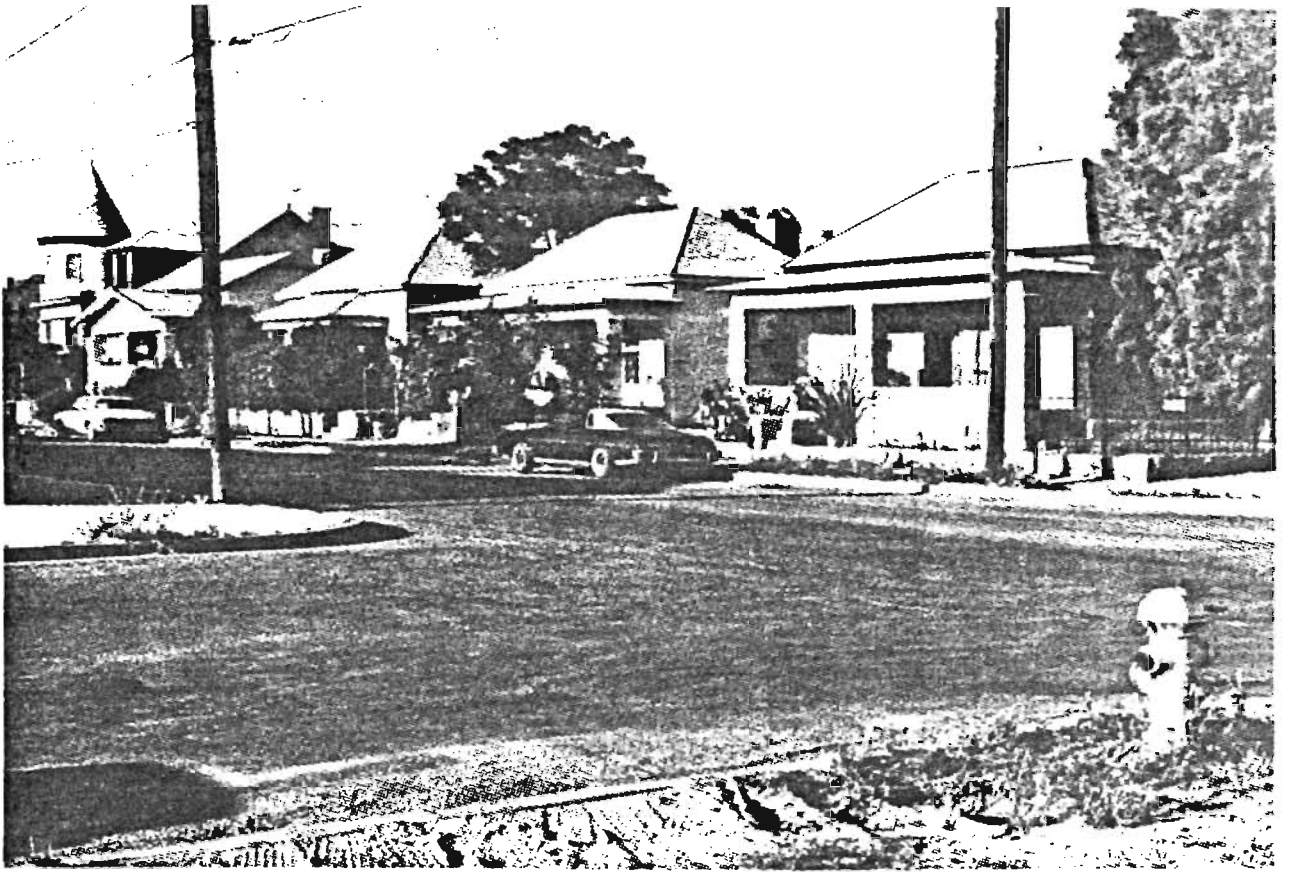
L to R, (117-06-)133,132,131,129,161,160,128  
IRON HORSE EXPANSION HISTORIC DISTRICT  
TUCSON, ARIZONA  
PHOTOGRAPHER; HARDY GRANT  
DATE; SEPTEMBER, 1985  
LOCATION; 1021/1  
Looking NW on to N. First Ave. from 10th. St.  
2 of 10



L to R, (111-06-1) 277, 278, 279, 280, 281, 282,  
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

---

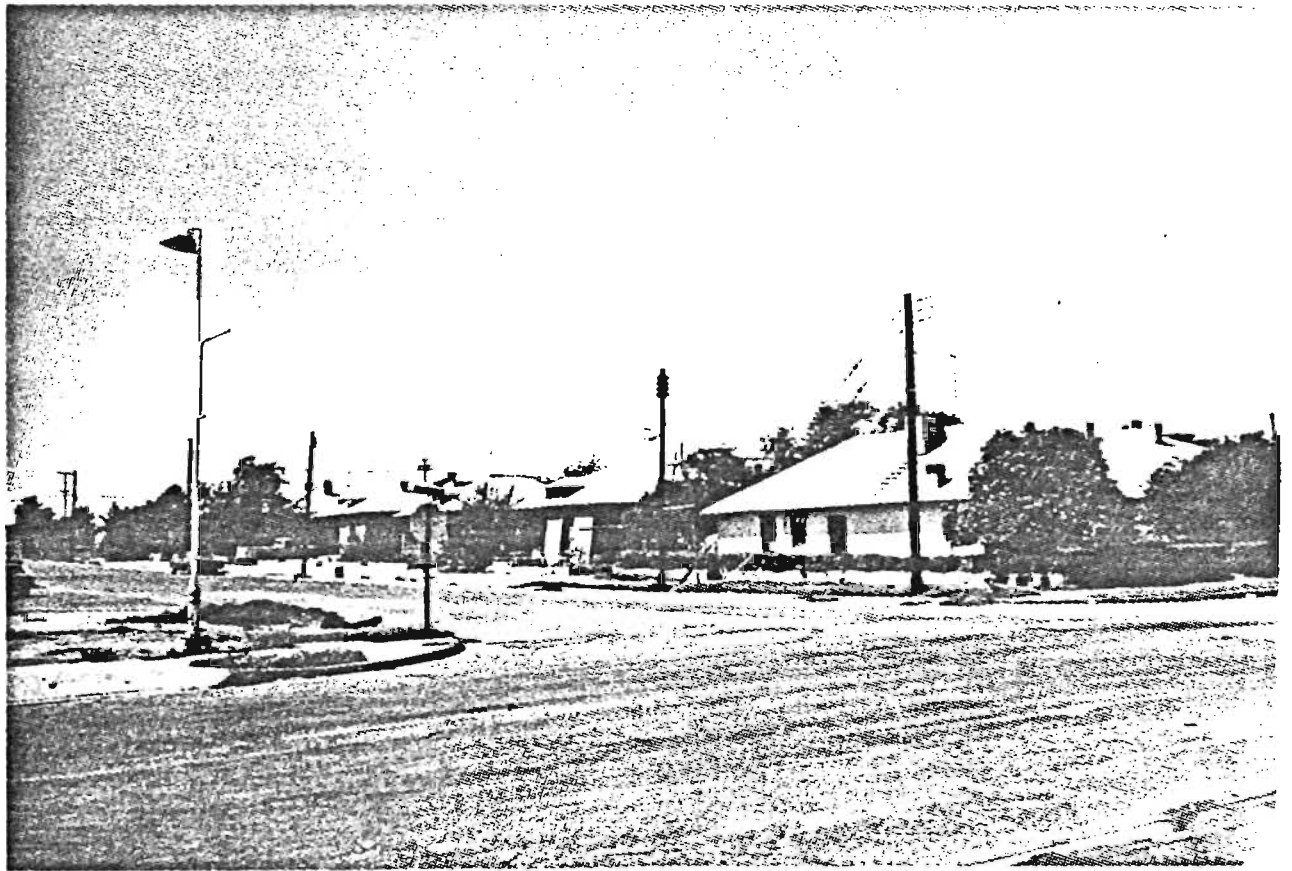
L to R, (117-06-) 031, 030, 029, 028, 282,  
283, 284, 285, 058B  
IRON HORSE EXPANION HISTORIC DISTRICT  
TUCSON, ARIZONA  
PHOTOGRAPHER; HARDY GRANT  
DATE; SEPTEMBER, 1985  
LOCATION; 1045/24  
Looking WSW on to 8th ST. from intersection of 2nd AVE. and 8th St.  
8 of 10



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

---

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