

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: 93001324

Date Listed: 12/9/93

Black, Arthur F. House
Property Name

Mohave
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.

[Handwritten Signature]
for Signature of the Keeper

12/13/93
Date of Action

=====
Amended Items in Nomination:

Period of Significance:

The period of significance is revised to read 1925-1942. This reflects the historic period during which the house was directly associated with Arthur F. Black, starting with his purchase of the property in 1925.

The significant dates are revised to include only 1925 [date of purchase by Black] and 1933 [date of major renovation by Black].

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

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

RECEIVED

OCT 25 1993

NATIONAL REGISTER

**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 Black, Arthur F., House

other names/site number _____

=====

2. Location

street & number 707 Cerbat Avenue not for publication
city or town Kingman vicinity _____
state Arizona code AZ county Mohave code 015 zip code 86401

=====

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 Owen AZSHPD 30 SEPT 1993
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

=====

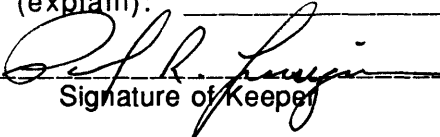
4. National Park Service Certification

=====

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): _____


Signature of Keeper

12/9/93
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> 1 </u>	<u> 1 </u> buildings
-----	sites
-----	structures
-----	objects
-----	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.)

=====

6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: DOMESTIC Sub: Single dwelling = House

Current Functions (Enter categories from instructions)

Cat: DOMESTIC Sub: Single dwelling = House

=====
7. Description
=====

Architectural Classification (Enter categories from instructions)

SPANISH COLONIAL REVIVAL

Materials (Enter categories from instructions)

foundation Stone
roof Metal
walls Wood Frame

other Stuccoed exterior

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

=====
8. Statement of Significance
=====

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A. owned by a religious institution or used for religious purposes.
- B. removed from its original location.
- C. a birthplace or a grave.
- D. a cemetery.
- E. a reconstructed building, object, or structure.
- F. a commemorative property.
- G. less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Transportation

Period of Significance 1919-1942

Significant Dates 1919-20

1925
1933

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

Black, Arthur F.

Cultural Affiliation _____

Architect/Builder _____

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: _____

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

Acreage of Property Less than one

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

Zone Easting Northing		Zone Easting Northing	
1	12 767630 3898430	3	_____
2	<u>11 767850 3898420</u>	4	_____

____ 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 William Collins, State Service Intern / Reba N. Wells, Historian

organization AZ State Historic Preservation Office date 6/4/93

street & number 800 W. Washington, Suite 415 telephone (602) 542-4009

city or town Phoenix state AZ zip code 85007

=====
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 Mabel E. Black Trust

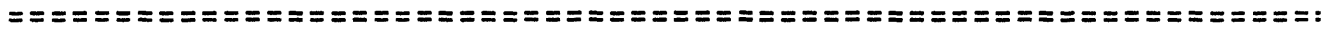
street & number 707 Cerbat Avenue telephone 753-2751

city or town Kingman state AZ zip code 86401

United States Department of the Interior
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**NATIONAL REGISTER OF HISTORIC PLACES
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SECTION 7. PHYSICAL DESCRIPTION

SUMMARY

Associated with a major transportation pioneer in northwestern Arizona, the Arthur F. Black House is a modest vernacular domestic dwelling with Spanish Colonial Revival influences. Located in the city of Kingman, the county seat of Mohave County, the two-story frame building was built in two phases, the first story in 1919-1920 and the second story in 1932-1933. Although constructed by Cecil E. Chilton, Arthur F. Black's name has been associated with the home since he purchased it in 1925 and added the second story and porch detailing which gives the building its current appearance.

DESCRIPTION

Construction: The Black House is wood frame built on a stone foundation which rises about twenty inches above ground level with three steps leading up to the entrance. The first floor was built in the winter of 1919-1920. The second story was added in 1933 with lumber and flooring obtained from the demolition of the original Kingman High School Gymnasium.

The house plan is basically rectangular, approximately 34 x 51 feet, and faces east. The exterior walls are stuccoed and the flat roof is metal. The most prominent of the front facade windows have rectangular openings with 6/1 double-hung sashes. Other windows are smaller with 1/1 double-hung sashes. One first-story side room projects out to the north about seven feet with three windows on the north facade. The large ell-shaped living room and a combination kitchen-dining room take up most of the ground floor, along with a small bedroom, bathroom, laundry room, and a pantry under the stairs. The second floor has five bedrooms, a large bathroom, and several large closets.

Attached to the front facade of the main house block is a wood frame (stuccoed to match the house) two-story, flat-roofed porch which provides one of the major stylistic elements. The framing of the three open sides of the porch form pseudo arches on both stories. Wood balustrades surround the three sides of the porch. Also visible from the front is the attached one-car garage which extends south about eleven feet from the main block with the garage roof serving as an open sundeck.

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Interior: The interior of the Black House remains essentially intact with most of the original doors, woodwork, hardware, and fixtures in place. Alterations, such as the living room wall panelling, are reversible. Most of the interior finish is wallboard with drywall used in the bathrooms. There is a natural gas wall furnace for heating and an evaporative cooler.

Setting: Located on the west side of Cerbat Avenue in Kingman, on its original site, the house was built on Lot 3 of the residential Metcalfe Acres Subdivision. A cyclone shelter (cellar) with concrete floor and walls and a steel-reinforced ceiling is a separate building on the property located about 150 feet from the back of the house. On adjacent property, Lots 7 and 8 purchased by Arthur Black in 1933, a well sunk in 1920 continues to provide water for the property, though the house is connected also to the city's water and sewer lines. The original pumphouse and tower is still in place.

Landscaping is dominated by two Lebanese pines now about eighty feet tall, planted in the front of the house in the early years. A native rock wall, built with the house in 1919-20, surrounds the property.

Alterations: The exterior and interior of the Black House were renovated between 1984 and 1988 with restuccoing and painting of the exterior, and panelling some interior walls. Otherwise, the structure has been unaltered since the dining room extension, attached garage, second story, and elongated porches were added in 1932-1933.

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SECTION 8: STATEMENT OF SIGNIFICANCE

Constructed during the first quarter of the twentieth century, the Black House in Kingman is a vernacular building in a 1920s small town neighborhood. The residence expresses in many ways the personality of its longtime owner, Arthur F. Black. Mr. Black purchased the single-story dwelling in 1925 and lived there with his family for several years. Then in 1933, he added the architectural features that gave the house its local distinction--first floor dining room projection, attached garage with open sundeck roof, and the two-story porch with pseudo arches. At the time it was remodelled in 1933, the two-story Black home was unique, and well-known in Kingman.

Kingman was, and still is, the hub of transportation in Mohave County, served now by the Santa Fe Railroad, Interstate 40, Arizona 66, U.S. 93, and an air field. Arthur F. Black, Kingman transportation pioneer, played a major role in the development of early transportation there. He operated the only public school buses for Kingman, Chloride, Oatman, and Peach Springs from the 1920s to the mid-1940s; the only taxi service from the early 1930s to the mid-1950s; from the 1920s to the mid-1940s, all the U. S. mail routes from Kingman, Chloride, Oatman, and Peach Springs, as well as the Phoenix to Las Vegas route; and a much-used bus line and a fleet of freight trucks known collectively as the "Phoenix-Kingman and Boulder City Stages" (P.K.& B.C.), which operated from the late 1920s to late 1950s. Black served as a director on U. S. Highway 93 Association, was chairman of the Arizona Highway Commission from 1961 to 1965; and was always a prime booster of "good transportation." From the 1920s to the 1960s, Arthur F. Black could have been called "Mister Transportation" for northwestern Arizona. When he died in 1971, the Mohave Miner paid tribute:

We know of no man who worked harder to improve our lines of communication and transportation than did Arthur F. Black, Kingman business and civic leader who died May 30. He left his mark in concrete and asphalt where more faint-hearted men would have failed to persist. Arthur Black's works will remain his memorial through the years of this century. It can be said about very few others.

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Barry Goldwater, longtime Arizona senator, echoed those thoughts recently when he wrote of working with Black "on matters involving Arizona, the Grand Canyon, and Kingman, plus the Colorado River, more years than I can remember. . . . he made a wonderful contribution to the city of Kingman."

In addition to being a prominent businessman, Arthur Black served two terms as president of the Mohave County Chamber of Commerce, and was an active member of the Elks Lodge and the Knights of Columbus.

The City of Kingman is located within a natural basalt basin between the Hualapai, Cerbat, and Black Mountains in northwestern Arizona. The first Anglo-Americans known to visit the present site of Kingman was a party led by Lt. Edward F. Beale surveying a wagon road along the 35th parallel in 1858. The surrounding mountain ranges were rich in minerals and miners moved into the area after the establishment of Ft. Mohave in 1859. Mineral exploration turned into a mining boom with the discovery in 1863 of the Moss Mine in the Silver Creek area. The discovery in 1874 of the large McCracken mine continued the area's prosperity.

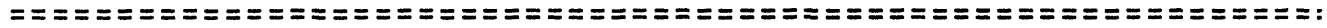
By the 1870s, cattle ranching became established as the second major industry in the area. Small-scale ranches supplied beef to both the soldiers at Ft. Mohave and the Indians at the Mohave Reservation near the Colorado River. The first major cattle drive into the area occurred in 1872, and the center of the cattle business was along the Big Sandy River.

The city of Kingman was founded in 1882 as a railroad stop by the Atlantic and Pacific Railroad (later known as the A.T. & S.F., or the Santa Fe). Development progressed rapidly as the railroad brought in supplies, lumber, and machinery, and carried out cattle and minerals. The new town grew into the financial and mercantile center of northwestern Arizona. A further boost to the town's importance occurred in 1887 when the county seat for Mohave County was moved from Mineral Park to Kingman.

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With a population of about 550, by the turn of the century Kingman was a well-developed community and an important stop on the Santa Fe Railroad. Gas was used in several businesses and homes as a substitute for the electricity which was not yet available. A movement for a public library was in motion. The local school recorded 104 students and was growing. A new concrete and iron railroad depot was built in 1900 and in 1908, Beale Street opened to the main road leading north to the Cerbat, Mineral Park, Chloride, and Union Pass mining areas. Freight teams traveled this road daily. According to the Mohave County Miner, a local paper, business on these roads in 1910 was booming:

. . . the big teams going out of here to the mining camps daily with their hundreds of supplies and the stages laden down with expressage and passengers. Every morning Fourth Street is packed with teams getting under way or finishing the loading of the wagons and all day long drays and delivery wagons are rushing off in all directions making town deliveries.

In 1914, in a joint effort with California and New Mexico, Arizona installed highways signs to commemorate the Old Trails route from Kansas City to Los Angeles that ran through Kingman. The first airstrip, at a site selected by Charles Lindbergh, was dedicated in 1929. This strip served as a stop for the Transcontinental Air Transport Company airmail and passenger service to Los Angeles. By the beginning of the 1930s when construction of Hoover/Boulder Dam on the Colorado River was adding to area prosperity, the town had become a stable, complete community with a population of about 2,500 and still growing. Kingman realized the economic potential of tourism and was also producing brochures promoting the area's mild climate and healthful atmosphere. This boosterism came to fruition in the 1930s, after the completion of the Nevada dam and its Route 93 link to Kingman, combined with the popularity of Route 66.

As Kingman's commercial importance grew, new homes were constructed. This residential construction expanded the town to the north, east and west. During this same era, the city of Kingman continued to make a number of civic improvements. In 1916, the Board of Supervisors granted a water system franchise. Electrical power came with five "high power" electrical street lights which were installed in the commercial area in 1910. Several other improvements to the town came in 1911, including a new gas plant, a post office/bank building, and the town's first hospital. It was in this era of

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expansion that Cecil E. Chilton, in 1919, built in the original downtown area, the one-story frame house that in 1925 was bought by Arthur Black.

Arthur Francis Black was born in Dodge City, Kansas in 1895, and graduated from Nickerson College where he studied banking, law, and transportation. He came to Mohave County in 1912 to work for his uncle, John Boyle, at the Golconda Mine. Except for a few years in Palmdale, California, and some years as a fireman on the Santa Fe Railroad, Black lived in Mohave County from 1912 until he died in 1971.

In 1916, Arthur Black married Mabel Van Marter, one of the eight children of Josephine and Charles R. Van Marter, a well-known Kingman family. Mabel was born in Bloomfield, California, but the family had moved to Chloride in 1900. In 1902, the Van Marter family moved to the Beale Springs area and Mabel attended the Little Red Schoolhouse in Kingman (an Arizona State Register property that is currently the Kingman Public Library). Her father operated a shoe shop in Kingman (where the Valley National Bank now stands) and one in Chloride. There was also a Van Marter's Undertaking Parlor, located in downtown Kingman for many years. (The Van Marter building, built in 1921, is on the National Register as part of the Kingman MRA.) After graduating from Kingman High School in 1911, Mabel continued her education at Flagstaff's Northern Arizona Normal School, graduating with a teaching certificate in 1914. She taught at Golconda Mine, where her younger sister, Laretta, lived with her and attended the small one-room school. To marry Arthur Black, Mabel converted from her family's Methodism to Catholicism. After the wedding, the young couple lived first near Yucca, a small town about twenty-five miles south of Kingman.

When the Blacks purchased from Cecil E. Chilton the one-story house at 707 Cerbat Avenue for \$800, Mrs. Black recalled later that "it was the rock wall [the foundation] that attracted my attention." In 1932, Black paid \$1,000 for two other lots adjacent to his home, Lots 7 and 8 in Block 6 of the Metcalfe Addition. Along with the land, he acquired the original Metcalfe water well, pump, motor, pumphouse, tower and water tank. The well has seen continuous use since that time and is intact, along with the pumphouse and tower. The pump and motor have been replaced by a submersible pump and the tank is gone.

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As their family grew, so did the Black home and its reputation as the Black family's "one-of-a-kind, two-story castle with balconies." Arthur Black designed a second story to the residence and as he had time, worked with the contractor, George Skidmore. The interesting and somewhat unusual two-story porch with its elongated structure and pseudo arches became known as a place for the neighborhood children to play "Romeo and Juliet," on what they called "*balconies*." A yellow-cream color was chosen for the exterior of the house with the paint mixed into the stucco plaster, "just as it was being done [at that time] in Phoenix."

In about 1918, Black joined his brother-in-law, Jess Tarr, and became part owner of the first Ford Motor Company in Kingman. There his transportation involvement began as Arthur Black recognized the potential for commercial and passenger service and launched a pioneering passenger bus business between Kingman and Las Vegas in 1920. His first "buses" were Ford Motor cars. The road he drove over was the old stage road, a winding one-way trail in many places. It crossed the Colorado River by ferry three miles above where Hoover Dam now stands. Mohave County roads in that era were notoriously bad and as he drove year after year with his transportation services: passenger/commercial buses, mail, public school buses, and taxi services, Black's mind imagined ways for improving the ride. He invented a type of shock absorber and attempted to sell his patent to Henry Ford. However, in 1925, Ford's secretary, V. L. Shevlin, wrote from Dearborn, Michigan, to Black, rejecting the shock absorber. Patent records indicate that Ford Motor Company developed a shock absorber *that same year*.

Thwarted in his attempt to improve the ride of his vehicle, Black turned to the idea of improving the roads. Because Black regularly drove over the long, rough trail from Phoenix to Kingman and to the mining towns northwest of Kingman, he understood that better roads would benefit the economy of the entire area. After construction of Boulder Dam (officially Hoover Dam) began in the early 1930s, Black reconized, along with others, that it would stimulate the tourist industry. He began to offer what would now be called a charter bus service whereby tourists, for a fare of \$14.80 each, could enjoy personally conducted day-long trips from Kingman to Boulder Dam. The schedule included a boat trip on Lake Mead, lunch, and an elevator trip inside the gigantic dam.

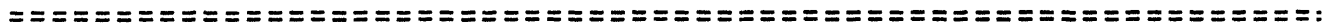
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Black's passengers often were world famous royalty, such as the King and Queen of Denmark. In 1933, he sold his interest in the Kingman Motor Ford Co. to take over the full operation of his Boulder Dam Stage Lines, also known as Phoenix, Kingman & Boulder City Stages (P.K. & B.C.).

Business expanded and Black's P.K. & B.C. freight trucks for all types of commercial supplies traveled weekly from Phoenix via Wickenburg and Kingman to Las Vegas, keeping open the "tortuous trail" of narrow crooked dirt roadways. During the rainy seasons, the Big Sandy near Burro Creek became a raging river of flood waters and many times, the trucks' contents were damaged from flooding. Arthur Black became more and more convinced that better roads and bridges were essential for the good of the public as well as the entrepreneur.

The desire for better roads became one of the important goals in his life and Black continuously pressed public officials to improve the transportation system. This effort quickly began to pay off. As early as 1934, he sought a short cut for the Burro Creek road to Phoenix, presenting a pledge for funds to construct the road. Several hundred dollars were pledged by business men of Kingman, the merchants of Wickenburg, and those who owned mines along the route. Labor was furnished by ranchers who would benefit by the cut-off. The Mohave Miner ran this article in 1934:

A good road is available at present all the way to the Sandy [the Big Sandy River between Kingman and Wickenburg]. From there on, workmen have been filling in soft spots with gravel and smoothing off the road bed so that the trip all the way to Burro Creek is quite pleasant. One hundred miles shorter to Phoenix, a trip which saves both time and gasoline, far-sighted business leaders of this community and of southern Arizona are looking forward to the time when this great empire will be opened to travel and a direct gateway from the southern part of the state to the now rapidly forming Boulder Dam will be opened.

Tribute is due the man who is pioneering this route from a commercial hauling and passenger travel standpoint---Arthur Black.

In the late 1950s, Black sold his transportation businesses, but continued to work tirelessly for highway improvement. As a director of the U.S. Highway 66 Association and the U.S. Highway 93 Association, Black was ever vigilant and concerned for public safety. Evidence of the great influence he exerted in the area of transportation in that

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part of Arizona, is shown by his success in keeping the state highway department, at one time, from building what would have been a dangerous grade crossing at the intersection of Highway #93 and #71. He insisted upon an overpass to permit a safer through flow of traffic and was able to get the plans changed.

The first person from Mohave County to be so selected, Black served five years on the Arizona State Highway Commission, the last year as chairman. He made trips to Washington, D. C. at his own expense, testifying before Congress about the need for roads in Arizona, Nevada, and Utah. During that time, he was instrumental in opening the Virgin River Gorge highway which linked Kingman via Las Vegas across the Arizona Strip to St. George and other parts of southern Utah. The Virgin River Gorge road was one of his "pride and joy" projects and he could often be seen wearing his hard hat and working alongside the engineers on that highway. His counsel was also sought by other Arizona counties.

Despite his earlier great success with the Burro Creek shortcut, the canyon of Burro Creek was still a major obstacle in Mohave County's transportation system. Getting a good highway bridge built over Burro Creek became a final major goal for Arthur Black. The culmination of his efforts occurred between 1961 and 1965 during his State Highway Commission tenure. From that position, he was able to promote his ideas for a Burro Creek bridge. The effort of years paid off in June of 1965, when a flag-draped piece of steel was put into place, completing the arch across Burro Creek. The closing of the arch, described as a "steel Rainbow," marked the completion of the first phase of major steelwork for the 1,000-ft. long bridge, a bridge that is, today, still a vital part of the Phoenix to Kingman highway.

In recognition of Arthur Black's contribution to improving transportation in northwestern Arizona, his portrait was hung in the State Capitol Building and his name was placed on a plaque on the Burro Creek Bridge. Arthur F. Black had indeed "left his mark in concrete and asphalt."

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BIBLIOGRAPHY

Personal interviews with Sister Madonna Black, May-July 1991 conducted by Patrick John Putt, Principal Planner, City of Kingman, supplemented by information provided by Sister Madonna to the State Historic Preservation Office, January-May, 1993.

Letter to the SHPO dated May 14, 1993, from Senator Barry Goldwater.

Janus Associates, Kingman Historic Resource Survey, September 1984.

KAAA Broadcasting editorial, June 4, 1971, Wallace E. Stone, owner & general manager.

Kingman Centennial, 1982-83, pp. 40-41.

Mohave Daily Miner, October 1, 1986.

Warranty Deed, Mohave County Records Office Docket 1060-697.

Mohave County Assessor's records Assessor's Parcel Number 304-08-027

Real Estate Guide, October 8, 1986, p. 14.

Kingman Multiple Resource Area National Register Nomination.

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LEGAL DESCRIPTION/VERBAL BOUNDARY DESCRIPTION

Lot 3, Block 6, Metcalfe Acres Addition, City of Kingman, Mohave County, Arizona.

BOUNDARY JUSTIFICATION

The lot for this nominated property is the land historically associated with the Black House. It does not include a buffer zone.

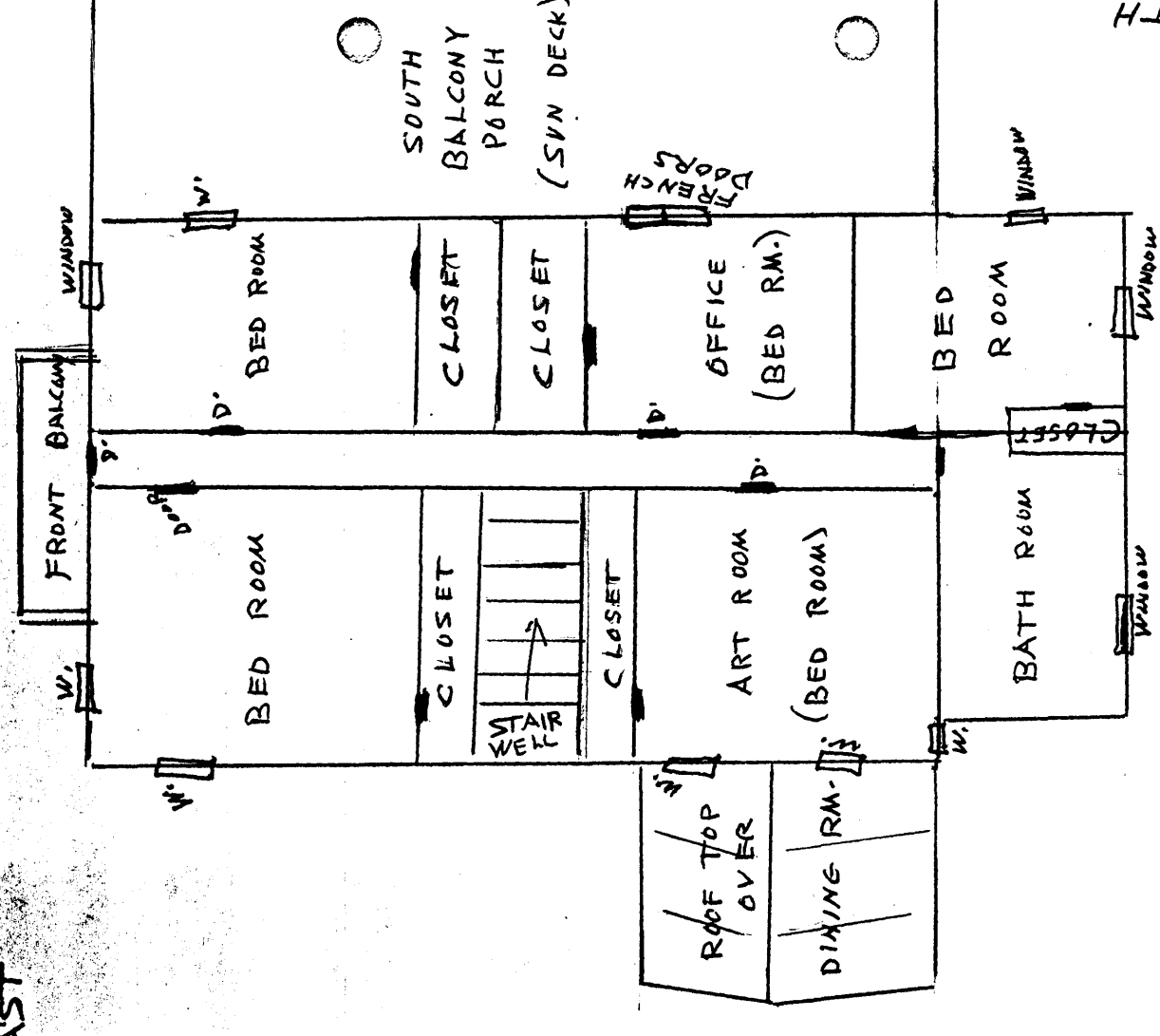
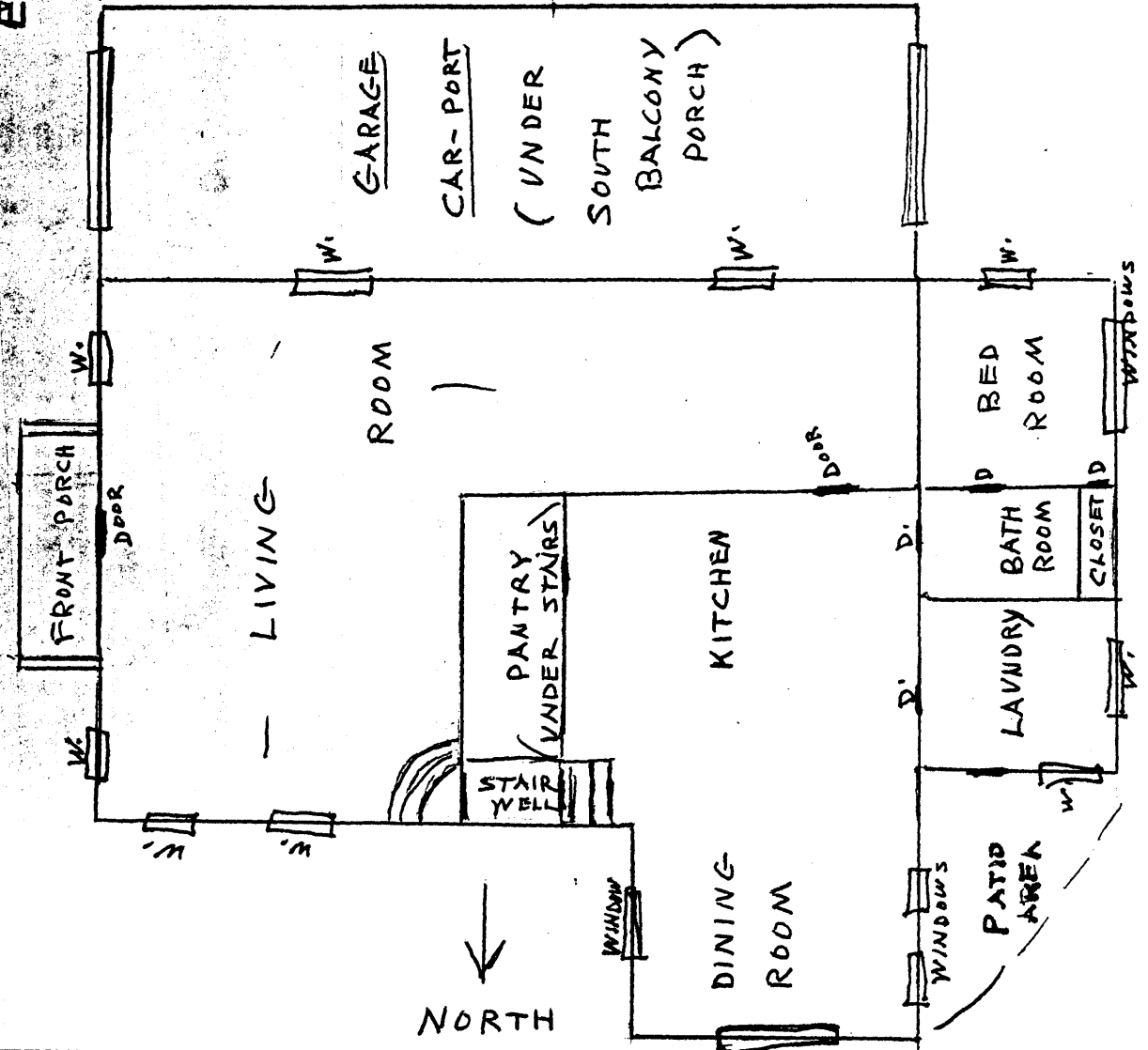
ARTHUR F. BLACK HOUSE

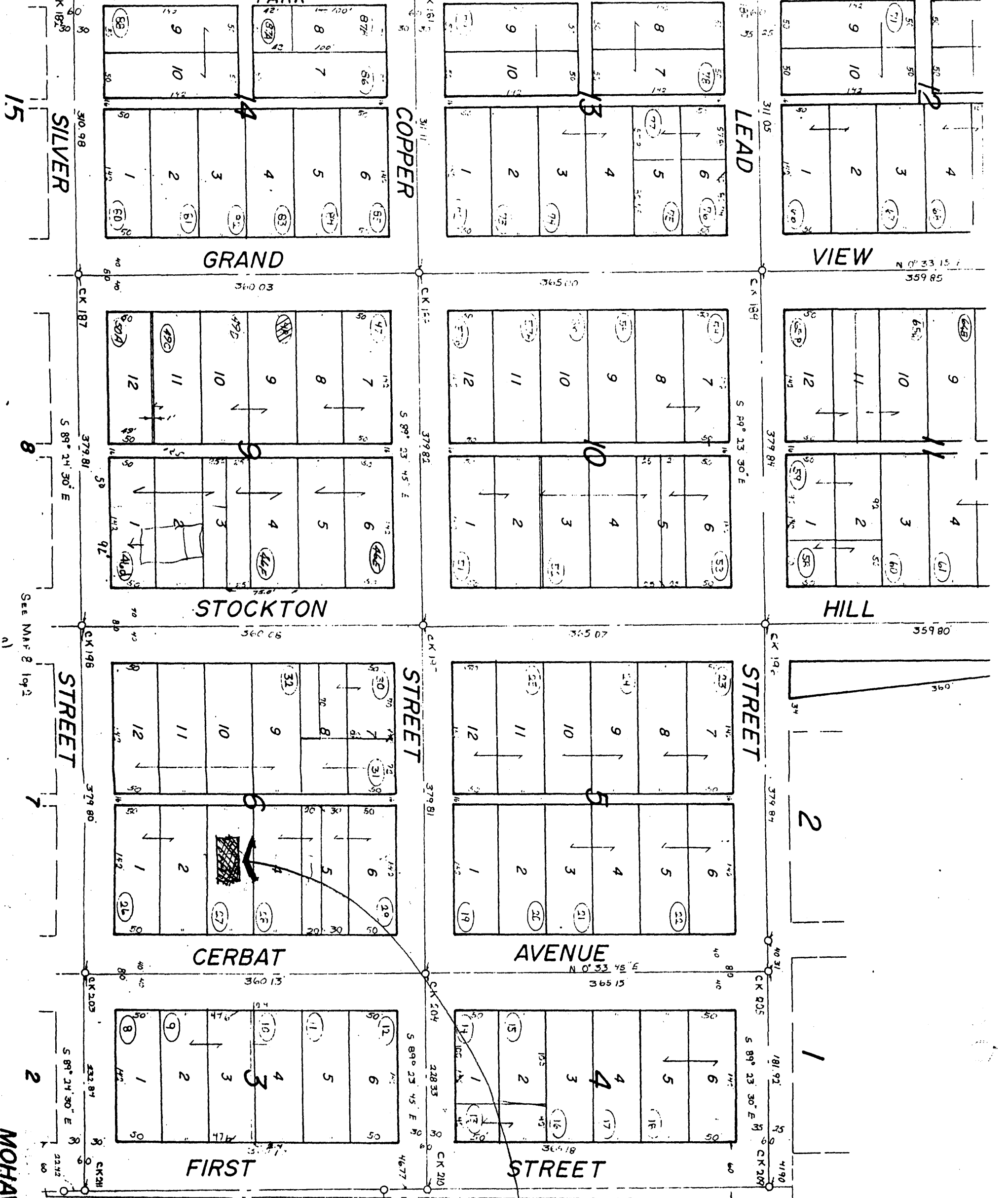
KINGMAN, AZ. (602) 753-2751

11/92

1st Floor

2nd Floor





SCALE 1" = 100'



BACK HOUSE
707 CERBAT AVE

CEDAR ST.

