

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number \_\_\_\_\_ Page \_\_\_\_\_

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 96000648

Date Listed: 6/20/96

Pie Allen Historic District  
Property Name

Pima  
County

AZ  
State

N/A  
Multiple Name

-----  
This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

*Paul R. Fugate*  
\_\_\_\_\_  
Signature of the Keeper

8/1/96  
Date of Action

=====

Amended Items in Nomination:

Resource Count:

The eleven (11) vacant lots counted as noncontributing sites should be deleted from the resource count.

Acreage:

The correct acreage as described in the narrative is 39 acres.

Significance:

Community Planning and Development is the appropriate area of significance for the historic district. [This clarifies references made in the narrative to transportation, social history, and architecture as possible areas of significance.]

The period of significance is revised to read: 1880-1936. This period reflects the important connections between the development of the neighborhood and the arrival of the railroad.

This information was confirmed with Reba Grandrud of the AZ SHPO.

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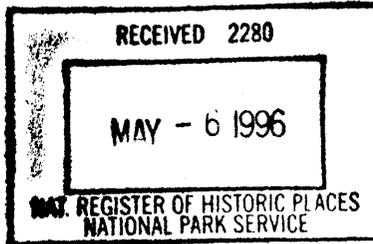
DISTRIBUTION:

National Register property file  
Nominating Authority (without nomination attachment)

648

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

=====

**1. Name of Property**

=====

historic name Pie Allen Historic District

other names/site number Iron Horse East Historic District; Alexander J. Davidson Historic District

=====

**2. Location**

=====

street & number Roughly N. Euclid to N. Park & N. Fremont Aves.; E. 6th to E. 10th Sts. not for publication   
city or town Tucson vicinity \_\_\_\_\_  
state Arizona code AZ county Pima code 019 zip code 85719

=====

**3. State/Federal Agency Certification**

=====

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination \_\_\_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets \_\_\_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant \_\_\_\_\_ nationally \_\_\_\_\_ statewide X locally. ( \_\_\_\_\_ See continuation sheet for additional comments.)

James W. Fawcett ASHPD 5/1/96  
Signature of certifying official Date

ARIZONA STATE PARKS  
State or Federal agency and bureau

In my opinion, the property \_\_\_\_\_ meets \_\_\_\_\_ does not meet the National Register criteria. ( \_\_\_\_\_ See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

=====

#### 4. National Park Service Certification

=====

I, hereby certify that this property is:

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

*Paul R. Ryan*

6/20/96

Signature of Keeper

Date of Action

=====

#### 5. Classification

=====

##### Ownership of Property (Check as many boxes as apply)

- private
- public-local
- \_\_\_ public-State
- \_\_\_ public-Federal

##### Category of Property (Check only one box)

- \_\_\_ building(s)
- district
- \_\_\_ site
- \_\_\_ structure
- \_\_\_ object

##### Number of Resources within Property

Contributing	Noncontributing
<u>175</u>	<u>30</u> buildings
___	<u>11</u> sites
<u>26</u>	___ structures
___	___ objects
<u>201</u>	<u>41</u> Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

N/A

=====

#### 6. Function or Use

=====

##### Historic Functions (Enter categories from instructions)

Cat: <u>Domestic</u>	Sub: <u>Single Dwelling</u>
___	<u>Multiple Dwelling</u>
___	<u>Secondary Structure</u>
<u>Commerce/Trade</u>	<u>Business</u>
___	<u>Department Store</u>



**Areas of Significance** (Enter categories from instructions)

Community Planning and Development  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance** 1870-1936  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates** N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person** (Complete only if Criterion B is marked above)

N/A  
\_\_\_\_\_

**Cultural Affiliation** N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder** Multiple  
\_\_\_\_\_

**Narrative Statement of Significance** (Explain the significance of the property on one or more continuation sheets.)

=====  
**9. Major Bibliographical References**  
=====

**Bibliography** (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS)**

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary Location of Additional Data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Arizona Historical Society

=====  
**10. Geographical Data**  
=====

**Acreage of Property** \_\_\_\_\_

**UTM References** (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing	
1	12	503 900	3565 560	3	12	504 360	3564 870
2	12	503 900	3564 870	4	12	504 360	3565 560

X  See continuation sheet.

**Verbal Boundary Description** (Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification** (Explain why the boundaries were selected on a continuation sheet.)

=====  
**11. Form Prepared By**  
=====

name/title Board of Directors of Pie Allen Neighborhood Assoc. and Iron Horse Historic Association

organization Pie Allen Neighborhood Organization date \_\_\_\_\_

street & number 404 N. 4th Ave. #137 telephone 520-791-7907

city or town Tucson state AZ zip code 85705

=====  
**Additional Documentation**  
=====

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items** (Check with the SHPO or FPO for any additional items)

=====  
**Property Owner**  
=====

(Complete this item at the request of the SHPO or FPO.)

name \_\_\_\_\_

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page i Pie Allen Historic District  
name of property  
Pima, AZ  
county and State



The name *Pie Allen Historic District* is a compromise designation between district residents. The primary author of this nomination used the name *Iron Horse East* which relates it to the nearby Iron Horse Expansion Historic District (NR listed 6/19/96). Other residents preferred *Alexander Davidson Historic District*. Review of the material indicates that Alexander Davidson in fact had little connection to this area and its historic develop. Neither is it directly associated with the development of the Iron Horse Historic District.

For purposes of this nomination, substitute *Pie Allen Historic District* where ever the name *Iron Horse East* appears.

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Iron Horse East Historic District  
Pima County, Arizona

## SURVEY METHODOLOGY

A windshield survey gave a preliminary field study of the area and provided a starting point for delineation of the boundaries and the research.

The windshield survey mapped a large area map for a style footprint and intrusions.

Borders were indicated to be Euclid, a major north-south arterial to the west. On the north 6th Street, a major east-west route projected for a heavier load. Park Avenue on the east faced by parking lots and a different period footprint. Some later additions were made on this edge. The southern edge is newer houses and vacant land.

Review of the 1909 Sanborn Fire Insurance Maps for Tucson further reinforced the perception that the core of this area developed early in this century.

Preliminary research was conducted at relevant local research collections at the University of Arizona and the Arizona Historical Society. Information sources utilized include:

1. Current assessor's records building dates for Tucson have been averaged twice and known to be inaccurate--upward. However, approximately seven structures have a building date listed as pre-1900.
2. Early assessor's records were obtained and researched.
3. Early photos, several photos assumed to date from the late 1800's to early 1900's have been obtained and reviewed.
4. City Directories: 1897-1898, 1901, 1908, 1912, 1917, and 1922 have been researched and mapped by occupation, first within Iron Horse Expansion and then Iron Horse East starting in 1908. Results:

Year(s)	Total Population	Number of Railroaders	RR as a Percentage of Total
1897-1898	52	31	60%

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Iron Horse East Historic District  
Pima County, Arizona

1901	140	80	57%
1908*	167	79	48%
1912*	182	35	31%
1917*	195	96	49%
1922*	308	102	33%

\* Expansion beyond Euclid to the Northeast necessitated increased plotting of the population further east. New tables were made that reflected only numbers of Iron Horse East Historic District. See Continuation Sheet Section #8 page 15.

5. Tucson City Archives: street names, land transactions and relevant records were reviewed.
6. University of Arizona Special Collections: Riecker's personal papers have been obtained and reviewed to document the early land transactions described in the historical overview.
7. Arizona Historical Society Clipbooks: biographical material was obtained where possible. Identification of associated personages.
8. Literature search of manuscripts and monographs with particular focus on railroad development.
9. Oral interviews have been conducted with elderly neighbors.
10. Sanborn Fire Insurance Maps were copied and reviewed.
11. Pima County tax records were obtained and reviewed.
12. Computer sorts of all inventoried data were used to establish intelligible tables of totals and percentages of all relevant data.

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Iron Horse East Historic District  
Pima County, Arizona

### SUMMARY PARAGRAPH

The Iron Horse Historic District covers 9 blocks in a 39 acre area of central Tucson, Arizona. The irregularly shaped District is bounded on the west by Euclid, on the north by 6th Street plus 8 lots on the north side, Park Avenue on the east; plus 3/4 of a block and 2 lots east of Park Avenue. The final boundary on the south is East 10th Street plus 1 lot on its south side. It is situated between the central business district and the University of Arizona campus. The District's proximity to the railroad track closest at its southwest corner with a distance of 4 blocks. This District is the second of two districts in one neighborhood created by the coming of the railroad. The first, Iron Horse Expansion, already on the national registry, and on the West side of Euclid forms the western border of this District. Although both started at the same time, Iron Horse East's development footprint surged about 25 years later than Iron Horse Expansion. The close proximity of the railroad supplied the railroad families as tenants. The open land was ideal for a lucrative speculation in medium sized rentals and it is assumed, sales to the wealthier of these families. The historic styles in the footprint are: Transformed-Sonoran, Territorial, Western Colonial Revival, Queen Anne, Bungalow, Period Revivals, and Commercial Panel Brick. The District is still residential. In the last 50 years, 13 modern multifamily-dwellings have been constructed.

The name "Iron Horse" was derived from early media references to the locomotive and the railroad in general. The "East" designates that the District is the easternmost part of the whole neighborhood that came into existence because of the arrival of the railroad in Tucson. /13/14/15/

The reference number (01-05) in the text identifies a specific building on the District map as follows: the first two digits designate the block number and the last two digits identify the specific building. Example: for map reference (02-04) locate Block 2 on Map. Then locate Building 04 on that block.

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## **National Register of Historic Places**

### **Continuation Sheet**

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Iron Horse East Historic District  
Pima County, Arizona

#### **Geographic Features**

The Iron Horse East Historic District is located 1 mile east of the Santa Cruz River. 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 is layered and lensed caliche in desert hardpan. The area was cut by shallow rills of dendritic stream patterns dumping into the large High School Wash which cuts through the center of the District and empties into the much larger Railroad Arroyo to the south of the district. The High School Wash runs generally east to west, and flooding is still not adequately controlled during heavy rains in its narrow 100-year floodplain. This wash, as it cuts through the district is open for most of its length. It enters on the north side of Eighth Street mid-block between Park and Tyndall Avenues from a concrete aqueduct. It exits the district at Euclid into another square concrete aqueduct which passes under the Tucson Magnet High School campus. The larger southern Railroad Arroyo acted as a natural barrier until spanned by an isolated wagon bridge on Ninth Street before 1892.

Normal Lower Sonoran Desert vegetation was and is present including palo verde, mesquite trees, creosote, and a wide variety of cacti that included prickly pear, aloe vera, and ocotillo. In private yards, non-native vegetation such as Texas Umbrella, Mulberry, Palm, and Tamarisk trees was favored during the 1950 forward. 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, which persist into the present day on many lots. In the present day, use of native vegetation is increasingly evident, replacing earlier non-native plantings. Trees on the boulevards are now more numerous than at any time in the past, with dozens of new plantings, especially mesquites, supplanting a much smaller population of declining non-native varieties.

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Iron Horse East Historic District  
Pima County, Arizona

The City of Tucson last altered the topography of the District's low terraces 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. These changes in topography appear to have been ongoing, as 1890's examples are evident today, particularly in the western part of the Iron Horse neighborhood. Photographic documentation of the west side Euclid exists showing an adjustment to street level between 1899 and 1912 to the south of Ninth Street and another to the north between 1912 and 1919 /5/ Wall locations are noted on the base map. It is reasonably assumed that both side of Euclid were done at the same time. The final change left Ninth Street as the east to west watershed. A visual asset to the area, these retaining walls are handset random rubble, coursed rubble, stucco, cast and block material. The stone used was local basalt from A Mountain. In virtually every case in the inventory, the individual property owners constructed their retaining wall with individually selected material--even on walls running the full block face (03-14). Another solution used here was banked dirt and low retaining wall (xx-xx). The predominant foundation material for dwellings was of the same varieties of stone use for walls throughout the neighborhood.

## Buildings

The architectural makeup of the District is varied. Most of dwellings are private residential types, which blurred the accuracy of the typing somewhat]. The few multistoried buildings are dwellings, primarily apartment houses, with one exception (11-04). Of the 205 buildings in the district, 30 (15%) are noncontributing. Of the remaining 175 contributing buildings, 120 (68%) are single-family dwellings. Forty-two (24%) of the buildings are duplexes, 9 (6%) are garage-apartments, and 3 (2%) are commercial. /26/ All, with one exception, were built before 1936. Many of the houses had rental rooms. Most of the commercial buildings are located near and along 9th Street and Park Avenue. There are many garages in this district, which were noted but not inventoried. (See the base map).

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Iron Horse East Historic District  
Pima County, Arizona

## Density of Development

Although the lots in Iron Horse East are larger than those directly to the west, there are 12 houses located on alley streets and 10 in the rear of the lots behind existing houses. The highest density of detached housing is 25 units per block. The rental potential of the area was substantial with 42 duplexes and 9 garage-apartments. There are and were a large number of private rooms. /7/ Although, it is still unclear how many of the single-family dwellings were rentals.

Block 1* has 26 buildings:	7 noncontributing, 3 vacant lots
Block 2* has 28 buildings:	2 noncontributing, 1 vacant lot
Block 3 has 26 buildings:	5 noncontributing, 1 vacant lot
Block 4 has 22 buildings:	2 noncontributing, 0 vacant lots
Block 5* has 26 buildings:	1 noncontributing, 2 vacant lots
Block 6 has 18 buildings:	4 noncontributing, 1 vacant lot
Block 7 has 18 buildings:	1 noncontributing, 2 vacant lots
Block 10 has 20 buildings:	5 noncontributing, 1 vacant lot
Block 11 has 20 buildings:	3 noncontributing, 0 vacant lots
Block 12 has 1 building:	0 noncontributing, 0 vacant lots

\* Note: These blocks have satellite additions.

The district includes: 205 buildings total, 30 of which are noncontributing buildings; 9 of the 30 are modern multifamily buildings. The 11 vacant lots, many garages, and outbuildings are noted on the Base Map, but not in the Inventory. The district excludes 6 buildings on its periphery.

## 2. GENERAL DESCRIPTION OF DISTRICT

There are 7 surviving buildings that predate the 1900's in the district. The oldest, a transformed Sonoran home (03-04), was purportedly built in 1870. After 1900 the rhythm of construction was erratic. The first and second surge in building were 1905 and 1915, 7

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Iron Horse East Historic District  
Pima County, Arizona

houses were added in each of these years to the District. The pattern continued to escalate, reaching a high point of 19 houses built in 1920 and 15 houses in 1925. The decade beginning in 1920 was a period of tremendous growth, with approximately half of the entire District's houses added during this time. The last surge was less impressive (8 houses built in 1929).

The principal material of choice in the district was stucco over brick (SOB). There are 133 examples of SOB and 36 examples of exposed high-fired brick. These two categories represents 169 structures, or 95% of the building stock (+ or -2%). There are 11 stuccoed adobe structures and 6 wood-frame structures. The rest of the inventory is made up of a few samples of some form of cement or metal.

The earliest remaining building styles are the Sonorans made of adobe; now 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 1908. The last use of adobe in 1937 was an anomaly. Research shows five known wood frame houses from the historic period. An elegant example is Survey Site 04-06. Many garages were constructed, usually at the rear of the lots. It is thought that most are contemporary with the dwelling. No integral garages exist in the area. There is one absolute example of a bungalow with a porte cochere (01-17). In addition, 01-23 has a pergola which acts as a porte cochere. Garages for the care and storage of the automobile proliferated in this District in contrast to the Iron Horse Expansion District directly to the west.

### Styles Within 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. After 1880, the Sonorans with their unsatisfactory flat roofs, were often fitted with framed, wood shingled roofs above existing parapet walls. This innovation, along with glazed windows, was technically effective and the resulting superimposition on traditional adobe construction became the Territorial style. Access to cheap milled lumber from the railroad contributed to the decline of the Sonoran and the rise of the Territorial.

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Iron Horse East Historic District  
Pima County, Arizona

## SONORAN

The Sonorans are characterized by:

- 1) Adobe construction with occasional brick detailing (cap row or quoins)
- 2) Generally rectangular floor plans
- 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 inside the building 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. Some Sonorans were restyled by roof changes into Territorials. There are no surviving unaltered Sonorans in the District, as both examples have been transformed by Spanish red-tiled (historic) roofs not the usual Anglo hipped roof. The two examples of this alteration are (03-04) and (04-11).

## TERRITORIAL

The Territorial style in the area is characterized by:

- 1) Adobe construction
- 2) A rectangular or E shaped floor plan
- 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.

A pure example of this style is (01-09).

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Iron Horse East Historic District  
Pima County, Arizona

## THE QUEEN ANNE PERIOD

Conservative lending practices of bankers and familiar Eastern styles won out over the time-tested 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 1903 into the modern period. The Roaring Twenties produced a rush of building in the district with thin interest in the Queen Anne style from about 1900 to 1925. Eleven buildings survive today from the Queen Anne period and are characterized by:

- 1) Bay windows
- 2) Single windows surrounded by small multiple lights
- 3) Voussoirs over windows and doors
- 4) Pedimented porches
- 5 Palladian vents
- 6) Shingled gable ends
- 7) Corralled brick chimneys
- 8) Often protruding eaves and exposed rafters
- 9) Variation of major construction materials

There is great variance in the use of the styling elements here in the District. Two excellent examples of this style are (01-21 and 01-22) These are elaborate, with fish-scale wood shingles on the attic pediment, a palladian vent, and on one of these a wrap-around porch. These characteristics of styling appear to lesser degree on the remaining Queen Anne homes.

In fact these other examples appear to be vernacular in nature and are very restrained in the use of the elements that typically define the style. Examples like (03-09 and 03-11) are the antithesis of high-style Queen Anne. (Any example approaching a definitive Queen Anne in the Univerity area has been demolished.)

These dwellings are characterized by hip roofs and recessed porches, which establish a standard floor plan. A common variation in this type is a front room with a separate

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Iron Horse East Historic District  
Pima County, Arizona

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 floor plan facilitated various living arrangements, ideal in a rental property.

The period of the Queen Anne in the District ranges from 1905 to 1925 with no particular pattern in building dates.

### **THE BUNGALOW PERIOD**

The Bungalow period of building ran mainly from 1902-1936 in the Iron Horse East Historic District. This style, by far the most popular, is represented by 77 buildings, or 43% of the total number of buildings in the district. From 1909 through 1912, the period of preparation for Statehood was in full swing, and a slow but steady rate of growth existed in Iron Horse East. This period is characterized by a lull in construction frequency which occurred between two building surges of 1905-7 and 1915-18). We hypothesized that the catastrophic 1910 fire that destroyed most of the facilities at the Southern Pacific yards had a relational effect on the economy in Tucson. This lull corresponds 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) for signs of a drop in housing starts is attributed to work in progress. The main consistent construction of this style starts in 1905. Four homes, one of which is a duplex, were built in this year. This period continues on uninterrupted, (except of 1911 and 1912) till 1930. The Bungalow style drove the District building boom that occurred in 1920-21 when 23 of the 32 houses built were this style. Although Bungalow construction continued until 1936, the frequency lost its lead to the Revivals and slowly declined.

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 room
- 3) Single, house-wide front porches supported only at the ends, or two

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Iron Horse East Historic District  
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narrow reversible 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, as there seem 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 (02-09) (01-15), and are situated either recessed under the main roof (02-14) or under a separate roof integrated into a complex roofing scheme (05-04). Whether with one porch or two, as in a Craftsman-style-influenced dwelling (02-22), full-to-ground-level heavy piers are always in evidence. In some examples these piers were exceptionally emphasized, which gave rise to the term "elephantine piers"(02-17).

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 (02-19), or complex roofs (07-17). Structural and decorative use of random stone is found in walls (10-03), piers, (07-02) and railings of the bungalows. Cast concrete is frequently used for sills and railing caps.

The use of clinker brick was very prominent in this style across the country and in other districts in Tucson. Clinker brick in reality is a brick that is distorted during the firing process of brickmaking. The qualities produced by this firing accident produce variations in color, texture and shape. These bricks, previously discarded, became valued for their rustic, unpredictable qualities. Iron horse East has only one modest example, (04-14).

Within The bungalow style, 12 (29%) of the 42 buildings were typed as duplexes, which further suggests the original owners were interested in income property. Their building frequency matches the surge and boom profile.

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Iron Horse East Historic District  
Pima County, Arizona

## THE REVIVAL PERIOD

Iron Horse East had ample vacant land to capture a large percentage of picturesque Period Revival styles, which also had a citywide footprint. This period ran from 1919 to 1936, along with the Bungalow period. Most of the Revivals were built in the 1920's as settlement houses infilling scattered vacant lots. Of the Revivals, Spanish forms predominate. Largest in number is the Spanish Colonial Revival(42)(01-11), then the Mission Revival(7)(11-01), and the Pueblo Revival(12)(05-07), which are then followed by the Western Colonial Revival (a.k.a. Neo-classical Revivals). The Spanish forms in Iron Horse East vary widely, with some only mimicking the Spanish and Mexican prototypes, as they are too small for more than a few decorative details, while others are quite elaborately developed. The home (04-03) is a good example of Spanish Revival. The major building materials are brick, red tile, concrete, and stucco. The revival styles, developed fully in the 1920's, had their styling elements of roof tiles, ornamental vigas, arched openings and fanciful shaped parapets. Most of the styling elements were real and recognizable, but were used mostly to vary the appearance of rental types.

## 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 half 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: NYC, a bar (11-17), a duplex (05-08), and a single family residence (04-17).

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## MISSION REVIVAL

The Mission Revival style 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, e.g., (11-01) or (11-15).

## PUEBLO REVIVAL

The Pueblo Revivals are characterized by:

- 1) Buttressing
- 2) Flat roof with parapet
- 3) Irregular, rounded edges on walls and parapet
  
- 4) Stucco over brick, usually painted an earth tone
- 5) Irregular massing
- 6) Viga ends protruding from parapet at ceiling level

An excellent example of the Pueblo Revival style is the 1926-28 El Capitan Court(05-07). There are only four examples of this style in the neighborhood. The El Capitan Court, one of two models of clustered housing in the District, is an excellent example of a style rare in Tucson.

## 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", coralling
- 3) One or more rectangular panels

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- 4) Symmetrical parapet raised in the center and at both ends
- 5) Central or offset entries
- 6) Large windows and entry door(s)

There are three examples of the Panel Brick Style in the District. They are (11-14), the c.1927 Hussar Electric Building(11-14), and the c.1929 H&W Market. (The latter was adapted to a dwelling and is unique.) All three were built 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 banding system for structural wall and a header set for the cap row and to define the ever-present panels. The symmetrical parapet is always highest on the center. The peak of the parapet gradually descends in steps or flat angles to the edge of the building, which is always defined by a merlon.

## FOLK HOUSE

Folk House style dwellings are shelter made with no apparent or discernible styling architecture. They reflect the need for basic economical shelter without concern for

fashionable stylistic design or detailing. There are 12 houses attributed to this category in the District. Samples are (04-04A) c.1910, and (01-07) c.1900. Buildings of this type were built throughout the historic period with the earliest (03-12) built in 1898 and the latest (03-19) built in 1947.

## 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 alterations or not, the final product is remiss in a styling point that is identifiable or original (e.g. c.1929 (03-17). The Vernacular

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style should be distinguished from buildings that are "vernacular" in nature, such as a local adaptation of an accepted style.

## CONTRIBUTORS/NONCONTRIBUTORS

There are 26 other contributing structures from the period of significance: the pre-1912 retaining walls, and the pre-1920 retaining walls. Retaining wall locations are identified on the Historic District map. No documentary or pictorial evidence has been located to determine which of these walls is pre-1912 or pre-1920, although it certainly exists. Each of the lengths of retaining walls is identified in its location on the Base Map.

The District has 205 buildings of which 175 are contributing resources and 30 non-contributing. Sheds and garages are not included due to their insignificance. Each of the garages and sheds is identified in its location on the Base Map.

Contributing elements:	175 buildings
	26 walls
	-----
	201 contributing elements

Non-Contributing elements:	30 buildings
	11 vacant lots
	-----
	41 Non-Contributing elements

## E. Present Uses

10% Commercial and/or Industrial  
90% Residential

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## GENERAL CONDITION OF BUILDINGS

The district was significantly complete by 1930 (and absolutely complete by 1936). The condition of the buildings at present is generally good. 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 NPS

building prices. This generation of new owners began repairing and/or restoring their buildings. Of the 205 buildings, 23 were built after the historic period. Of the buildings that were built during the historic period, there are five that have been altered such that they no longer contribute to the Historic District( these include buildings at 06-13, 10-07 and 01-24). The remainder have minor or unimportant alterations, or no alterations.

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 might also occur as a result of the above advantages.

## 3. INTEGRITY

The sense of time and place determined by similar design quality, craftsmanship, materials, and setting is not disturbed significantly by the District's noncontributing buildings. From 1935 to the present, only commercial apartment buildings and modern houses, twenty-one in number, have been built in the Iron Horse East inventory area (10 % of the total number of buildings). Included with the noncontributing category are 10 buildings built during the historic period. These have undergone noncompatible and insensitive remodeling. Examples include infilling porches and replacing structural elements with modern materials. In the case of 01-24, the Classical columns were replaced with wrought iron supports and a section of the porch was infilled. The house at 409 N. Park (01-16) has

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had a second -story addition. The photograph in the inventory speaks to the total disregard to the vocabulary of this house.

## IDENTITY OF BUILDINGS--CONTRIBUTORS / NONCONTRIBUTORS

Most of the contributing buildings in the Iron Horse East District are either single-family residences or duplexes built between 1874 and 1945, with the majority built between 1905 and 1925. Many of the homes relate to each other in building style, i.e. clusters of NPS Form bungalows facing each other on 8th Street or three Queen Annes in a row on 6th Street. Buildings also relate to each other via type, i.e. strings of duplexes were built on Tyndall Ave. and rows of single-family dwellings are apparent on the 800 block of 7th Street. Two commercial contributors stand out--NYC, a bar located at 10th Street and Park, and the old Fire House, located at 9th Street and Park. Both of these buildings have retained their historical integrity and have not been altered structurally. The District still retains its residential character.

The noncontributing buildings include seven historic buildings which have been altered significantly to obviate their historical integrity. These are single-family residences. Seven other buildings were built between 1950 and 1965 as multifamily apartments, probably providing off-campus housing for the University students, due to the close proximity to the campus. These modern-looking apartment complexes do not blend in well with the older buildings, as many of them are two-story structures with large parking lots. Several other buildings had modern apartment complexes added in the back to be rented out, in all likelihood to U of A students. Some of these property owners realized that they could make money building apartments on their back lots. Scattered throughout the district are a few modern ( c. 1960 ) ranch-style single-family homes. Fortunately, these are not very prominent and do not affect the overall historic nature of the neighborhood.

## 4. BOUNDARIES

Boundaries are justified by the architectural character of the building selected to be part of this Historical District and their intimate association with the railroaders who caused it to

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come into existence. Concentrations of non-contributing structures on the periphery are omitted. A survey of the population by job overwhelmingly demonstrates that the Southern Pacific Railroad was the major employer. It is this connection with the railroad that establishes the very foundation of this nomination.

See full justification argument Section #10.

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#### **1. SIGNIFICANCE**

The Iron Horse East Historic District came into existence in response to three interrelated forces: first, the arrival of the Southern Pacific Railroad Co. (SPRR) in 1880 - a growth oriented company that required its massive workforce to live close by; second, the immediate proximity of the District's virgin land, which was held by speculators willing to continually develop for a captive rental market; third, the enormous population growth facilitated by this one railroad company which in turn demanded ever increasing logistic support. The District experienced 2 building booms and 3 surges as the result of these spiraling forces.

The Iron Horse Historic District is significant for its role in the social history of the City of Tucson. The District was an enclave for the wealthiest of the Road Section railroaders. A high-tech, highly respected class of people with their own socio-cultural characteristics which were unique and distinctly different from not only the general populace, but from other railroad workers as well. As Tucson evolved from 1908 to 1936, for a while, it was also the eastern suburb for Tucson's commercial middle class. During the significant period and now it sheltered the University of Arizona's students and faculty.

The District possesses architectural significance as it encapsulizes most of historical residential architectural styles found in Tucson including the Transformed-Sonoran, Territorial, Queen Anne, and Bungalow styles, plus a few examples of the Western Colonial/Neo-Classical, and many Period Revival styles. It is one of 2 Tucson neighborhoods to contain all the styles mentioned adapted specifically for rentals and as such can be seen as a laboratory for rental architecture within the architectural evolution of the city. A decisive number of buildings in the District were designed and constructed with residential rental income as the major factor.

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### 2. ORIGINS AND HISTORICAL DEVELOPMENT OF THE NEIGHBORHOOD: THE HISTORIC CONTEXT

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

Land speculation began early in the District, with the city as the first speculator. On January 10, 1877, all city owned land to the north and northeast of downtown, including 35% of the Iron Horse neighborhood, was sold to the Southern Pacific Railroad Company (SPRR). The railroad surveyed and chose a right-of-way site to the south and west of the Iron Horse neighborhood<sup>9/</sup>. The excess land north and northeast of the railroad was sold back to the Common Council of Tucson on November 18, 1879.

The coming of the Southern Pacific Railroad in 1880 set the stage for the development of the District. The railroad continued its yard expansion receiving a ten year tax exemption from the government for water developments in January 1899.<sup>1/9/</sup> The expansions included a hand-operated brick roundhouse and a passenger car manufacturing/repair shop which was built by 1904. Additional railroad facilities were built to accommodate the El Paso Southwestern Railroad (Phelps Dodge), formerly the Arizona and Southeastern Railroad Company which arrived from southeast Arizona in 1912 and eventually merged with Southern Pacific in 1924. In 1880, Tucson's population was 7,007. With the coming of the railroad, the population exploded. By 1911, Tucson was the largest city in the New Mexico and Arizona Territories with a population of 14,000.

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The Southern Pacific's "one mile rule" specified that its employees must live within one mile of the tracks. Old railroaders, who were children at the time, say it kept the men close enough to hear the "Whistle code". This elaborate code was used as a communications system before telephones were invented for fire emergencies or ordinary instructions/16/. Five areas met the requirements of the rule 1) the downtown, 2) Millville, 3) North Fourth Avenue, 4) Armory Park Historic District, and 5) the Iron Horse Historic District. Only the Armory Park and Iron Horse neighborhoods remain reasonably intact. /29/

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

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

Original residents of the Iron Horse neighborhood were of German, Irish, Polish, and Scottish ancestry. /7/ Although the SPRR employees occupying the District were predominantly "over-the-road operators" of trains (i.e. engineers, conductors, firemen, brakemen), some railroad workers were engaged in heavy manual labor. This included laying tracks, switching trains, building the roundhouse and turntables south of the tracks, repairing engines, and building/maintaining railroad cars. During the peak period (1910-11), 60% of the neighborhood was railroader occupied. The railroad population had 55% blue collar workers and 15% white collar clerks, who were predominantly the wives of the men working for the Southern Pacific Railroad Company. Management was conspicuously absent--only two foremen have been documented as living in the Iron Horse neighborhood during the period of significance/7/.

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Southern Pacific Company housing for Division officials was located on the western edge of the yards along Third Avenue, from approximately Thirteenth Street to Sixteenth Street immediately across Third Avenue on the railroad preserve, from the highest grade of from the Eastern boundary of Armory Park. The majority of railroad workers residing in Armory Park neighborhood were those personnel whose positions required them to work administrative division personnel on down to the mass of common laborers. Virtually all railroad management personnel lived in the Armory Park central area along with local businessmen and white-collar workers. Blue-collar and over-the-road railroaders were in evidence throughout the Iron Horse Neighborhood with heavier concentrations north and southeast. Education and commerce filled out the northeastern portion late in the period of significance. Unskilled labor was located primarily on the outer western parameters of the railroader white-collar and blue-collar populated areas/7/.

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

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

There was a very bitter fight in the Republican Party at that time between E. P. Gifford who was a prominent gambler and Paul for the nomination for Sheriff at the primaries. The Southern Pacific took a great deal of interest in the primaries. They were determined to elect Paul Sheriff and they were determined that every man that worked for the SP should vote for him, and I will tell you how they arranged it. They bought up all the green-backed paper in town and they printed their ticket on green paper, so that if a Southern Pacific man who went to the polls to vote didn't have a green ballot he knew he would be fired.

The railroad's "corporate system structure" or job hierarchy was and is based on the "bump system", with seniority as the determining factor of promotion. The railroad corporate structure was divided into sections: the Road Section and the Yard Section.

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Each Section had a rigid internal chain of command that acted as the upward mobility ladder. The entry-level positions provided virtually unskilled labor with a chance to learn the intricacies of that Section. While working in this capacity, a recruit could be observed by his superiors and gleaned for advancement. A straight advancement sequence for an employee on a Road Section might be wiper, oiler, fireman, and then engineer. Cross or lateral entries were possible, but so esoteric and individual that no description will be attempted.

As an old railroader reported, "It was wide open. They (the administration) would give you all you could handle"./18/ A worker would start at the bottom of the ladder as a switchman and move up to brakeman. An old railroad joke claimed that "one could always tell a switchman by his missing fingers". Although contemptuously referred to as "brakies" or "shacks", brakemen enjoyed the ultimate pleasure of sitting atop a rambling boxcar. Unfortunately, many a brakeman met with a gruesome end pinned between two moving cars. If he survived, he could be promoted to freight conductor, which involved more paperwork. The next level of the hierarchy was conductor, where he enjoyed a post of the utmost dignity. On up the ladder, a fireman or "tallow pot", who had the dangerous task of oiling the boiler, would be only a step away (at \$2.40 a day) from the worshipped engineer's position (at \$4.00 a day). The fireman also kept the engine burning with a wide shovel and a strong back, while the engineer orchestrated the work of his crew with toots of the whistle code. /19/

The majority of railroad personnel residing in the Iron Horse District were "over-the-road operators" or "wheelers", such as brakemen, firemen, conductors, and engineers. These were the adventurous ones, travelling far and fast (for those days), facing the perils of the countryside. They seem to have been a group unto themselves. Due to their travels, these men were exposed to the total culture of the United States, but appear to have been selectively influenced. The housing styles they lived in were diverse, but have one consistent feature--the virtual total lack of extraneous decoration or gingerbread. A businessman's Queen Anne (01-22) compared to a railroader's Queen Anne clearly illustrates the differences of taste. The practical railroader philosophy of "If it doesn't have a purpose, we don't need it" is evidenced in their dwellings. This philosophy mated well with the area landlords, whose philosophy is seen as "building solid, but no frills rentals".

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Early Fourth Avenue residential development in the west end of the Iron Horse neighborhood occurred on alley streets with commercial buildings gradually being built on the avenue and replacing existing dwellings/11/. The transient population between 1881 and 1897 seems to have centered around a permanent camp site (Isla De Cuba) adjacent to the Ninth Street bridge, slightly east of the intersection of Third Avenue and Ninth Street. Little is known about the individual occupants except that many were railroaders and that Wieland's Beer Depot thrived! It was just across the tracks to the west. Nothing is left except some photos of the makeshift dwellings. A Southern Pacific Railroad Company bunkhouse replaced the camp and was in place by 1893.

The Pale Footprint: Iron Horse East begins.

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

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

In 1877, General John B. Allen, a Tucson pioneer and mayor, exercised two homestead rights on land east of Tucson, although he was only entitled to one. Paul Riecker sued for one of Allen's homestead rights, which is described as being a quarter of a mile wide and a mile and a half long with a western boundary of First Avenue. Riecker won (1885), thereby originating Riecker's Addition. /2/ Paul Riecker built, on land purchased from Allen, the first houses north of the (proposed) railroad tracks and west of the District in 1880. These were demolished to make room for construction of the first Broadway underpass. Part of Riecker's Addition will be 50% of the land area of the proposed District. In 1880, the railroad acquired its trackway property from the city/13/.

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

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

There were enough children in the Iron Horse neighborhood by 1883 to cause the residents of the neighborhood to petition Tucson Unified School District to open a school at Ninth Street and First Avenue. Their petitions were denied for lack of available funds to repair the building and hire an additional teacher. The school was eventually opened on August 9, 1899. Part of this building still stands and is in use as a residence. /6/

The Railroad Arroyo (part of Arroyo Chico) which cuts through the neighborhood in the west, was bridged twice: before 1893 at Ninth Street with a heavy wagon bridge creating a new east-west thoroughfare; and at Second Avenue with a narrow foot bridge creating a new north-south pedestrian access to the railroad yards/5/. The wooden Ninth Street bridge was the only heavy wagon bridge for eight blocks. Warehouses and shops sprung up along the railroad tracks three-fourths of a mile northeast of the central business district, making the bridge a vital logistic link between Tucson, the railroad, outlying cattle ranches, and the mines. Building materials for a new style of dwelling, the "Territorial" (01-09), flowed across this bridge from the railroad yards and merchant warehouses into the cheap residential land along First Avenue. First Avenue was the western edge of the Allen homestead. /2/

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

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**Specific Development: As a Historic District**

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

**Specific Development: Iron Horse East Historic District**

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

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

**The 1900-1909 Decade:**

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

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

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

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

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

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A common occurrence in this style was a front room with a separate entrance. The 1908 Tucson City Directory, frequently indicates a railroader and wife plus another railroader (doubling-up). A representative example of a local Queen Anne is (03-09). During this period (1900-1909), another locally scarce style referred to as Western Colonial emerged within the District. This style of building is noted for its massive appearance, single storied, high hipped roof with center dormer, and full-width recessed front porch with massive, classically inspired support columns. Four examples of this rare style survive in the District; they have less-than-massive columns. They were in place early, between 1898 and 1904. The locally famed architect Henry O. Jaastad lived in one of them (02-11).

### The 1910-1919 Decade:

From 1909 through 1912, the twilight years of the Arizona Territory, the excitement of preparation for Statehood was dampened by a disastrous fire at the Southern Pacific yards. On September 30, 1910, a fire at the SPRR Reserve destroyed the blacksmith shop and machine shop, the pipe-fitting department, 25-stall roundhouse, ten engines (including one brand-new engine), 19 tenders, and all the equipment, tools and materials located in those shops. Cleanup efforts began and temporary outdoor facilities were immediately instituted at the railroad yards. The Southern Pacific Railroad redesigned its yards, and construction of replacement buildings plus additional new buildings began the following year/31/.

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

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

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

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

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

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

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

The 1920 through 1930 Period:

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

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

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

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

Holladay School (now demolished), a grade school located northwest of the District was built in 1901 in response to the increased population growth and development. /6/ By the early 1920's, a new high school was needed. The prominent Tucson architectural firm of Lyman & Place was selected to design the school and they created the Western Classical Revival structure that sits imposingly to the north of the Iron Horse Historic District. Tucson High School opened in 1924 and still serves the residents of the surrounding neighborhoods. It is currently on the National Register as the South boundary of the West University Historic District.

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

Up to 1930, the predominant occupation of Iron Horse residents was railroad -related and remained so until 1936 with most fluctuations due to population changes. As building occurred in the north, the occupations of residents in those areas were markedly university related as the University of Arizona grew and prospered. /7/

The Depression of the 1930's brought an approximate 40% decrease in railroad passenger service to Tucson. The Tucson City Directory of 1930 clearly indicated a decrease in the number of railroad workers residing in the District.

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

With the coming of World War two, the Southern Pacific Railroad began to experience increased demand upon it for service, especially for the war effort. As the population of the southwestern states grew, greater demands were also placed upon the Southern Pacific Railroad repair and service yard. In 1959; the SPRR relocated its yards to the east of

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Campbell Avenue and south of 22nd Street, where the company built new and larger facilities.

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

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

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

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

### 3. SIGNIFICANCE: TRANSPORTATION

The Iron Horse East Historic District is significant for its association with the historic development of transportation in Arizona. Beginning with the arrival of the railroad in 1880 and continuing through the late 1930's, the District developed as a neighborhood occupied by a preponderance of railroad families from a single company, the Southern.

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

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

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

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

The railroaders occupying the District were almost exclusively "wheelers" from the Southern Pacific. It is presumed that some time in the late 1910's to early 1920's, the railroad rescinded or eased their rule requiring railroad employees to live within a mile of the tracks as a result of the availability of the telephone, and increased use of the automobile and intra-city mass transit systems. A breakout of SPRR job descriptions for 1928 is: 20 conductors, 8 engineers, 7 brakemen, 5 firemen 16 Yardmen. It is of maximum importance that with 20 conductors here, it is by far the greatest concentration of conductors in the city. The commercial residents were mostly white-collar management people: ministers, news editors, attorneys, politicians, builders and bankers. The residents related to education were about 10% professors and 90% were students /7/.

#### 4. SIGNIFICANCE: SOCIAL HISTORY

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

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

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

## 5. SIGNIFICANCE: ARCHITECTURE

The District possesses architectural significance, as it encapsulates the full range of historical residential architectural styles found in older Tucson, including the Transformed Sonoran, Territorial, Queen Anne, and Western Colonial styles plus many examples of the Bungalow and Period Revival styles. This is the only Tucson neighborhood to contain all the styles mentioned adapted specifically for rentals, and as such can be seen as a laboratory for rental architecture within the architectural evolution of the city. Examining only single-family (114) and duplexes(42), there have been type changes in an undetermined number of the dwellings. The duplexes in this historic area were designed and constructed with residential rental income as the major factor and they are about 27% of 156 dwellings. Built mainly in the surges and booms of the 1920s at a 1to2 ratio with

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

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

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

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

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

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

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something different. Clients wanted and got medium sized-single family houses or duplexes on full lots with 50-foot-wide yards, situated on wide avenues and only occasionally on alley streets. It is unknown how many of the houses were owned or rented. Finally, the dwellings in the District lack the obvious opulence of those in the Armory Park Historic District. Heavily occupied by a white collar population, the Armory Park Historic District has predominantly large, privately owned single family homes of mixed styles on large lots with four sided yards situated on wide avenues. Although it has the same style buildings as Iron Horse Expansion Historic District, the mix of Period Revivals is larger and the streetscapes are noticeably more open.

## 6. ASSOCIATION WITH SIGNIFICANT INDIVIDUALS

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

Paul Riecker (in Tucson 1880-1885) was a nationally known civil and mining engineer who drew the first official map of Arizona which was published in 1879 from his previous topographical survey of California and Arizona for the U. S. Government. He led an early exploration party across the Colorado Plateau and was among the first to make contact with the Havasupai at the Grand Canyon. /3/ He built the first houses north of the railroad tracks in 1880. Riecker sued General Allen for rights to Allen's homestead and won. This homestead became the Riecker Addition that is one of the divisions of this District.

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

Josia T. Joessler came to Tucson via Mexico from Spain. Joessler became prominent in Tucson as an architect. Today early buildings designed by him are considered prized possessions for their architectural significance. Within the Iron Horse Neighborhood two examples of his work exist today: the Don Martin Apartments at 601 E. 9th Street and the residence at 738 E. 9th Street./3/

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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UTM's	North			East				
Zone 12	A	35	65	475	5	03	880	NW Corner
	B	35	65	475	5	03	930	
	C	35	65	550	5	03	930	
	D	35	65	550	5	04	110	
	E	35	65	475	5	04	110	
	F	35	65	475	5	04	170	
	G	35	65	370	5	04	215	N Corner
	H	35	65	340	5	04	215	S Corner
	I	35	65	280	5	04	360	
	J	35	65	185	5	04	360	Eastern edge
	K	35	64	860	5	04	275	
	L	35	64	915	5	04	170	SE Corner
	M	35	64	915	5	03	880	SW Corner

### Verbal Boundary Description

- Beginning at the center of the intersection of north Euclid Avenue and east 8th Street south of the centerline of north Euclid Avenue to the south property line of 124 N. Euclid Avenue.
- Thence east along the south property line of 124 North Euclid Avenue to the west property line of 821 East 10th Street.
- Thence south along the west property line of 821 East 10th Street to the centerline of East 10th Street.
- Thence east along the centerline curblineline of East 10th Street to the west property line of 96 North Park Avenue.

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- Thence south along the west property line of 96 North Park Avenue to the south property line of 96 North Park Avenue.
- Thence east along the south property line of 96 North Park Avenue to the centerline of North Park Avenue.
- Thence north along the centerline of North Park Avenue to the centerline of East Caddie Street.
- Thence west along the centerline of East Caddie Street to the east property line of 939 East Caddie Street.
- Thence north along the east property line of 939 East Caddie Street and 938 East Eighth Street to the centerline of East 8th Street.
- Thence east along the centerline of East Eight Street to the east property line of 1043 East Eight Street.
- Thence north along the east property line of 1043 East Eight Street across the south alley and continuing north along the east property line of 316-342 North Park Avenue to the centerline of the north alley.
- Thence east along the centerline of the north alley across North Fremont Avenue and continuing east along the centerline of the north alley to the east property line of 1104 East 7th Street.
- Thence north along the east property line of 1104 East 7th Street to the centerline of East 7th Street.
- Thence west along the centerline of East 7th Street to the centerline of North Park Avenue.

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- Thence North along the centerline of North Park Avenue to a point opposite the south property line of 420 North Park Avenue.
- Thence east across north Park Avenue and continuing along the south property line of 420 North Park Avenue to the east property line of 420 North Park Avenue.
- Thence north along the east property line of 420 North Park Avenue to the north property line of 420 North Park Avenue.
- Thence east along the north property line of 420 North Park Avenue across North Park Avenue to the centerline of North Park Avenue.
- Thence north along the centerline of North Park Avenue to the centerline of East 6th Street.
- Thence east along the centerline of East 6th Street to a point opposite the east property line of 923 East 6th Street.
- Thence north across East 6th Street and continuing north along the east property line of 923 East 6th Street to the centerline of the alley.
- Thence east along the centerline of the alley across North Tyndall Avenue and continuing east along the centerline of the alley to the west property line of 829 East 6th Street.
- Thence south along the west property line of 829 East 6th Street to the centerline of East 6th Street.
- Thence east along the centerline of East 6th Street to the point of beginning at the centerline of the intersection of East 6th Street and North Euclid Avenue.

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## Justification

Even as recently as the middle 1960's, this District and the adjacent neighborhoods together appeared outwardly as a contiguous and cohesive whole. Certain factors that could distinguish one area from the next such as development and settlement patterns, or the social histories, were not readily apparent on the surface.

Beginning in the middle 60's, and continuing in part even today, were numerous physical changes in the neighborhood and the surrounding areas that served to define boundaries. The most important of these follow.

- . Demolition of houses for the continuing southward and westward expansion of the University of Arizona (UA).
- . Demolition of houses by Tucson Unified School District (TUSD) for School Expansion, administrative facilities, and parking.
- . Upgrading of Euclid Avenue and 6th Street from local feeders to major arterials.
- . Demolition of houses for the construction of intrusive apartment complexes
- . The demolition of houses along the southern periphery by speculative developers.

Currently, the north, east, and south boundaries are defined by these forces. Only the western boundary with the Iron Horse Historic District, retains any semblance of the historic continuity of the neighborhood. Even so, this has been weakened by the expansion of Tucson High School, the widening of Euclid Avenue, and construction of intrusive buildings.

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The District is different from surrounding areas as follows:

- North: The north boundary is the University of Arizona campus, defined by high-rise dormitories and a surface parking lot.
- East: Approximately 40% of the eastern boundary is defined by the UA and TUSD parking lots. Another 20% is defined by non-historic commercial buildings and the TUSD administrative facilities.
- South: The south boundary is 50% vacant land, created when historic houses were torn down for commercial speculation. The other 50% is primarily apartments of recent vintage.
- West: The western border is Euclid Avenue, a natural boundary due to its development as an arterial street. Currently a five lane thoroughfare, Euclid is a part of the City of Tucson's Major Streets and Routes Plan, and is a prime candidate for additional widening.

While the adjacent Iron Horse District is clearly related to this District, there are, upon analysis, perceptible differences between the two.

- A. Density by job description, in Iron Horse East, specifically railroad workers, peaked at 40% of the population in 1910-11, compared to a peak of 60% in 1922 for Iron Horse. The railroad workers in Iron Horse East tended to be in higher paid positions, such as conductors.
- B. The majority of lots in Iron Horse East are substantially larger than in Iron Horse. Accordingly, development densities are less, the highest is 25 dwellings per lot, compared with 35 per lot to the west.

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- C. Construction dates indicate a later development into neighborhood form for Iron Horse East. The most common building styles in the District are Bungalow and various period revivals. While to the west older styles, such as Sonoran, Territorial, Queen Anne, Western Colonial, and Commercial Panel Brick predominate.
- D. Yard setbacks and street widths are generally greater in Iron Horse East.
- E. Intrusions into both areas differ with modern multi-story apartment buildings in Iron Horse East and commercial and single-family housing to the west.

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Additional Photographs - Pie Allen National Register Historic District

Tucson, Pima County, Arizona

Photographer, Marty M. McCune  
Taken 1/2/97