

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 of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Speedway-Drachman Historic District
other names/site number N/A

2. Location

approximately 27 blocks in Tucson, Arizona, immediately northwest of the
street & number University of Arizona, roughly bounded by Drachman, not for publication
city, town Lee, Park, Speedway, and North Sixth vicinity
state Arizona code AZ county Pima code 019 zip code 85705
85719

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>351</u>	<u>102</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>0</u>	<u>0</u> structures
	<input type="checkbox"/> object	<u>0</u>	<u>0</u> objects
		<u>351</u>	<u>102</u> Total

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register 01

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. See continuation sheet.

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. 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 the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)
 single dwelling: residence
 health care: sanatorium
 school: grammar school
 religious structure: church
 secondary structure: other

Current Functions (enter categories from instructions)
 single dwelling: residence
 sanatorium: nursing home
 multiple dwelling; apartment building
 religious structure: church
 secondary structure: other dependency

7. Description dependency (guest house)

(guest house)

Architectural Classification
(enter categories from instructions)

Bungalow/Craftsman
 Mission/Spanish Colonial Revival
 other: National Folk

Materials (enter categories from instructions)

foundation concrete, stone: other (basalt)
 walls brick, stucco, wood
 roof asphalt, terracotta
 other wood: exposed porch and roof structure, stone: basalt porch piers and walls

Describe present and historic physical appearance.

SUMMARY

The Speedway-Drachman Historic District in Tucson, Arizona includes a historic residential subdivision and two large institutional properties. The district contains 351 contributing and 102 noncontributing resources. Dating from the first third of the 20th century, these buildings constitute a concise summary of the stylistic development and architectural trends evident throughout the city of Tucson, especially the range of styles in mass-designed housing of the 1920s. The district is composed of mostly one-story buildings in Bungalow and Spanish Colonial styles, with some examples in Craftsman style, other Revival styles, and early vernacular National Folk examples at the northern edge of the district.

Integrity of streetscapes and individual buildings in the district is considerable, with few modern or severely altered historic structures. Most buildings are in good condition, and the rest have easily corrected defects such as worn paint or roof sheathing. Intrusion of non-historic commercial and larger multi-residential uses has been confined to the district's edges. However, a city street-widening project threatens residences of the historic residential boulevard at the district's southern boundary.

SETTING

The Speedway-Drachman Historic District includes the major portion of the Speedway-Drachman neighborhood. This area lies about one-and-one-fourth miles east-northeast of Tucson's original downtown center. The neighborhood abuts the present northwest boundary of the University of Arizona. During the neighborhood's historic period, however, the university was about one-half mile away.

All of Tucson draws its natural character from its situation in a broad valley of southern Arizona's Sonoran desert. The valley was formed by geological sinking rather than river action. The Speedway-Drachman neighborhood is located on a sedimentary soil terrace about one mile east of the Santa Cruz River, a stream that no longer flows year-around. The area's natural vegetation, now obliterated, was probably dominated by creosote bush. The neighborhood slopes mildly downward to the south and west from its highest point about where the two historic sanatoriums are located.

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The rectangular street grid which had been standard since the patented townsite of 1874 extends through the historic district. New east-west streets north of Speedway were created, and these crossed north-south streets continued from West University neighborhood. Streets in both directions are about equal in width. The historic district was not subdivided all at one time, therefore block characteristics change slightly from south to north. The first two tiers of blocks north of Speedway are square; the next three are rectangular with an east-west orientation. The system of alleys changes from north-south oriented in the first three blocks north to east-west oriented in the next two blocks. As to lot arrangement, nearly all blocks have a cross-shaped core of eight lots with two facing each of the block's four boundary streets. The remaining corners of blocks were designed to contain four lots each, for a total of 20 lots per block. Over time, some lots have been halved. Lots are not oriented identically from block to block, but overall they achieve a balance between north-south and east-west.

The historic district's central part is a visually consistent residential neighborhood of small to medium-sized one- or one-and-one-half-story homes. Street setbacks vary little. Three styles prevail which differ visually in roofline and architectural details. Despite the style variation, many houses share a built-up lot with low retaining wall, raised house foundation, stuccoed-brick finish, usually exterior fireplace chimney, and the presence of entry porches. Many foundations, some porch piers and lot-retaining walls, and one entire house are built of undressed boulders of local basalt, called A-Mountain rock or malpai. A few houses had large finished basements showing a line of windows near ground level. Houses at all income levels had rear sleeping porches which were screened, or sometimes open except for canvas roll-up blinds. A number of original outbuildings including detached rear garages and rear guest houses are unaltered and add to the historic setting with its pattern of dense settlement on narrow, deep lots. Vegetation in the historic district includes few street trees, but many shrubs and trees in yards, especially front yards. Tamarisks, chinaberry, palms, and arborvitae are common species from the historic period.

Departures from the small-residence norm occur near the edges of the area and help to define the historic district's boundaries. On the north are the two large-scale historic sanatoriums, one occupying a whole block. On the east is the former University Heights School (#153), now an apartment building, which also occupies a block. On the south is Speedway Boulevard, whose homes tend to be larger than those of the neighborhood's interior. The neighborhood's only church, First Southern Baptist (#352), stands on Speedway. Architecturally, only this church, one house on Speedway, and the Whitwell Sanatorium (#2) on East Adams are unrelated to prevalent neighborhood styles. These three buildings represent a taste for the non-Spanish revival styles that were used throughout Tucson circa 1890 to 1940 to emphasize the status of certain institutional buildings and larger residences.

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ARCHITECTURAL CHARACTER OF THE SPEEDWAY-DRACHMAN HISTORIC DISTRICT

Within the Speedway/Drachman survey area are some 453 buildings in an area of 108 acres. Of these, 351 buildings are deemed contributing to a proposed historic district. The majority of structures (72 per cent) were built from 1920 to 1927. The Bungalow (61 per cent) and two Spanish-revival cottage types (13 and 17 per cent) make up 91 per cent of all historic buildings. Building types include dwellings, both main houses and guest houses, original garages, two former tuberculosis sanatoriums with associated outbuildings (dwellings, a chapel), a bungalow court, a two-story apartment house, a church, and a small commercial building.

Both folk housing and unique architect-designed dwellings were built all through the historic period in the Speedway-Drachman neighborhood. However, examples in these two categories are few. Most buildings were either custom-designed or mass-designed, and many were built by speculators rather than to the order of the buyer.

Custom designed houses were given status appeal by distinguishing them from mass-produced ones. Tucson builder John W. Murphey, in a brochure advertising his custom-built subdivision circa 1930, stated, "The Old World Addition is being rapidly filled with fine homes, to the exclusion of the ordinary bungalow type." Design success varied considerably in custom work, depending upon how well the pre-designed elements were chosen and combined. Untrained designers tended to produce somewhat awkward proportions; to combine design details that were heterogeneous; and to rely on displays of expensive material or workmanship, whether or not these furthered the overall design. The house at 220 East Mabel (#299, 1920) exemplifies some of these effects. It is handsomely finished and well constructed, but not a sophisticated design. The house was built and probably designed by contractor Jay J. Garfield as his own residence. Survey-area examples of custom design were often differentiated by roof treatment. Some of these are: 436 East Drachman (#80, 1923) and 442 East Drachman (#81, 1925); 402-408-414-420 East Drachman (#75-76-77-78, 1927); 609 and 615 East Mabel (#100, #99, 1923); and 1237 and 1248 North Euclid (#192 and #165, 1921).

ARCHITECTURAL STYLES OF THE HISTORIC DISTRICT

The neighborhood's earliest style is what is now labeled National Folk. The most common style is the Bungalow, including some Craftsman examples. These are followed in popularity by variants of the Spanish Revival style. A very few historic examples represent other revival, or "eclectic," styles; two are in Prairie style.

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VERNACULAR HOUSING: NATIONAL FOLK

"Folk houses" or "vernacular houses" are those designed without the involvement of an architect. Before railroads were built, folk styles varied from region to region and the houses were built with local materials. Vernacular buildings postdating railroads in Arizona were built are called National Folk, to distinguish them from the earlier region-specific folk designs. Improved communications and railroad-shipped goods caused building styles and materials to become more nearly similar nationwide.

National Folk houses may show the influence of current or past architect-designed styles, but there is a lack of detail or embellishment. It is difficult to date many National Folk examples, because they tend to continue being built with style characteristics that have become obsolete.

National Folk houses in the historic district were built of wood or adobe, rarely brick, between 1902 and 1926. Early examples have pyramidal, hip-on-gable, or end-gable roofs similar to those of Victorian-period houses. Later National Folk examples have low-pitched end-gabled roofs and porches resembling those of contemporaneous California Bungalows.

Most National Folk houses are located near the neighborhood's sanatoriums and are probably related to them historically. An exception is the neighborhood's oldest dwelling, the C. V. Reinhart house at 645 East Speedway (#374, 1902). The Reinhart house has its original pyramidal roof. The siding and the eaves enclosure were probably added during the 1920s.

EARLY MODERN STYLES

Prairie Style

The Prairie style derives mainly from the early Midwestern work of Frank Lloyd Wright. Prairie houses feature a low-pitched hipped roof, substantial projection of the eaves, and an overall horizontal emphasis stemming from wide proportions of the walls, porches, and window bands.

Only two examples in the Speedway-Drachman Historic District are fully Prairie style, but certain of the earlier Bungalows as described below reflect Prairie influence. 605-07 East Adams Street (#1C, 1918), on the grounds of St. Luke's Sanatorium, is a Prairie-style duplex with rambling floor plan and triple windows.

Craftsman Bungalow

The Craftsman bungalow style evolved in California from the work of Greene and Greene at the turn of the century. Craftsman is the first American style that does not hark back to European models. The style emphasizes natural materials, exposed

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structural members, and the linking together of indoor and outdoor space. One-story construction and broad, low proportions create unity with the site. Characteristics include large covered or open porches with tapered support piers; low-pitched, wood-shingled gabled roofs, many with dormers or multiple gables; and wide roof overhangs with exposed rafters. Unpainted wood, stone, and clinker brick, containing bits of coal, are featured wall materials.

Fourteen houses contributing to the historic district can be classified as Craftsman bungalows because their proportions, extensive porches, and choice of materials reflect an awareness of Craftsman ideals. All but three Craftsman examples are located on the north-south avenues and on Speedway, where upper-middle-class and elite residents clustered. One Craftsman ensemble, though not architecturally distinguished, gives a vivid sense of its California origins and lifestyle connotations. These two houses are grouped on a very large lot at 1125 (rear house; #414) and 1127 North Euclid (#412). The front house, built completely in undressed A-Mountain basalt, is a local architect's copy of the California-designed stone Craftsman examples at 903 and 907 North Fifth in West University Historic District. The rear house, of brick and stucco, is carefully related to the main house in scale, style, and decorative materials. Neither house is large, 1400 and 1000 square feet respectively including large porches.

California Bungalow

The Craftsman bungalow in smaller, simpler versions became the first house type to be mass produced nationwide for sale to ordinary middle class people. This popular house form was most commonly called the California bungalow. It can be seen as a continuation of nineteenth-century suburban workman's and middle-class housing with fashionable Craftsman details applied. Examples in the historic district range from near-Craftsman custom homes to simple stuccoed "box bungalows."

Two-hundred thirty-one California Bungalows were built in the historic district. California bungalows dating 1912-1919 are located mostly along North Sixth and in the blocks between East Speedway and East Helen. California bungalows built 1920 to 1927 are located throughout the district, with fewest north of East Drachman, and between North Fifth and North Third. One California bungalow was actually built after the end of the historic period, in 1941 (415 East Helen, #248, non-contributor). The 1200 block of North Euclid presents an evocative streetscape of handsome bungalows from the early 1920s. Different from these in style is the first bungalow built in the historic district, at 1328 North Sixth Avenue (#41, 1912). Its low-pitched hip roof with dormer and its overscaled, well detailed, square porch piers show the influence of Prairie Style, which was most popular before World War I.

In the historic district, more effort seems to have been expended in varying roofs than in any other design consideration, with every possible combination occurring

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of hipped and gabled, multiple-gabled, separate porch and main roofs, and dormers from wide and flat to narrow and gabled. End gables often have slatted triangular venting under the roof ridge. The end rafters or bargeboards were sometimes decoratively cut or extended in length, and decorative imitation braces project as if to support the roof. A few examples show exposed gable trusses reflecting the high-style Western Stick version of Craftsman. Porches ranged from half- to full-width, sometimes recessed, sometimes projecting, occasionally wrapping the house corner. Occasionally the covered porch extends as a trellis-roofed terrace or a porte-cochere. The influence of Mission Revival (described below) can be seen on some examples in a detail of horizontal bands created by a raised brick course on porch supports and elsewhere.

Asymmetry is featured in placement of porches, doors, and/or windows. An exception is those bungalows having a separate bedroom exit onto the entry porch, such as 909 East Mabel (#141, 1924). The facade under a full-width porch is symmetrical, except that the bedroom door is narrower than the main door. Most full-width porches are supported by only two piers except in the case of duplexes. With a massive end-gabled roof, the effect of the unbroken porch width can be oppressive. Porch supports, doors, and windows are not elaborate or highly inventive in most cases. Exceptions are the custom touches of certain Craftsman-like examples. These include niched or faceted porch piers; multiple-light doors; and three-part windows with wider center section and multi-paned upper sashes.

Most California bungalows in the survey area were built of stuccoed brick, with some of bare brick. A unique example at 1305 North Tyndall (#124, 1925) is built of concrete block cast to resemble rusticated stone.

THE SPANISH-INFLUENCED STYLES

Between 1890 and 1925, a number of Spanish-influenced style variants were created in Southern California, and one in New Mexico. Elements were freely borrowed between these variants, and all overlap in time. Mission Revival and Pueblo Revival remained chiefly high style and never came into common use except as influences. Spanish Colonial Revival and Spanish Eclectic became successors to the Craftsman Bungalow as mass-designed popular housing. All styles were more popular in the Southwest than elsewhere, and their influence can still be seen in many of Tucson's houses of the post-historic period, both modest and elaborate. The Spanish styles occur in the historic district from 1907 until beyond the end of the historic period. They took over in popularity from California bungalows between 1924 and 1927.

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Mission Revival

Mission Revival developed in California circa 1890, nominally inspired by early Spanish missions. Its characteristics include stucco finish; shaped-parapet walls with cap courses, sometimes combined with overhanging hipped tile roofs; and arched openings that are flattened, segmental, or half-circular rather than U-shaped. A borrowed Craftsman and Prairie element on some examples is the ample entry porch with square piers.

The neighborhood has seven examples of Mission Revival, dated 1907 and 1923-1930. Three are located on Speedway Boulevard; the others are scattered through the historic district. One of two notable examples is the University Heights Elementary School (1201 North Park Avenue, #153). The school was begun in 1917. Prominent Tucson architect Henry O. Jaastad designed a 1930 addition and complete remodeling in Mission Revival style. This major Tucson building is the historic district's only site already listed on the National Register of Historic Places.

Residential Mission Revival examples from the 1920s are simplified interpretations, but the 1907 example is a historic district landmark, the Frank Allison house at 543 East Speedway (#357). It is attributed to regionally known architect Henry C. Trost (1860-1933). The one-story hipped-roof structure, 2100 square feet excluding porches, is described on the 1936 County Assessor's record as "Old Tucson Mansion." The stuccoed brick building, raised seven feet on an A-Mountain basalt foundation, is elaborate and detailed if not elegantly proportioned.

Pueblo Revival

The Pueblo Revival style was popularized beginning about 1910 by a group of Santa Fe civic leaders and designers searching for a Southwestern architecture that would celebrate New Mexican rather than California heritage. The style was publicized through the New Mexico building at the San Diego exposition of 1914-1916. "Pueblo" simply means "town," and applies to Spanish colonial settlements as well as those of "Pueblo Indians" living in northern New Mexico. Architectural characteristics of this style were intended to relate to Spanish colonial examples rather than Native American ones. These characteristics include stucco finish, frequently earth-colored; flat roof with parapeted wall, either plain or irregularly rounded; projecting wooden roof beams or vigas; and porches, often recessed between wings. Windows are flat-headed rather than arched.

The historic district contains no complete examples of Pueblo Revival. Four examples of Pueblo influence, built between 1920 and 1930, are scattered through the historic district. A successful treatment is the duplex at 610-612 East Helen (#387, 1925).

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Spanish Colonial Revival

Spanish Colonial Revival is a name arbitrarily given to houses made up of varying combinations of Mission Revival, Pueblo Revival, and Prairie Style elements. It is not known how widespread this style is, but it was popular in Tucson during the 1920s. Most if not all examples are modest to mid-level houses, institutions, and business premises. They are finished in stucco with flat roofs. Curvilinear or stepped parapets may have decorative cap courses or be plain (Pueblo influence). On residential examples there is usually a projecting wide porch (Prairie influence), centered or cornered, under separate matching or complementary roof; some examples have recessed half-width corner porches. A low-walled open porch may flank the covered porch. Flat-arched or squared porch openings and rectangular paired windows are usual. Some examples have diamond-peaked porch openings or parapet profiles. A few more elaborate examples have tile-roofed canopies over windows, round-arched porch openings, or even a high-style parapet-on-gable roof. Plaster reliefs of simple geometric shape placed arbitrarily on parapet or porch of modest examples suggest the attempt to dress up a mass-designed product.

Forty-two Spanish Colonial Revival examples were built in the historic district between 1920 and 1945. They are widely distributed, mostly as scattered examples between Bungalows or next to the Spanish Eclectic houses that were popular during the same period and later. Most Spanish Colonial Revival buildings appear to be mass-designed, such as the nearly identical examples at 610 East Mabel (#209) and 705 East Mabel (#108), both 1926. A custom-built example at 502 East Drachman (#92, 1926) has an elaborate matching garage, now joined to the house as part of a fairly well matched addition (1952). Two other custom-built houses that are Spanish Colonial Revival in most respects also show Spanish Eclectic touches (discussed in next section): 1248 North Fourth (#255, 1925) and 1249 North Third (#259, 1925). These houses express a strong Mission Revival influence. The Third Avenue house, with a full raised basement containing three bedrooms and bath, is one of the historic district's largest houses.

Spanish Eclectic

The San Diego exposition of 1914-1916 popularized both Pueblo Revival and a variety of elaborate interpretations of other Spanish architecture of the Americas. Architectural elements were introduced that had not been used in Mission Revival or its popular derivatives. These elements include low-pitched, gabled or hipped tile roofs with little overhang; U-shaped arched openings; and emphasis on asymmetry. Buildings were finished with details such as casement windows, window grills, elaborated chimney tops, decorative attic vents, buttress effects; and arcaded wing walls. Other Mediterranean influences can be observed, for instance in Moorish details such as twisted columns or rosette shapes combining points and curves. The Spanish Eclectic style exists in high-style, mid-level, and mass-designed versions.

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Modest examples typically lack full tile roofs, using a parapet-walled flat roof with small tiled porch or other tile trim instead.

The Spanish Eclectic style was popular in Tucson from the later 1920s until World War II. Spanish Colonial Revival examples, discussed above, represent a transitional style continued from Mission, and examples tend to be dispersed among other styles. However, the popularity of Spanish Eclectic is similar to that of Craftsman Bungalows earlier. Whole subdivisions such as those of the Sam Hughes Historic District were built in Spanish Eclectic.

In the Speedway-Drachman Historic District, 74 Spanish Eclectic examples were built between 1920 and 1955. Many examples of Spanish Eclectic are located between North Fifth and North Third. The style continued popular after the popularity of Spanish Colonial Revival waned. Spanish Eclectic continued some characteristics of Spanish Colonial while adding other elements; in many examples there is little to distinguish between the two styles. A feature of modest, very late Spanish Eclectic examples, such as 411 East Helen (#249, 1936) is a tiled, shed-roofed porch with wooden supports rather than masonry ones. This may represent a trend toward the rustic details of Ranch style, which became popular in Tucson during the 1940s.

Two neighborhood landmarks are examples of Spanish Eclectic: a former sanatorium and an apartment court.

St. Luke's in the Desert Sanatorium, 615 East Adams (#1A, 1929) and 639 East Adams (#1B, 1933), was a tuberculosis treatment center and is now a retirement home. It is located one block west of historic Whitwell Sanatorium, described in a later section. The main building of St. Luke's, with two associated residences, stands in a full block of grounds on the north side of East Adams. The main building is only 34 feet deep but, with wings and chapel, extends 291 feet east-west. The first building of the St. Luke's complex (1918) was a hip-roofed frame dining room and sleeping rooms. The sleeping wings, enlarged and remodeled with brick-and-glass facades, still exist; but the center dining room was replaced in 1929 with the present center structure of stuccoed brick in Spanish eclectic style (#1A). A brick/stucco chapel (#1B), stylistically related to the 1929 center structure, was added at the east end of one sleeping wing in 1933. The chapel, designed by Henry O. Jaastad, is a one-story basilica with flat-buttressed walls and a tiled, low-pitched gable roof between end parapets. A shed-roofed side wing may have been added. The narrow wing-walled facade has parapet and entryway that contrast stylistically and in scale. The small-scaled facade parapet is a late interpretation of Mission influences. The parapet has an elaborated curvilinear profile with cutout niche suggesting a bell enclosure at the center high point.

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One of the historic district's most important sites is an unusual example of Spanish Eclectic: Lindo Court, at 1128 North Tyndall (#430, 1932). This well-built apartment court is unique in Tucson and may have been copied or adapted from one particular prototype in southern California, where such courts were common. Lindo Court's design shows a sure touch in proportion, scale, completeness of effect, and the theme of symmetry slightly varied.

Monterey

The Monterey style (1925 and on) was inspired by 19th century Anglo-Spanish houses of northern California, which combined adobe construction with pitched roofs and other milled-lumber components. The style is marked by having two stories with a covered balcony upstairs. Monterey houses are found in elite Tucson neighborhoods from the late 1920s and later.

The Speedway-Drachman Historic District's one Monterey example is an apartment house, La Hermosa, at 1123 North Tyndall (#129, 1929). The brick/stucco building has a small wood-railed balcony, triple-arched focal window (altered), and mock gable roof decorated with tile. La Hermosa, across the street from Lindo Court described above, is important for its unusual style and function in this residential neighborhood.

OTHER ECLECTIC STYLES

The term "eclectic" means gathered from diverse sources. Most revival architectural styles fit this description; seldom are they pure reproductions of a single historical tradition. The historic district contains four buildings of mixed stylistic heritage that do not fit into the categories previously described. The first is a modest Minimal Traditional residence. The other three are in styles that were not widely used in Tucson and, when used, were generally reserved for "special" buildings.

Minimal Traditional

Minimal Traditional is a Depression-era interpretation of historical influences, but stripped of detail. Some Tudor features are common, such as a front-facing gable and relatively steeply pitched roof with no overhang. The historic district's example is at 816 East Drachman (#134, 1937). The small front-facing gable is detailed with a circular plaster relief that might originally have been a decorative ventilator. This gable forms an entryway for the recessed door.

Influence of Italian Renaissance

The Italian Renaissance was a revival style characterized by two or more stories, recessed porches, and a Classical emphasis on geometric shapes. Some examples have

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hipped tiled roofs or asymmetric facades, but symmetry and a flat roof with parapet or balustrade are also common.

The former Whitwell Sanatorium, 721 East Adams (#2, circa 1908), is a curiosity of architectural history. A photograph of 1908 shows the two-story building in its present ground plan, but with a Beaux Arts mansard roof. The remodeling to the Italianate roof apparently took place by 1910. Later, probably during the 1920s, a small Spanish Eclectic tiled-roof entry porch was added to the main entry. The Whitwell's prevailing design oddly combines Italian Renaissance features with a corner crenelated tower. The building, of stuccoed brick, has a symmetrical facade with projecting wings forming a deep entry court. The wall parapets carry a balustrade pierced with many-pointed star-shaped cutouts. The building is now an apartment house. Modern exterior staircases have been added but do not have an adverse effect on the overall integrity of the building.

Tudor

The Tudor style, little used in Tucson, is based on a variety of medieval English prototypes from cottages to palaces. Renaissance and even Craftsman influence can sometimes be seen. The most prominent characteristic is the steeply pitched roof, usually having more than one gable. Most examples are of masonry, and many are decorated with imitation half-timbering.

The historic district's one Tudor example is the Walter Lovejoy house at 627 East Speedway (#376, 1927), a one-and-one-half story residence. It is built of stuccoed brick, without half-timber detail, and has 1979 feet of living space excluding the half-sized basement. The design features a well-proportioned grouping of steep gables, dormers, and entry canopies. The separate rear garage, carefully detailed to match the house, has now been considerably altered.

Influence of Classical Revival

A number of Classical revivals, originally popular from the late 1700s until the Civil War, have continued to influence eclectic architecture of the twentieth century. Greek- and Roman-inspired characteristics include strongly symmetrical facades and simple ground plans. Geometric forms, the rectangle, triangle, and half-circle, form the basis of architectural elements; free curves or other irregular shapes are not used.

The historic district's last-built structure within the historic period is the original building of the First Southern Baptist Church, 445 East Speedway (#352, 1939). It is a one-story brick basilica-plan church in Classical Revival style with end-gable, no porch, and flat-buttressed side walls, set on a ground-level foundation. The symmetrical facade is dominated by a triangular pediment formed by projecting wide trim on the plastered gable end.

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INTEGRITY

Visually, the survey area forms a cohesive district, densely and almost completely developed, with an overall historic streetscape appearance and few altered or modern buildings. The survey area's street-alley grid, street setbacks, high building density, and presence of guest houses are consistent throughout the neighborhood. Mature landscaping, though not distinguished, is generally appropriate historically. It includes many palm trees, reflecting California influence of the 1920s and 1930s.

Approximately 12 per cent of all historic structures in the district have been altered to the extent of losing their historic character (54 buildings). Forty-eight buildings, or 10.6 per cent, date from 1940 or later. Thus 78 per cent of all buildings contribute to the historic district, and 22 per cent do not. Almost all historic structures are basically sound, while about 40 per cent have minor cosmetic defects, mostly worn paint.

Alterations to buildings resulting in loss of integrity include porch infill, modern sash in window openings, facade changes such as an added wing, and sheathing of the original finished wall. These are given roughly in order of frequency. Several houses have been enclosed by a six-foot fence or wall or are hidden by overgrown shrubbery.

Threats to the integrity of the historic district are of several kinds. Most acute is the widening of Speedway Boulevard, already in progress, by the City of Tucson. Second, large-scale apartment buildings for student rental are a presence within and beside the district's eastern edge and reflect the pressure of growing demand. Third, pre-emption of properties for demolition by the expanding University of Arizona has occurred on the district's east and south boundaries. Regarding non-historic commercial intrusion, a minimum has occurred within the district. However, some originally residential buildings within the district's south and west boundaries are now in commercial use, reflecting commercialization of areas just outside the district.

The following section lists contributors and noncontributors to the Speedway-Drachman Historic District.

(see continuation sheet)

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CONTRIBUTING PROPERTIES TO THE SPEEDWAY-DRACHMAN HISTORIC DISTRICT:

Survey Number	Address
1A	615 E Adams St
1B	639 E Adams St
1C	605-607 E Adams St
1D	635 E Adams St
2	721 E Adams St
3	827 E Adams St
4	815 E Adams St
5A	809-A E Adams St
5B	809-B E Adams St
5C	809-C E Adams St
7	933 E Drachman St
9	927 E Drachman St
10	925 E Drachman St
11	905 E Drachman St
13	813 E Drachman St
14A	809-11 E Drachman St
14B	809 rear E Drachman St
17	1424 N Euclid Av
18	1428 N Euclid Av
20	810 E Adams St
21	824 E Adams St
22	826 E Adams St
23	745 E Drachman St
24	741 E Drachman St
25	735 E Drachman St
26	729 E Drachman St
27	1441 N Euclid Av
28A	1425 N Euclid Av
29	NO ADDRESS THIS #
30	325 E Drachman St
31	321 E Drachman St
32	317 E Drachman St
33	309 E Drachman St
34	301 E Drachman St
35	249 E Drachman St
36	235 E Drachman St
37	233 E Drachman St
38	1301 N Fifth Av
41	1328 N Sixth Av

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42	220-222 E Drachman St
46A	1345 N Fifth Av
47	1343 N Fifth Av
48	1315 N Fifth Av
49	NO ADDRESS THIS #
52	327 E Mabel St
53	321 E Mabel St
54	315 E Mabel St
57	1316 N Fifth Av
62	1333 N Fourth Av
64	1321 N Fourth Av
66	445 E Mabel St
67	439 E Mabel St
69	427 E Mabel St
71	415 E Mabel St
74A	1322 N Fourth Av
74B	1321 N Hoff Av
75	402 E Drachman St
76	408 E Drachman St
77	414 E Drachman St
78	420 E Drachman St
79	430 E Drachman St
80	436 E Drachman St
81	442 E Drachman St
82	448 E Drachman St
83	545 E Mabel St
84	539 E Mabel St
87	523 E Mabel St
89	509 E Mabel St
92	502 E Drachman St
94	522 E Drachman St
95	1315 N Second Av
96A	1303 N First Av
96B	631 E Mabel St
97	625 E Mabel St
98	621 E Mabel St
99	615 E Mabel St
100	609 E Mabel St
101	601 E Mabel St
102	NO ADDRESS THIS #
103	1309 N First Av

(see continuation sheet)

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104	747 E Mabel St
105	729 E Mabel St
106	721 E Mabel St
107	711 E Mabel St
108	705 E Mabel St
109	701 E Mabel St
111	1322-24 N First Av
112	1332 N First Av
113	1340 N First Av
115	722-24 E Drachman St
116	726 E Drachman St
117	734 E Drachman St
118	1347 N Euclid Av
119	1343 N Euclid Av
120	1321 N Euclid Av
122	1315 N Euclid Av
123	NO ADDRESS THIS #
124	1305 N Tyndall Av
126	815 E Mabel St
127	1304 N Euclid Av
129	1316 N Euclid Av
130	1324 N Euclid Av
131	1338 N Euclid Av
132	1348 N Euclid Av
134	816 E Drachman
136	1311 N Tyndall Av
137	1315 N Tyndall Av
138	1301-1303 N Park Av
139	923 E Mabel St
140	915 E Mabel St
141A	909 E Mabel St
141B	909 E Mabel St
143	1316 N Tyndall Av
144	1324 N Tyndall Av
146	338 N Tyndall Av
147	914 E Drachman St
148	934 E Drachman St
149	1339 N Park Av
150	1333 N Park Av
151	1327 N Park Av
153	NO ADDRESS THIS #
154	1203 N Tyndall Av

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155	833 E Helen St
156	827 E Helen St
157	825 E Helen St
158	815 E Helen St
159	803 E Helen
161	1220 N Euclid Av
162	1230 N Euclid Av
163	1234 N Euclid Av
164	1242 N Euclid Av
165	1248 N Euclid Av
166	816 E Mabel St
167	822 E Mabel St
169	834 E Mabel St
170	840 E Mabel St
171	846 E Mabel St
172	1227 N Tyndall Av
175	1215 N Tyndall Av
176	1201 N Euclid Av
177	735 E Helen St
178	727 E Helen St
179	721 E Helen St
180	1204 N First Av
181	1214 N First Av
182	1218 N First Av
183A	1220 N First Av
183B	1220 rear N First Av
184	1228 N First Av
186	708 E Mabel St
187	712 E Mabel St
188	716 E Mabel St
189	732 E Mabel St
190	728 E Mabel St
191	1247 N Euclid Av
192	1237 N Euclid Av
193	1235 N Euclid Av
194	1227 N Euclid Av
195	1221 N Euclid Av
196	1215 N Euclid Av
197	1203 N First Av
198	633 E Helen St
199	627 & 631 E Helen St
200	623 & 619 E Helen St

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201	615 E Helen St
202	1202 N Second Av
204	1214 N Second Av
205	1224 N Second Av
206	1222 N Second Av
207	1234 N Second Av
208	604 E Mabel St
209	610 E Mabel St
210	616 E Mabel St
211	620 E Mabel St
212	628 E Mabel St
213	634 E Mabel St
214A	1245 N First Av
215	1239 N First Av
216	616 E Mabel St
217	1227 N First Av
219	1217 N First Av
222	525 E Helen St
224	515 E Helen St
225	509 E Helen St
227	1216 N Third Av
228	1222 N Third Av
229	1228 N Third Av
234	522 E Mabel St
235A	528-30 E Mabel St
235B	526 E Mabel St
238	1243 N Second Av
239	1233 N Second Av
240	1227 N Second Av
243	1207 N Second Av
244	1201-03 N Third Av
246	427-429 E Helen St
249	411 E Helen St
252	1228 N Fourth Av
253	1234 N Fourth Av
255	1248 N Fourth Av
256	416 E Mabel St
257	422 E Mabel St
258	428 E Mabel St
259	1249 N Third Av
260	1241 N Third Av

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261	1233 N Third Av
262	1227 N Third Av
263A	1221 N Third Av
263B	1223-25 N Third
264	1215 N Third Av
265	1209 N Third Av
267	327-327-1/2 E Helen St
272	1242 N Fifth Av
273	1248 N Fifth Av
276	332 E Mabel St
277	336 E Mabel St
278	342 E Mabel St
279	348 E Mabel St
281	1227 N Fourth Av
283	1209 N Fourth Av
284	249 E Helen St
285	245 E Helen St
286	233 E Helen St
287	227 E Helen St
288	219 E Helen St
289	215 E Helen St
290	209 E Helen St
292	1214 N Sixth Av
293	1228 N Sixth Av
296	1240-1242 (rear) N Sixth Av
297	1244 N Sixth Av
299	220 E Mabel St
300	230 E Mabel St
301	1247 N Fifth Av
302	1241 N Fifth Av
303	1233 N Fifth Av
305	1221 N Fifth Av
306	1203 N Sixth Av
307	1207 N Sixth Av
308	1219 N Sixth Av
311	37 E Speedway Bl
312	1115-17 N Seventh Av
314	1137 N Seventh Av
315	1143 N Seventh Av
316	135 E Speedway Bl
317	133 E Speedway Bl

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319	119 E Speedway Bl
320	109 E Speedway Bl
321	105 E Speedway Bl
322	130 E Helen St
323	1139 N Sixth Av
324	1131 N Sixth Av
325	1127 N Sixth Av
326	NO ADDRESS THIS #
327	1115 N Fifth Av
331	218-220 E Helen St
332	222 E Helen St
333	228 E Helen St
334	1145 N Fifth Av
335	1139 N Fifth Av
336A	1135 N Fifth Av
337	1133 N Fifth Av
339	335-337 E Speedway Bl
341	317 E Speedway Bl
342	315 E Speedway Bl
343	307 E Speedway Bl
344	301 E Speedway Bl
345	1120 N Fifth Av
346	1130 N Fifth Av
347	1136 N Fifth Av
348	1140 N Fifth Av
349	1144 N Fifth Av
351	328 E Helen St
352	445 E Speedway Bl
353	426-428 E Helen St
354	434 E Helen St
355	1147 N Third Av
356	NO ADDRESS THIS #
357	543 E Speedway Bl
358	539 E Speedway Bl
360	525 E Speedway Bl
361	511 E Speedway Bl
362	NO ADDRESS THIS #
363A	1124 N Third Av
363B	1124 rear N Third Av
364	1134 N Third Av
366	510 E Helen St

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367	516 E Helen St
369	522-524 E Helen St
370	1147 N Second Av
371	1139 N Second Av
372	1125 N Second Av
373	1121 N Second Av
374	645 E Speedway Bl
375	639 E Speedway Bl
376	627 E Speedway Bl
377	621 E Speedway Bl
378	615 E Speedway Bl
379	609 E Speedway Bl
380	603 E Speedway Bl
381	1116 N Second Av
382	1120 N Second Av
383	1128 N Second Av
384	1130 N Second Av
385	1140 N Second Av
387	610-612 E Helen St
388	616 E Helen St
389	624 E Helen St
390	1147 N First Av
391	1129 N First Av
392	1127 N First Av
393A	1125 N First Av
394	1121 N First Av
395	747-749 E Speedway Bl
397	733 E Speedway Bl
398	725 E Speedway Bl
399	721 E Speedway Bl
400	717 E Speedway Bl
401A	713 E Speedway Bl
401B	713 rear E Speedway Bl
402	703 E Speedway Bl
403	1122 N First Av
404	1130 N First Av
405	1134 N First Av
406	1140 N First Av
407	1144 N First Av
408	722 E Helen St
409	728 E Helen St

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410	734 E Helen St
411	740 E Helen St
412	1127 N Euclid Av
413	1125 N Euclid Av
414	1121 N Euclid Av
415	1119 N Euclid Av
417	841 E Speedway Bl
418	1132-1134-1136 N Euclid Av
419	816 E Helen St
420	820 E Helen St
421	824 E Helen St
422	834 E Helen St
423	838 E Helen St
424	840 E Helen St
425	844 E Helen St
427	1129 N Tyndall Av
428	1127 N Tyndall Av
429	1123 N Tyndall Av
430	1128 N Tyndall Av
431	1132 N Tyndall Av
432	1125 N DeNiza Av
433	904 E Helen St
434	908-910 E Helen St
435	914-916 E Helen St
436	928 E Helen St
437	1132 N DeNiza Av
438	1147-1149 N Park Av
439	1135 N Park Av

NONCONTRIBUTING PROPERTIES TO THE SPEEDWAY-DRACHMAN HISTORIC DISTRICT:

Survey Number	Address
2X	01 E Adams St
6	502-1504 N Euclid Av
8	941 E Drachman St
12	815 E Drachman
15	1406 N Euclid Av
16	1410-1412 N Euclid Av
19	808-A, -B, -C E Adams St
28B	1425-1/2 N Euclid Av
39	227 E Mabel St

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40	221 E Mabel St
43	252 E Drachman St
44	1349 N Fifth Av
45	1347 N Fifth Av
46B	1345 rear N Fifth Av
50	1305 N Fourth Av
51	333 E Mabel St
55	303 E Mabel St
56	301 E Mabel St
58	1328 N Fifth Av
59	1334 N Fifth Av
60	1340 N Fifth Av
61	322 E Drachman St
63	1327 N Fourth Av
65	1315 N Fourth Av
68	433 E Mabel St
70	421 E Mabel St
72	1302 N Fourth Av
73	1314 N Fourth Av
85	533 E Mabel St
86	527 E Mabel St
88	515 E Mabel St
90	501 E Mabel St
91	1320 N Third Av
93	510 E Drachman St
110	1316 N First Av
114	718 E Drachman St
121	1317 N Euclid
125	821 E Mabel St
128	1310 N Euclid Av
133	810 E Drachman St
135	1333 N Tyndall Av
142	1306 N Tyndall Av
145	1330 N Tyndall Av
152	1309 N Park Av
160	1216 N Euclid Av
168	828 E Mabel St
173	1221 N Tyndall Av
174	1217 N Tyndall Av
185	704 E Mabel St
203	1212 N Second Av

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214B	640 E Mabel St
218	1223 & 1225 N First Av
220	1209 N First Av
221	1203 N Second Av
223	521 E Helen St
226	501 E Helen St
230	1232 N Third Av
231	1238-40 N Third Av
232	1248 N Third Av
233	516 E Mabel St
236	536 E Mabel St
237	1247 N Second Av
241	1217 N Second Av
242	1215 N Second Av
245	437 E Helen St
247	421 E Helen St
248	415 E Helen St
250	401 E Helen St
251	1222 N Fourth Av
254	1236 N Fourth Av
266	1201 N Fourth Av
268	307 E Helen St
269	1220 N Fifth Av
270	1226 N Fifth Av
271	1234 N Fifth Av
274	318 E Mabel
275	324 E Mabel St
280	1229 N Fourth Av
282	1223 N Fourth Av
291	203 E Helen St
294	1230 N Sixth Av
295	1230 N Sixth Av
298	214 E Mabel St
304	1227 N Fifth Av
309	1221 N Sixth Av
310	41 E Speedway Bl
313	1125 N Seventh Av
318	131 E Speedway Bl
328	1126 N Sixth Av
329	1132-34 N Sixth Av
330	204 E Helen St

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336B	1135 rear N Fifth Av
338	347 E Speedway Bl
340	327 E Speedway Bl
350	322 E Helen St
359	527 E Speedway Bl
365	504 E Helen St
368	520 E Helen St
386	602 E Helen St
393B	1125 rear N First Av
396	741 E Speedway Bl
416	1115 N Euclid Av
426	1131 N Tyndall Av

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

N/A

Areas of Significance (enter categories from instructions)

architecture
health/medicine
other: suburbanization

Period of Significance

1902-1939

Significant Dates

N/A

Cultural Affiliation N/A

Significant Person N/A

Architect/Builder N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

SUMMARY

The Speedway-Drachman Historic District contains both a historic subdivision and two former tuberculosis sanatoriums. With an overall time span between the turn of the century and the end of the Depression, the Speedway-Drachman district's historic buildings reflect major economic activities of a modernizing Southwestern city and the increasingly "Spanish" architectural taste through which the Southwest chose to express its identity. Compared to other Tucson historic districts, Speedway-Drachman reflects the growth of middle-class speculator-built housing as a proportion of all construction. The district's period of significance, 1902-1939, extends from the building of the first house (#374), to construction of the last building of historical architectural merit (#352). The latter date coincides with the end of the historic period as defined by the National Register. The district is considered eligible for the National Register under criterion A for its association with the suburbanization of Tucson in the 1920s and with the establishment of tuberculosis sanatoriums in the area. The district is also eligible under criterion C as a cohesive group of early twentieth century Bungalow and Spanish Colonial Revival architectural styles of the period. Thus the district's significance is based on 1) a notable collection in Tucson of early 20th century buildings (architecture); 2) an association with the sanatoriums within its boundaries (health/medicine); and 3) its quality as an example of a community's urban expansion and growth (suburbanization). One building in the district, the University Heights School (#153) is currently listed on the National Register as an individual site.

The Speedway-Drachman Historic District is exemplary of four historical contexts within Tucson's development: 1) historical development of Tucson, 1880-1929; 2) Tucson as a health-seeker's destination, 1897-1927; 3) tourism and automobile ownership in Tucson 1928-1939; and 4) demand for mass-produced housing in Tucson 1919-1930. These contexts relate in turn to larger historical movements affecting the Southwest United States and the nation as a whole, respectively: 1) the opening of the U. S. frontier; the Progressive Era and the idea of the healthy West; 3) the Consumer Era and the glamour of the West; and 4) national demand for mass-produced housing. These contexts, and the district's architectural context, are described after the following historical background section.

See continuation sheet

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

HISTORICAL BACKGROUND, 1775-1880

In 1775, Tucson was established as a northward presidio, or fortified settlement, of the Spanish New World Empire. Hispanic culture was imposed upon the native population of Piman Indians who had long practiced agriculture in the desert region. In 1821, revolution made the city part of the new Republic of Mexico. After winning the war with Mexico in 1848, the United States in 1854 purchased territory south of the Gila River, which included Tucson. "Anglos" increasingly became part of Tucson's Hispanic economy and society, consolidating their dominance during the 1870s. The Southern Pacific Railroad came to Tucson in 1880. The United States Army subdued the Apaches by the mid-1880s in the Arizona Territory; mining and ranching could then expand.

The railroad's coming had an incalculable impact: it changed Tucson's economy from a local-regional one to a national one. The railroad also allowed the wholesale importation of non-local goods, including building materials, and stimulated population growth that was mostly Anglo. Between 1900 and 1920 the city's population went from 7,531 to 20,337, and from 45 per cent to 63 per cent Anglo (now about 71 per cent). Between 1880 and 1900, Tucson's 1874 patented townsite filled in and was exceeded as land subdivisions began to be created (1896 and on) close to the University of Arizona. Tucson's appearance changed from a compact settlement of flat-roofed adobe buildings set within sparse desert vegetation to an expanding collection of brick buildings in a modified Queen Anne style placed on suburban lots complete with lawn grass and other non-native plants.

The name "Speedway-Drachman" was chosen for the historic district in the absence of one commonly accepted historical name for the whole area, given its multiple pattern of development. The Speedway-Drachman Historic District contains parts of three different suburban plats circa 1905: the Feldman Addition south of East Drachman Street (most residences), and Tucson Heights and University Home Addition north of Drachman (sanatorium area and additional residences). The district was settled in two separate waves: 1) elite and mass-designed housing representing a northward extension of the West University Historic District; and 2) sanatorium buildings at the north edge. Speedway (briefly called Feldman street or road) and Drachman (named for another Tucson developer, Moses Drachman) are two of the district's boundary streets whose names date from the area's early days.

HISTORICAL CONTEXTS

From 1902, when the Speedway-Drachman Historic District begin to be settled as a Tucson suburb, the neighborhood's history and the city's can be discussed in terms of the same four developmental contexts.

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1. Historical Development of Tucson, 1900-1930s

Earliest settlement in the historic district, both humble and grand, was associated with Anglo expansion of Tucson. The Speedway-Drachman area's oldest extant building represents the humbler side of post-railroad Anglo settlement. It is a frame vernacular building (#374, 1902) at 645 East Speedway, first occupied by one C. V. Reinhart. Speedway, then called "Feldman," ran for only a few blocks; and #374 may have been the first house built on this street.

Homes of the Anglo elite multiplied along the city's boulevards extending north and east from downtown toward the recently created University of Arizona campus (1885). The first elite Anglo neighborhood, "Snob Hollow," or North Main Avenue to St. Mary's Road, was soon supplemented by the residential district now known as West University Neighborhood. This area was built on a series of platted additions to the east and northeast borders of the 1874 Tucson townsite. Feldman's Addition, subdivided beginning in 1901, extended by 1906 to include not only the east side of West University but also most of the Speedway-Drachman neighborhood north of Speedway Boulevard.

The prominent and well-to-do settled both sides of Speedway in the first years after 1900. The outstanding example of such settlement in the Speedway-Drachman area is the Frank M. Allison house (#357, 1907) at 543 East Speedway. Allison lived in this house for over twenty years. His interests were those of the developing, post-frontier Southwest: mining, ranching, irrigated farming, real-estate development, and local politics. The Allison house, described elsewhere in this report as an architectural example, is the neighborhood's only "mansion." It illustrates the wealth of Tucson's post-frontier elite with its basis in land and the mining industry.

As a commentary on the Anglo elite, the neighborhood's only prominent Hispanic resident was active in an organization founded to combat Anglo discrimination against Hispanics. Like Frank Allison, Antonio Celaya, 522 East Mabel Street (#234, 1923), was an Arizona pioneer (1876). Celaya was secretary of the Tucson Alianza Hispano-Americano and later founded its Tempe branch.

The neighborhood's later prominent inhabitants tended to be a managerial, professional, and commercial elite at a lesser scale of wealth. These persons reflected a stage of Tucson's and the nation's economy that succeeded the frontier-and-railroad stage, and they will be discussed below.

2. The Progressive Era (1893-1915) and the Idea of the Healthy West: Tucson as a Health-Seekers' Destination to 1927

The Victorian Era was succeeded by the Progressive Era toward the end of the nineteenth century. During the Progressive Era, Americans were much aware of

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National Register of Historic Places Continuation Sheet

Section number 8 Page 4

immigration and urban crowding, and a number of scientific and technical discoveries were being made. The Progressive Era began in 1893 with the Chicago World's Columbian Exposition. Themes of the exposition included technology, social reform, health and hygiene, and city planning and beautification.

One of the many innovations produced during the Progressive Era was a new view of health as stemming from environmental conditions. Emphasis was placed on the awareness of germs as a source of disease, on hygiene, and on escape from the city, with its crowding, dirt, and threatening social diversity. It was believed that freedom from disease, including the prevalent tuberculosis, could be obtained through open spaces, sanitary living quarters, and a suitable climate. This attitude toward health paved the way for widespread acceptance of suburbs and of simpler, more easily cleaned post-Victorian house types. Health concerns also pointed to the West as a new focus of settlement, rather than simply a place to make one's fortune. California was a new style leader. Architecturally, Tucson's Victorian-era "Territorial" style was replaced by the Craftsman bungalow and Spanish revival styles. Both types originated on the the West Coast.

As for climate, the suitable one for tuberculosis was warm and dry, and for this Americans turned toward the Southwestern states. As early as 1897, a Tucson newspaper published an article titled "Tucson as a Sanatorium," which described the city's advantages for tuberculosis patients. The region's superiority over California, Arizona's main competitor, was emphasized. By 1910, advertisements for Tucson were being run from September to April in the Saturday Evening Post; in later years, in the National Geographic, Journal of the American Medical Association, and other periodicals.

The Speedway-Drachman Historic District experienced a second settlement at its northern border shortly after Anglo residence began at the southern border. The Whitwell Sanatorium (#2) opened circa 1908 at 721 East Adams. The sanatorium owner was a private individual evidently interested in investment. The building's large scale and architectural pretensions suggest that such investment was expected to be remunerative.

By 1920, Tucson was filled with health seekers: there were six hospitals and a tent village that catered to tuberculosis patients. Five years later, the City Directory listed 11 entries under "Hospitals." Five were located in or near the Speedway-Drachman Historic District, and four of these treated tuberculosis patients. The other was a children's hospital (Comstock Hospital, 1030 East Adams, just outside the historic district, now demolished). These five sanatoriums represent the only such concentration within Tucson; the other seven institutions were located either nearer downtown or scattered on the other fringes of

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National Register of Historic Places Continuation Sheet

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settlement. Four sanatorium buildings, now put to other uses, survive within the boundaries of the district.

As mentioned, the neighborhood's oldest and most imposing sanatorium is the Whitwell (#2, c. 1908), later called the Tucson-Arizona Sanatorium, then Southern Methodist Hospital and Sanatorium. This building is located at the northeast edge of the historic district, the highest ground topographically in what was then open desert. Hillcrest Sanatorium (1923 or earlier; now demolished) was located just northwest of the historic district. St. Luke's in the Desert (#1A), one block west of the Whitwell, was begun in 1918. It still stands; its outbuildings include two brick residences (#1C, c. 1918; #1D, c. 1930) and a chapel (#1B, 1930). The two residences used as sanatoriums were "La Lomita" (#204, 1920), 1214 North Second Avenue, and "The Idle Rest Home," 1124 North Euclid Avenue. The latter probably corresponds to present-day 1132-34 North Euclid (#418, 1920). Few administrators or other employees of the sanatoriums are known to have lived in the Speedway-Drachman area. St. Luke's, administered by the Episcopal Church, is a case of the traditional involvement of organized religion with health care. Many of the sanatorium's activities were run by women volunteers from among Tucson's Anglo elite.

It is thought that the few remaining wooden houses in the Speedway-Drachman area, where brick houses are the rule, survive from the sanatorium development. The more substantial of these houses, such as #22 (1908), 826 East Adams, were built very early. They may originally have represented housing for sanatorium administrators. Other frame houses are minimal, such as #36 (235 East Drachman, 1922) and #37 (233 East Drachman, 1921), and probably originated as patients' bungalows. A brochure for the Whitwell shows examples that are gable-roofed, and open-sided except for insect screens. They are similar in appearance to Speedway-Drachman examples such as #s 5A, B, C at 809 East Adams (1926, 1916, 1916). This location is across Euclid from the Whitwell. Buildings 5A and 5B were moved in 1939 from an earlier location behind the Seventh-Day Adventist Church on East Ninth Street.

The Whitwell Sanatorium is described in the 1910 directory's half-page illustrated advertisement as being located "one mile northeast of town." The group of three sanatoriums and a children's hospital along Adams Street, all built between 1906 and 1925, created a landscape visually and physically separate from the residential neighborhood to the south of it which forms the bulk of the Speedway-Drachman district. Cheap land was undoubtedly a reason for siting hospitals at the edge of settlement. However, in regard to tuberculosis treatment, a Tucson newspaper article from 1927 indicates one other reason for the sanatoriums' isolation. Their presence had become a "not in my back yard" issue analogous to that of group homes for the disabled in the 1980s. The idea of reluctance to accept sanatoriums near residential development is supported by the fact that housing did not fill in the

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Section number 8 Page 6

area south of the Adams Street sanatoriums until long after the rest of the neighborhood was settled. The fact that health-seekers rarely so identified themselves in the city directory also raises the possibility that they were seen as undesirable. They continued to contribute to the economy during the 1920s, 1930s, and 1940s. However, they ceased to be part of Tucson's self-promotional image.

3. The Consumer Era and the Glamorous West: Tourism and Automobile Ownership in Tucson 1928-1939

Henry Ford's assembly line produced its first automobiles in 1909, and the mass availability of automobiles made ordinary Americans mobile. Not long afterward, the film industry based in Hollywood began to disseminate a romantic image of California and the Southwest. Soon, the west was a broadly popular tourist destination, and tourism a viable economic base for western communities. At the same time, expanding settlement in these communities made the effects of tourism and the automobile widely apparent.

By 1928, Tucson had established its image as a tourist and winter-visitor destination without reference to the curing of disease. The Sunshine Climate Club (1922) was a group of businessmen formed to promote tourism. The club's success culminated in raising money to build the early resort El Conquistador, completed in 1928.

Both businessmen and other residents within the neighborhood responded to these developments of the 1920s. Several residents of the Speedway-Drachman neighborhood were involved with Tucson tourism and popularization of the automobile. William M. McGovern at 337 East Speedway (#339, 1927) was secretary of the Tucson Sunshine Climate Club for its first ten years. Walter E. Lovejoy at 627 East Speedway (#376, 1927) was the Sunshine Climate Club's president as well as eventual president of the Arizona Trust Company (later Southern Arizona Bank and Trust). Shadwell S. H. Bowyer at 721 East Speedway (#399, 1923) was an automobile and fire engine dealer who held posts in the national trade association as well as serving on the City Council.

The Speedway-Drachman subdivision was located distant from extant Tucson trolley routes of the early 1920s. This location attests that the subdivision's development, unlike that of earlier Pie Allen or West University, was predicated on automobile travel between home and work. By 1930, 51 per cent of all houses in the Speedway-Drachman Historic District had detached rear garages. Most were built of corrugated iron; a few were replicas of the main house in style and material. The house at 1125 N Euclid Avenue (#413, 1921) is the only one in the historic district to incorporate a garage. This arrangement became common in middle-class subdivisions only during the 1940s.

(see continuation sheet)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 74. Demand for Mass-Produced Housing in Tucson and the Nation 1919-1930

Beginning in the Progressive Era, both housing mobility and very small and simple houses became acceptable. This came about because of demand, changes in way of life, market conditions, and changing ideology. The trend to widespread home ownership created many new land subdivisions. These were developed as residential neighborhoods of relatively uniform aspect as regards scale, price, and function. Such neighborhoods usually centered around a school which was built early in the development process. The newer neighborhoods had few business or industrial occupants compared to earlier neighborhoods.

This type of residential development now dominates the Speedway-Drachman area, but was the last phase of its settlement. University Heights School (#153, already on the National Register and adapted for reuse as an apartment building) was built in 1917 at 1201 North Park Avenue. At this time there were 19 buildings in the historic district. By the end of 1920, there were 107 buildings in the area. About 90 per cent were middle-class residences.

A feature of subdivisions in this period, carried over from 19th century patterns, is that home ownership could also be a source of income, whether the whole house or only part of it was rented out. It is unknown what per centage of homes in Speedway-Drachman at any given time were renter-occupied. Only a few houses in Speedway-Drachman are duplexes. However, about one quarter of all houses include either a bedroom with separate exterior entrance or a rear "guest house." These elements are difficult to understand because the City Directory does not furnish enough information about roomers and guest-house dwellers to separate them from householders. Based on comparative study of guest houses in various historic Tucson neighborhoods, it appears that proximity to the University of Arizona was the greatest stimulus to the presence of guest houses. These rear houses probably did not represent housing primarily for health-seekers, since the Speedway-Drachman neighborhood with its six treatment centers does not have an unusually high number of guest houses compared to other neighborhoods. It is likely that the 12-14 per cent back houses in Speedway-Drachman in 1930 represents a mixed clientele of students, winter visitors, and permanently-resident non-homeowners. These rental houses were not necessarily a way to afford homeownership, but represented a response to opportunity based on location.

In the nation and in Tucson, the first decades of the twentieth century saw growth and change in per capita income and employment outside the home. From World War I on, fewer domestic servants were available; more women entered the work force. Expanding national corporations and governmental bureaucracies created both blue- and white-collar middle-class employment. Meanwhile, members of the construction industry nationwide sought to expand their markets. Standardized house plans and mass-production techniques for millwork, interior components, and whole pre-cut

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houses had been developed. An interconnected national marketing system was available, including shipping by railroad and a popular press which carried advertising. When national firms such as Sears Roebuck began to promote pre-designed and pre-cut houses, the popularity of such houses soared.

Promotion of the new, lower-cost homes rested on images, aspirations, and ideals particular to the Progressive Era and its aftermath. These may be summarized as consumerism, California lifestyle, and the ideal of healthy simplicity. The Ford assembly line of 1909 did more than make inexpensive automobiles available. The new production methods Ford pioneered were adapted to produce an avalanche of consumer goods. These goods stimulated the desire for cash and changed daily life. The home was no longer necessarily the focus of living as automobiles, motion pictures, and second-income employment got people out of the house. Work-saving, health and leisure were embodied in the idea of a simple, easily maintained home in the suburbs. Here, nature was near at hand; and presumably the diseases and undesirable social types of the city were far away. Californian architectural styles conferred Californian glamour on persons living in all parts of the country. The Craftsman Bungalow became popular throughout most of the United States, but Spanish revival styles attained their greatest popularity in Southwestern communities like Tucson.

Nationwide, the market for the new inexpensive homes 1920-1930 was the lower-income middle class. This group made up, as it still does, the bulk of population in the Speedway-Drachman Historic District. Based on City Directory data (a sample of 214 addresses) ninety-five per cent of neighborhood residents in 1930 were in middle-class occupations as described below. Only six per cent were unskilled laborers. It is estimated that the remaining one per cent were large-scale capitalists. This middle-class neighborhood population included several kinds of worker. One element of the middle class was skilled craftsmen and blue-collar supervisors. A second element was lower-paid white-collar jobholders, such as non-college teachers, clerks, and sales representatives. A third element of the group was small-business owners. A fourth element, making up 28 per cent of neighborhood residents, stood somewhat apart in terms of potential income and status. These were corporate managers, upper bureaucrats, and professionals. In the early stages of their careers, many lived in the same mass-designed houses as other neighborhood residents. Those who had achieved financial success formed a small market for the more elaborate custom-designed houses in the historic district.

Neighborhood employment differed from overall Tucson patterns in having more railroad employees (27 per cent), more persons who worked or studied at the University of Arizona (10 per cent) and more persons in the building trades (26 per cent), including contractors, carpenters, plumbers, painters, and lumber-company employees. Other significant employers included some new categories: expanding

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national industries, such as oil; expanding bureaucracies, such as the Border Patrol, Forest Service, post office, and the city streets and roads department; and the expanding finance-and-real-estate sector, based to a great extent on home mortgages. The railroads, which were still Tucson's largest employer, were no longer expanding in work-force size.

The historic district's residents in the building trades indicate the range of levels at which speculative building was practiced. Jay J. Garfield, 220 East Mabel (#299), was a region-wide contractor who specialized in institutions and business premises and did not build residences at all. T. C. Triplett, 604 East Mabel (#208, 1925), was similarly prominent in Tucson as a residential contractor. Guy E. Tufford, 1130 North Second (#404, 1921), was a businessman who built nine houses in the Speedway-Drachman neighborhood as a sideline. Other contractors doubled as carpenters, working on others' projects as well as their own.

Many prominent neighborhood residents in Speedway-Drachman typified Tucson's economic structure and civic maturation. The 1100 and 1200 blocks of North First Avenue circa 1920-1930 furnish a cross-section of examples. Neil D. Houghton, 1144 North First (#407, 1919), was a political science professor at the University of Arizona. Houghton became a distinguished analyst of U. S. foreign policy. William M. Killen, 1203 North First (#197, 1921) owned a large building-products firm. Killen served on the City Council as an advocate of water-use planning. Robert E. Butler, 1204 North First (#180, 1920), was a cotton-oil corporation executive. Butler became Tucson's second City Manager and oversaw development of the city water system, street paving, police force, auditing system, and civil service ratings. Frederick E. Price, 1227 North First (#217, 1925) was a certified public accountant, executive in the American Smelting and Refining Company and the Arizona Southern Railroad Company. Price represented the new generation of "railroad-and-mining man" who managed such industries instead of owning them.

One member of the new-generation elite in Speedway-Drachman neighborhood belonged to a Hispanic family. This was Louis J. Felix, 427 E Mabel (#69, 1925). Felix, 62 years an employee of the Southern Arizona Bank and Trust Company, eventually became its president. He served as officer in a wide variety of governmental and charitable organizations.

The Jewish elite was represented in the Speedway-Drachman area by Benjamin H. Solot (#195, 1925). A wealthy real estate broker, Solot donated land for A Mountain Park and launched the Tucson Jewish Community Center.

Prominent women who lived in the neighborhood suggest increased employment and opportunities for women during the 1920s. Among others are Clara Lee Tanner, 810 East Adams (#20, 1921), the well-known archaeologist and author; and Helen E.

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Sellers, 1147 North First (#396, 1920), the first woman in Arizona to obtain license as a Certified Public Accountant.

Only 61 homes, or 13 per cent, were built in the historic district after 1929. The drop in building was already evident in 1928 and probably did not relate highly to the stock market crash of 1929. Rather, the neighborhood was almost fully developed by that time. Newer subdivisions, farther east, could succeed based on automobile commuting. Only eighteen homes were built in Speedway-Drachman between 1930 and 1939. These were the last built in architectural styles of the district's historic period. Most differ little in appearance from their Bungalow and Spanish counterparts of the 1920s, but late Spanish Eclectic examples do show an element of the coming Ranch style in their rustic wooden porch posts replacing the older-style masonry pillars (for instance #249, 1936).

In 1939 the last Revival-influenced building was erected in the historic district, First Southern Baptist Church at 445 East Speedway (#352). The congregation had probably been swelled by Depression migrants from the Southeast and lower Plains.

ARCHITECTURAL CONTEXT: TUCSON RESIDENTIAL ARCHITECTURE, 1900-1939

Compared to other Tucson historic neighborhoods, Speedway-Drachman's residential development reflects the growth of middle-class speculator-built housing as a proportion of all construction. The district also illustrates Californian architectural influence, and presents a balanced range of stylistic variations associated with Tucson's popular taste transition between the world wars, resulting in a preference for Spanish-influenced styles that can still be perceived in Tucson today. In terms of comparing Tucson's historic architectural areas, the West University Historic District and Sam Hughes Historic Survey Area were inhabited by persons of higher income on average than those of Speedway-Drachman; houses in the former two areas were more elaborate and more often represented an architect's original design. Other areas that may have had a comparable proportion of 1920s mass-designed housing to that of Speedway-Drachman have generally suffered loss of integrity from university-related uses. West University, having been begun before 1900 and substantially completed by 1922, has Queen-Anne-derived styles and a greater preponderance of homes in Bungalow and the earlier Spanish style variants. Sam Hughes, built mostly during the 1930s, has few bungalows and a greater preponderance of homes in the later Spanish-influenced styles. In terms of styles and dates, Speedway-Drachman is the middle ground of Tucson's 20th century Anglo-inhabited historic districts.

Visually and geographically, the district is set apart on the north and west by major traffic arteries and changes in architectural style, since adjacent parcels did not develop until after the historic period. On the south, the change

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to West University's more elaborate housing and different stylistic mix becomes apparent on crossing Speedway Boulevard. On the east, the type and period of housing represented by Speedway-Drachman originally extended somewhat farther, but encroachment by the University of Arizona and student rentals has noticeably destroyed integrity outside the district boundary.

In land-use type and architectural styles, the historic district represents a local version of the nationwide transition between 19th century neighborhoods of mixed building and modern-day planned subdivisions. From the late 1920s on in Tucson, very different levels of design were no longer built in the same subdivision. This separation was enforced by deed restrictions requiring a minimum building size or cost. In the historic district, however, residential settlement began before the period of controlled design with scattered folk-built housing mostly of wood or adobe. These residences do not show evidence of architectural self-consciousness; the use of academic styles was at first reserved for elite boulevard homes such as the Allison house (543 East Speedway, #357, 1907), in Mission Revival style, and for institutional buildings such as the Whitwell Sanatorium (721 East Adams, #2, c. 1908), in a style showing influence of the Italian Renaissance Revival. Within the historic district, non-Spanish revival styles were used for only two other buildings (#376, 1927, Tudor residence; #352, 1939, church showing influence of Classical Revival). The district's larger Revival examples, like most in Tucson, are simple in plan and ornamentation and unsophisticated in proportions compared to examples in the larger coastal communities where the styles flourished. The intent of such designs was clearly to make the building stand out visually and to imply membership in an old and aristocratic tradition. Classical Revival can also carry the connotation of early American governmental and religious ideals.

Styled housing was built in quantity in Speedway-Drachman after World War I. Nearly all reflected Californian rather than Eastern architectural images. The earliest of these middle-class to upper-middle-class residences are in Bungalow style, with a few Craftsman and Prairie Style examples. The two architect-designed Craftsman houses carefully placed on a large lot at 1125 (rear house; #414) and 1127 North Euclid (#412, built entirely of local stone) suggest both the extent of California influence in Tucson and the nature of the Craftsman ideal incorporating natural materials and openness to the outdoors. But the rustic or simple effect sought by Craftsman architecture also lent itself to mass production and the nationally distributed pattern-book. In the Speedway-Drachman district and other Tucson neighborhoods, such Craftsman features as open-beamed porches and decorative use of the local basalt rock were applied imitatively to structures of nearly uniform floor plan. Their intent was evidently to lend a touch of fashion, status, or "buyer appeal" to otherwise modest speculator-built housing. The same can be said of the Spanish revival styles that followed the Bungalow in time. Arched porch and window openings and touches of terracotta roof tile inexpensively suggest the

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romanticized life of historic Spanish California with its missions and ranchos. Whereas Santa Fe achieved a Hispanic style, Pueblo Revival, that made some use of local elements, Arizonan architecture generally discovered its Hispanic heritage via California models rather than local ones, which were little known or appreciated until much later. A well-executed, very Californian design in Speedway-Drachman is the Spanish Eclectic bungalow court built in 1932 (#430).

The presence of duplexes, rear guest houses, and rental rooms with separate entrance in Speedway-Drachman can also be used to illustrate the historical architectural transition from diversity to uniformity circa 1920-1940. During the 1920s and 1930s, front houses of compatible style and cost range achieved streetscape unity. However, lower-cost housing was incorporated into the main dwelling, or was represented by an humbler building at the rear of the lot. The lots in even rather modest subdivisions after the historic period would be restricted to single-family use only.

Some buildings in the district, as noted, were architect designed, whether as unique examples or as "custom" designs. Custom builders often worked with an architect. Examples of such collaborations in Tucson include P. N. Jacobus with architect Henry O. Jaastad, circa 1910-1930, and John W. Murphey with architect Josias Joesler in the late 1920s and 1930s. Many lesser architects, such as Figgy, Sherman, and Sellars for Murphey, also worked individually or with builders "in the manner of" these leading Tucson designers. No architect in 1920s and 1930s Tucson, with its small middle and upper-class population, could have made a living without custom work. However, these are not the commissions of which architects were proudest, and determining the designer of particular houses can be difficult. At times, it cannot be determined whether architect or builder designed the building, since some early architects received scanty training. For example, Henry O. Jaastad, a Norwegian-born cabinetmaker and later mayor of Tucson, set up an architectural office in Tucson in 1902 after taking a correspondence course.

Both Jaastad and contemporaneous architect Prentice Duell designed a number of Victorian-influenced early bungalows that suggested midwestern farmhouses in their simplicity. Jaastad later worked in a somewhat startling variety and mixture of derivative styles from Gothic and Renaissance to Mission Revival. Some work in the Speedway-Drachman district may have been designed by Jaastad's draftsman E. D. Herreras. A very early architect was Henry Trost, who moved his practice to El Paso in 1903 but continued to gain commissions in Tucson. Architect Roy Place's 1920s Craftsman-style work made use of "clinker brick" embedded with coal fragments, of which there are historic district examples. The next architectural generation was led by Josias Joesler, academically trained and the son of an architect. He worked in a Spanish idiom and may have designed the house at 301 East Speedway (#344, 1936).

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- Neil D. Houghton 1/20/34
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See continuation sheet

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

Specify repository: _____

10. Geographical Data

Acreage of property 108

UTM References

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

C	1 2	5 0 2 7 9 9	3 5 6 6 3 8 9
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D	1 2	5 0 4 1 1 3	3 5 6 6 4 8 1
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E	1 2	5 0 4 1 1 3	3 5 6 6 8 1 5
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See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Eliza Husband, Consulting Geographer

organization _____ date May 22, 1989

street & number 1920 So. Holly Strav telephone (602) 881-6439

city or town Tucson state Arizona zip code 85713

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Continuation Sheet

Section number 9 Page 2

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Guy E. Tufford 9/16/28

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Nomination number 10 Page 2

VERBAL BOUNDARY DESCRIPTION

The survey area is an irregular, east-west-oriented rectangle located immediately northwest of the University of Arizona, Tucson. The survey area is roughly bounded by East Drachman Street, then East Lee Street on the north; by Park Avenue on the east; by East Speedway Boulevard on the south; and by the alley west of North Seventh, then North Sixth Avenue on the west. A topographic map accompanying the Nomination shows approximate boundaries of the historic district and its location within the city of Tucson. A site map shows exact boundaries of the district.

BOUNDARY JUSTIFICATION

The survey area includes historically-intact parts of two main settlement types that are contiguous:

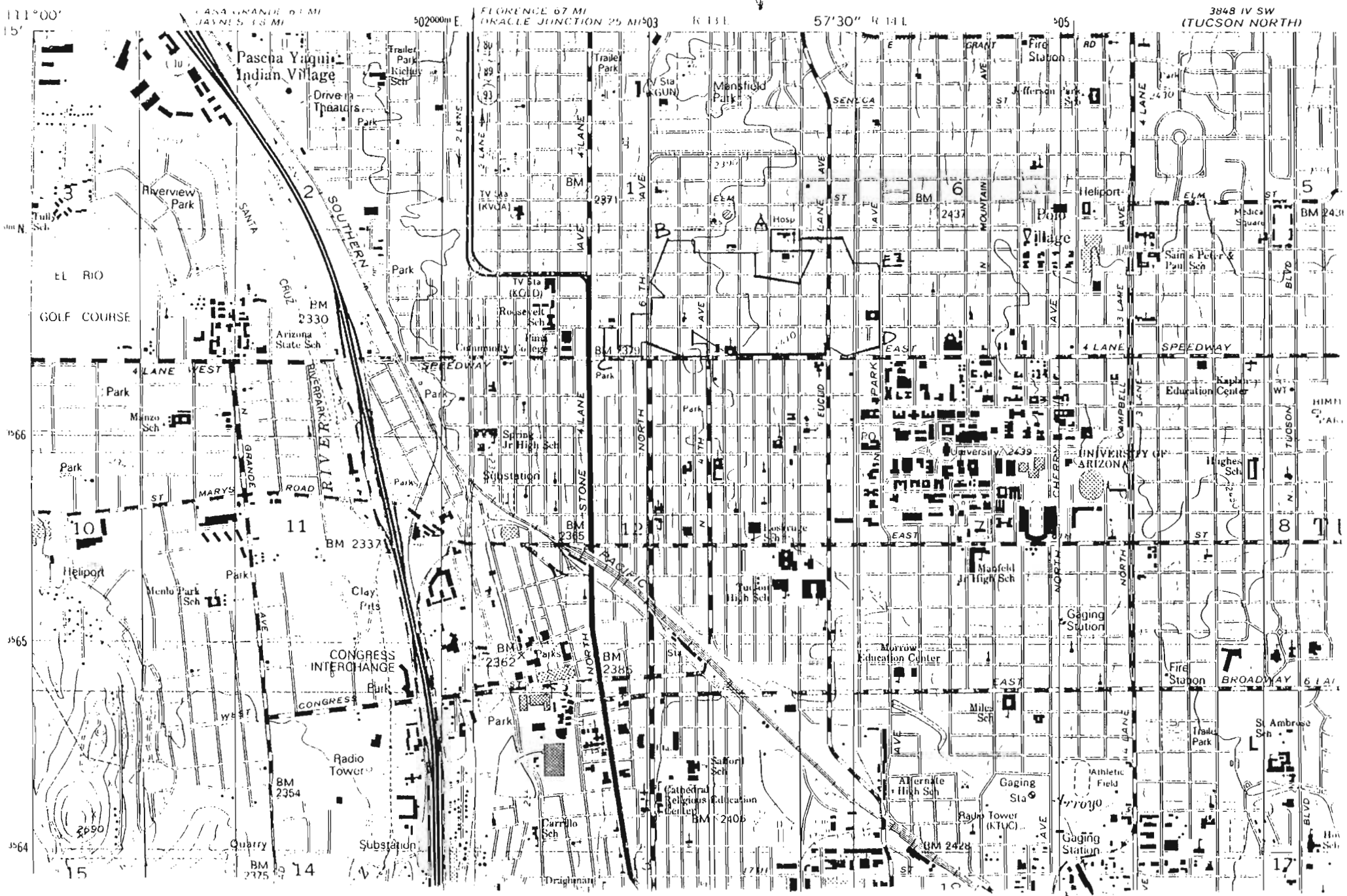
- 1) a northward residential extension of West University historic neighborhood, similar in terms of land subdivision, land use, settlement history, and architectural styles; and
- 2) two historic tuberculosis sanitariums, with their associated residences, whose presence influenced the residential settlement pattern.

Three of the four boundaries drawn around the historic area represent points of changed land use. From Park Avenue eastward, a high proportion of recently built apartment complexes and other non-historic rental properties reflect the influence of the University of Arizona. The irregular west edge of the survey area results from the presence of Stone Avenue, a U. S. highway and major intraurban artery with a fully developed commercial strip. Beyond the north boundary, buildings date from a later period than that of the Speedway/Drachman neighborhood; most settlement did not extend north of East Drachman or into the area near the sanitariums until the 1940s and 1950s. As to the fourth or southern boundary, Speedway Boulevard is the area's common boundary with West University neighborhood. The historical survey of West University neighborhood, conducted before 1980, was limited to the area south of Speedway because of the membership limits of the neighborhood organization at that time.

(see continuation sheet)

SPEEDWAY-DRACHMAN HISTORIC DISTRICT
TULSON, ARIZONA

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY






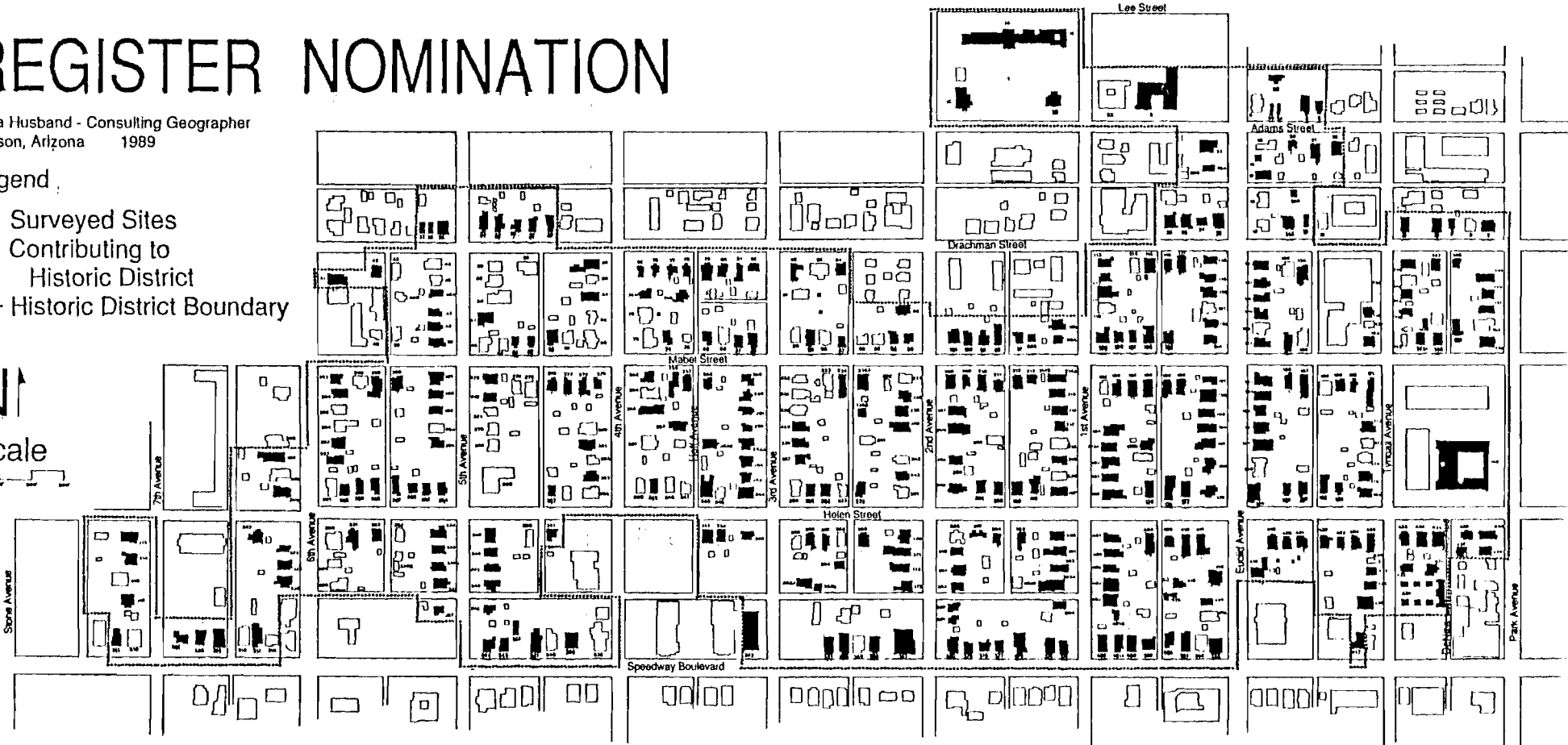
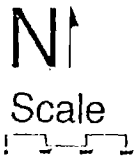
SPEEDWAY-DRACHMAN NATIONAL

REGISTER NOMINATION

Eliza Husband - Consulting Geographer
Tucson, Arizona 1989

Legend

-  Surveyed Sites
-  Contributing to Historic District
-  Historic District Boundary



WEST UNIVERSITY HISTORIC DISTRICT

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

photographs

Section number _____ Page 1

SPEEDWAY-DRACHMAN HISTORIC DISTRICT

Photographers:

Eliza Husband #s 1, 2, 4, 6, 8, 10 - 14

Karla Timmons #s 3, 7

Dave Devine #5

Bob McHale #9

Location:

Tucson, Arizona

Date of Photographs:

#s 1, 2, 4, 6, 8, 10 - 14, May 1989

#s 3, 5, 7, 9, September 1988

Negatives:

Located at SHPO, Arizona

1. 1200 block North Euclid Avenue, facing northwest
2. East Helen Street at alley bet. Tyndall and Euclid, facing north
3. 846 East Mabel, facing south
4. 1200 block North Tyndall Avenue, facing northwest
5. 220 East Mabel, facing south
6. North Fourth Avenue at Mabel, facing southeast
7. 1137 North Seventh Avenue, facing west
8. 300 block East Speedway Boulevard, facing northeast
9. 301 East Speedway, facing north
10. 500 block East Speedway, facing northwest
11. 700 block East Speedway, facing northeast
12. 800 block East Drachman, facing northwest
13. 1500 block North First Avenue, facing northwest
14. 600 block East Adams, facing northeast



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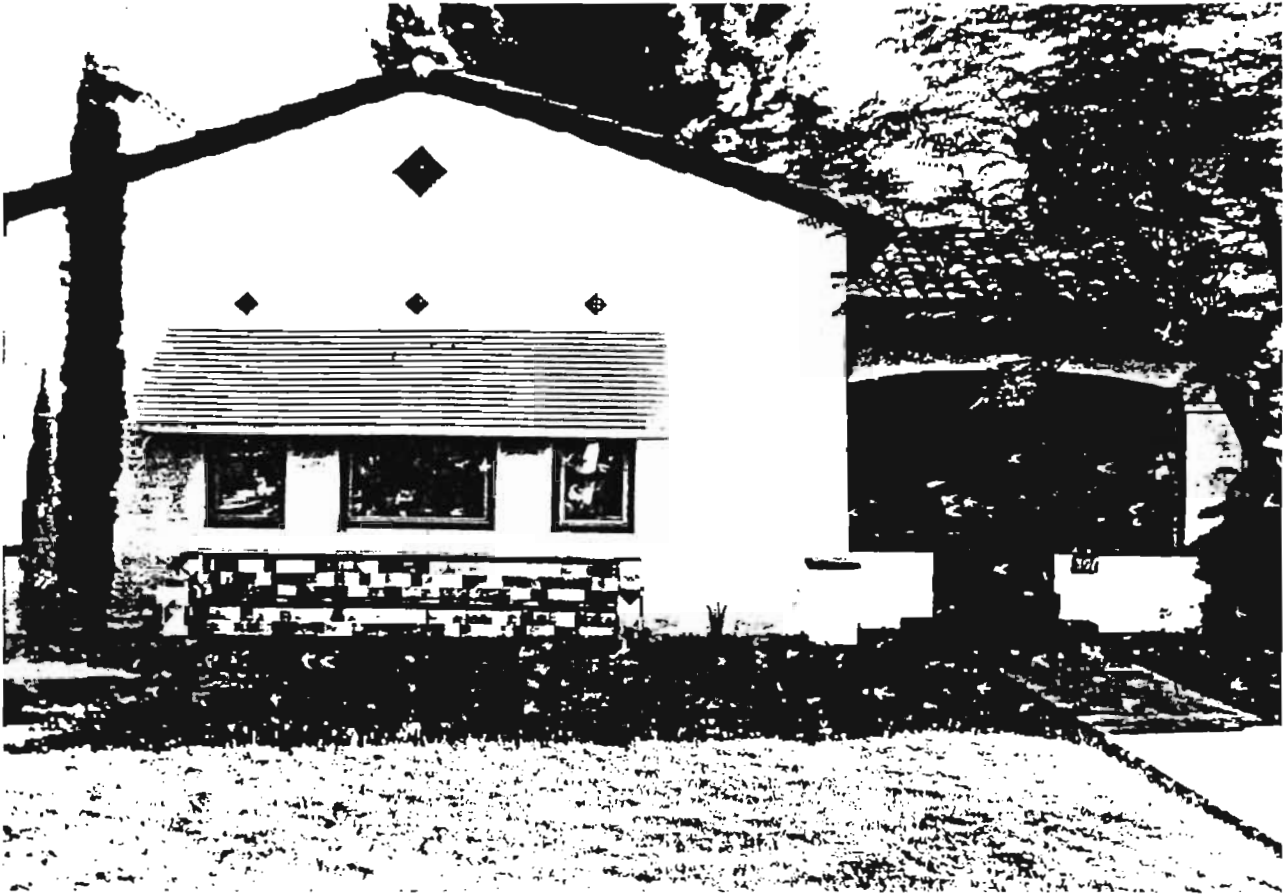
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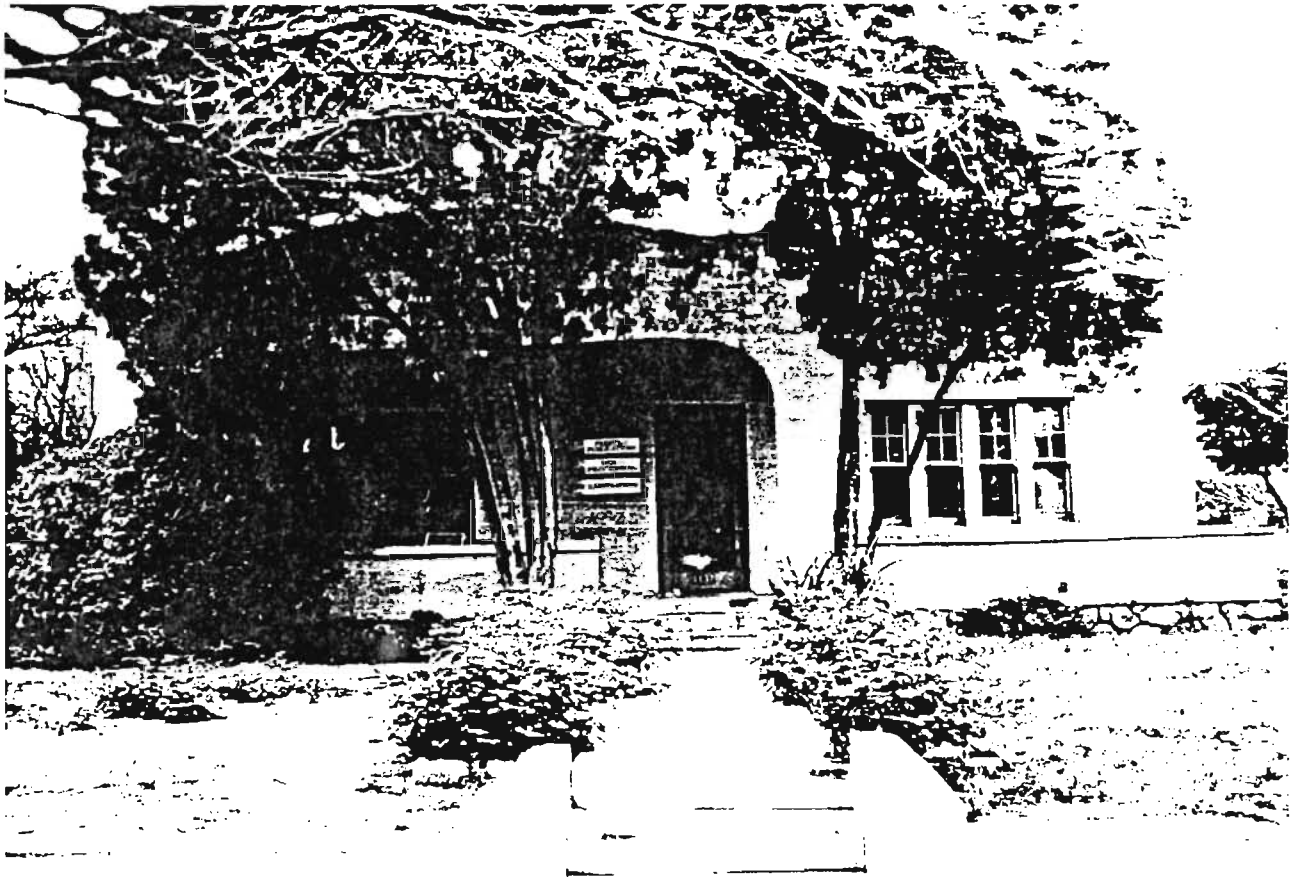
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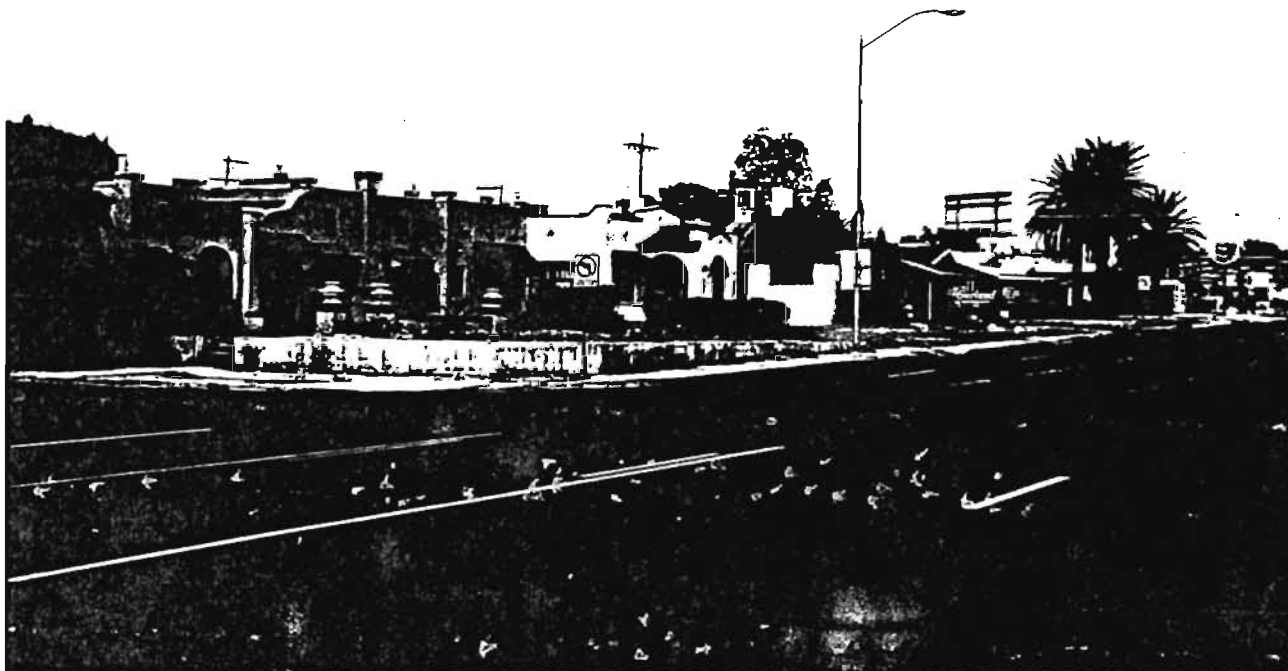
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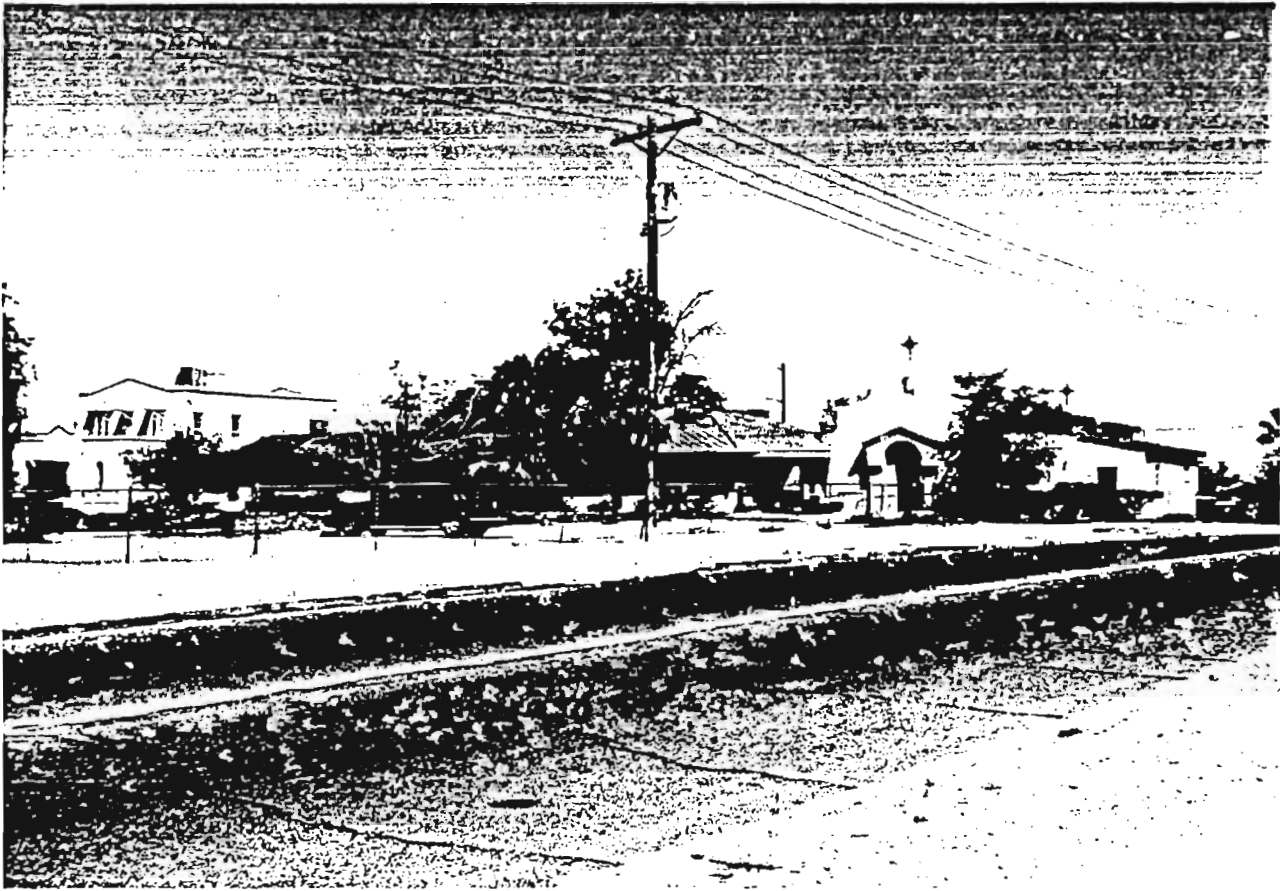
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7



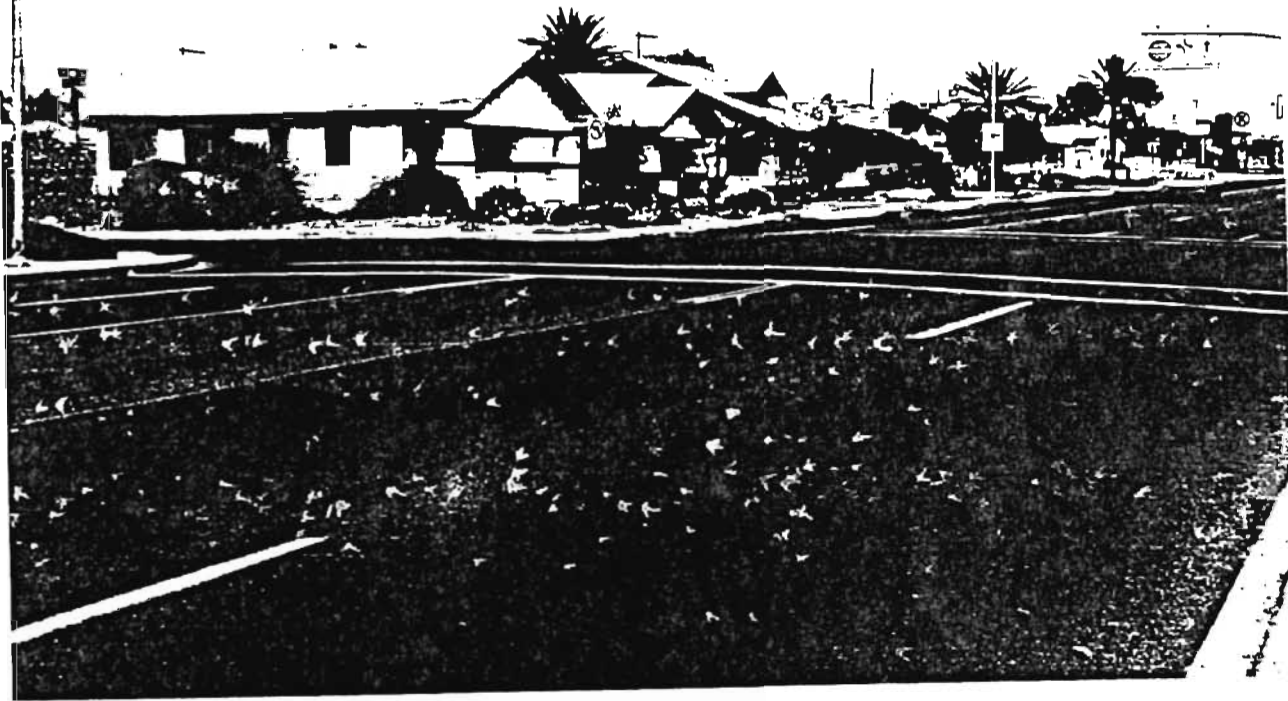
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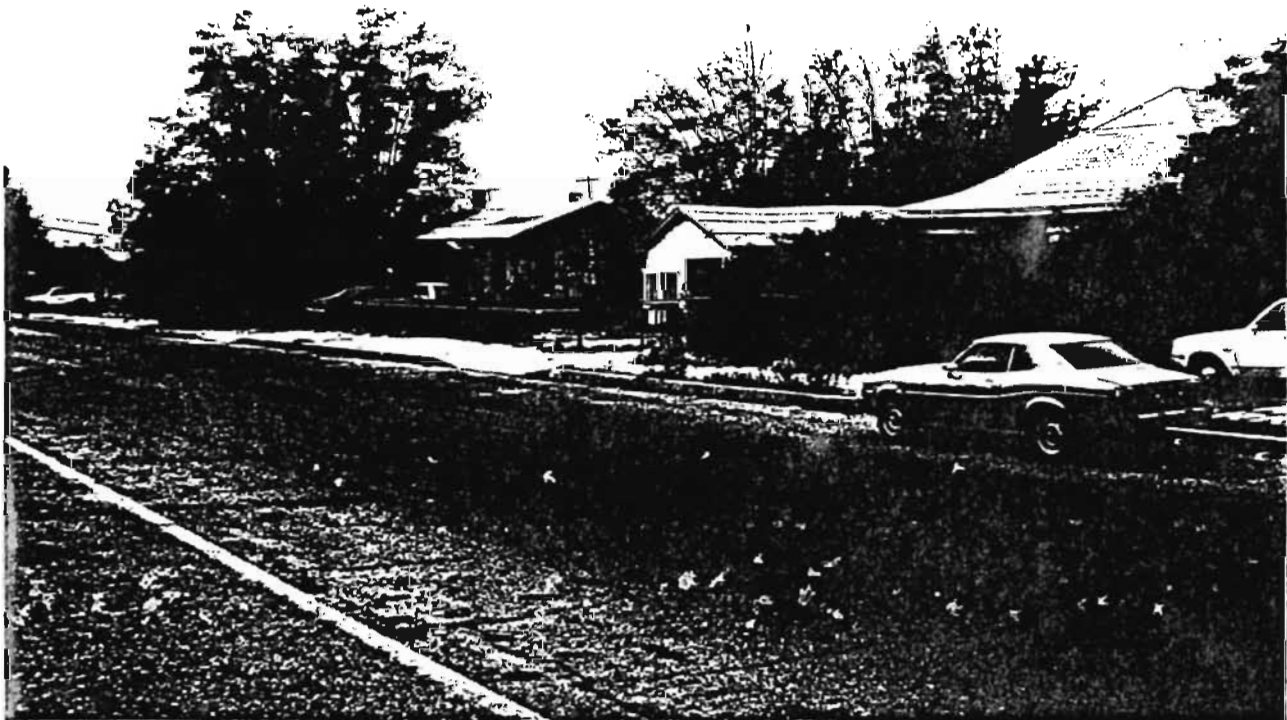
13



14



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