

The Bicycle Boulevard is a vibrant well traveled route, one whose streets parallel the historical development of the Albuquerque area, from early Native American settlements through Spanish conquest to the time of Anglo territorial expansion, railroad, statehood, and urbanization. The public spaces, neighborhoods, and commercial centers through which the bike route passes are rich in history, culture, art, architecture, and politics, each with important stories about how our city came to be and who we are today. Especially appealing is the art found in unexpected places, there for those willing to slow down and look around. The human desire to create is nourished by the communities we'll visit. Rounding out the tour are optional side trips to adjacent residential and commercial areas, attractive and historic in their own right.

As with all guided tours offered here, the Bicycle Boulevard Tour has its long and short forms. If the descriptions of historic, cultural, and natural features are more than you wish read about, you can turn to the abbreviated guide which contains briefer references than the details found in the longer form. To further help you identify areas of interest, this guide uses color coded bars on the left side of the page. Discussions of history have **yellow** bars, natural features have **red**, current neighborhood issues have **blue**, and culture, art, architecture, and infrastructure have **orange**. Side trips more than a few blocks long are placed in text boxes.

This tour is a relatively easy seven and a half mile trip. The first 3 miles of the route cross the flat Rio Grande Valley flood plain. Leaving the valley floor, you will climb up the sand hills--now paved--for a distance of about a mile, gaining an elevation of about 150 feet. This climb puts you atop the East Mesa, where there is a slight upward slope for the final 3 ½ miles.

Parking.

- The Bicycle Boulevard is a highly urbanized route with street parking widely available along its length. If you are starting on the west end, there is limited street parking at .1 mile, which is the west end of Mountain Road. In the Old Town area, a little more than a half mile from your starting point, there is paid and unpaid parking available. The city also maintains a free parking lot that serves Paseo del Bosque trail and is located on the north side of Central Avenue at Tingley Drive, just east of the river. From this parking lot, it's a one mile bike ride northward along Paseo del Bosque to the start of the Bicycle Boulevard route.
 - Parking for the east end of the route is curbside, with abundant space on Silver Avenue just west of San Mateo Boulevard.
 - If you plan to drive to the route and park between the end points, be aware that there are week day parking restrictions in the UNM area—both on Silver Avenue and on many side streets. Also, much of downtown has meters enforced Monday through Saturday 8 AM-6 PM, federally recognized holidays excluded.



Parking Lot - Central & Tingley Drive

City Bus Service

- City buses, all equipped with bike racks, provide good access to both route ends as well as to midway points. Coming from west of the river and north of I-25, the 790 will take you to Central Avenue and Lomas Boulevard, about 1.6 miles from the west end of the ride. The 766 runs along Central Avenue from Unser Boulevard to Louisiana Boulevard, paralleling most of the route with stops at San Mateo and Rio Grande Boulevard. The 777 runs along Central Avenue from downtown to Tramway Boulevard. Many additional bus routes serve the Alvarado Transportation Center, which is downtown and a few blocks from the bicycle route. For complete bus information including routes, schedules, and maps, go to the city's website, <http://www.cabq.gov/transit/bus-routes-and-schedules>.



Getting to the starting points by bike.

- Reaching the trail's west end is easy and fun. Coming from the north, use either the bike lane on Rio Grande Boulevard or the Paseo del Bosque trail. Coming from the south, use the Paseo del Bosque trail. Coming from the west, the Central Avenue Bridge over the river has a bike lane which connects to Paseo del Bosque.
- The east end of the trail may be accessed using the bike route on Alvarado Drive, along with its connecting routes, a few blocks east of San Mateo Boulevard. For more details, see the City's bike map, <http://www.cabq.gov/bike/documents/bike-map.pdf/view>.

**0.0/7.5
Miles**

Start at Paseo del Bosque Trail.



Junction of Bicycle Boulevard and Paseo del Norte, looking North

The Paseo del Bosque recreational trail joins the west end of the Bicycle Boulevard here. Just north of this intersection, bridges across the ditches lead to the bosque and to its many dirt trails, popular with mountain bicyclists and hikers. Follow the Bicycle Boulevard path eastward along the chain link fences to Mountain Road.

The Rio Grande, with its life giving water flowing through an otherwise parched

landscape was a vital resource for Native Americans, Spanish, and Anglos, all of whom settled along its



Rio Grande, Looking North From Central Avenue

shores. The bosque, (forest or woodland), provided wood for fuel and construction, as well as bottom land for farming. Abundant fish and wildlife were important sources of food. The river bank served as a transportation route, facilitating early trade between Indians in the north and those living in southern New Mexico and Mexico. Later, the Spanish explorers and colonizers established El Camino Real along the river and still later, the Anglos laid down their railroad tracks here. And its river banks are still a travel

corridor for bicyclists and walkers. The river itself provides tubers, canoeists, and users of other makeshift vessels the chance to float its shallow waters. Finally, the Rio Grande Flyway is an important route for migratory birds.

In Coronado's time, the river was referred to by resident Pueblo Indians as P'osoge, (Big River). Coronado called it El Río de Nuestra Señora (River of Our Lady). Over time, by common usage the name became Río Grande del Norte, later shortened to Rio Grande. At 1,900 miles, it is this county's fourth longest river, with one through three being, respectively, the Missouri, the Mississippi and the Yukon.

But our iconic river with its links to a rich cultural heritage transcends its physical aspects, instilling in Albuquerque residents a strong sense of place and a shared history. Moreover, beyond our city's borders the entire nation views the Rio Grande as a symbol of the Old West. Recognizing its significance, the federal government designated it as an American Heritage River in 1997. (<http://water.epa.gov/type/watersheds/named/heritage/>).

Historically, the Rio Grande was a braided, meandering river whose 2,000 to 3,000 foot wide flood plain covered the Middle Valley. This area was dotted with backwaters, teeming with waterfowl and fish. Its banks were covered with trees. But the flip side to this formerly wild, productive river was its uncontrolled flooding with its loss of lives and property—a condition that was all too frequent until 20th century flood control measures were instituted.

Our present river, with its diminished flow and narrowly restricted course is but a shadow of the one familiar to early Native Americans and Spanish settlers. Much of its bottom land has been drained to make it suitable for agriculture as well as home and commercial construction. Dams and dikes on the river and its



Flood-Damaged Barelas Bridge - 1912

tributaries have greatly reduced flooding. However, the meanders and periodic flooding were discovered to be essential features of healthy river systems and these days, the bosque shows signs of serious degradation. Flooding and meandering produce the wet mounds of newly deposited silt which, along with plenty of sunlight, is essential for the germination and rooting of cottonwood seedlings. Without these conditions, the bosque is unable to produce new native trees. The lack of flooding also created favorable conditions for invasive species such as Russian Olive and Salt Cedar and in many areas they have crowded out the natives.

Up and down the 4,300 acres of Rio Grande State Park, (a river bottom park running from Sandia Pueblo in the north to Isleta Pueblo in the south), the City Open Space Division is leading numerous and diverse efforts to restore the bosque.

Partnering with other public and private groups, the Division is removing invasive trees, planting native vegetation, protecting endangered species and much more. For a more detailed description of our bosque, see the New Mexico Museum of Natural History Bosque Education Guide, <http://www.nmnaturalhistory.org/BEG/index.html>.



Recently Planted Trees

While environmental degradation may be a significant feature of today's river, overuse of its resources goes back at least to the early nineteenth century. Marc Simmons, in his book, *Albuquerque, A Narrative History*, (the source of much of this tour's historical information), describes how long term use of wood for domestic and commercial purposes during Spanish colonial times through early Anglo settlement resulted in degradation of the bosque. The situation was so serious that early Anglos had to purchase fire wood hauled from the mountains. With the building of the railroad, wood and other building materials could be brought in from elsewhere, allowing the bosque to recover.

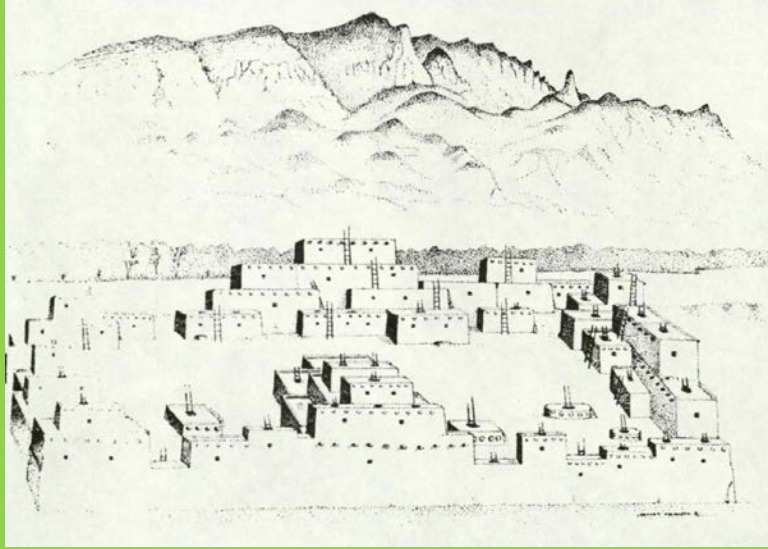
The greatest challenge for our bosque is the water itself. As noted by the New Mexico State Engineer, (http://www.ose.state.nm.us/water_info_index.html) our river is oversubscribed. Along with ongoing drought, continued growth will bring more conflicts, pitting urban, agricultural, and industrial users against each other, while environmentalists fight to leave water in the river. In New Mexico, allocation of our river's water is governed by the Rio Grande Compact, the 1938 federally mandated agreement between the states of Texas, New Mexico, and



Fencing Protects Trees From Gnawing Beavers

Colorado. International agreements between the U. S. government and Mexico define our southern neighbor's share of Rio Grande water.

Evidence of human habitation of the Rio Grande valley extends back at least 12,000 years and perhaps much further. However, our story begins in the late 13th and early 14th centuries when Native Americans left their magnificent Four Corners communities that included Chaco Canyon and Mesa Verde, and settled in the Rio Grande basin. Causes for this dramatic migration likely include population pressure, major climate change, resource depletion and over use of the land, with its subsequent erosion.



What Kuaua Pueblo May Have Looked Like

The ancestors of the Pueblo people moved to the Rio Grande and its tributaries, creating many large village type agricultural settlements. Later, the Spanish, recognizing a familiar pattern, referred to these settlements as “pueblos,” (towns). Given the multi-storied, high density arrangement of pueblo structures, the term was most appropriate. The Spanish also soon discovered that there were five or more different

languages spoken by Pueblo peoples, including Tanoan (Tiwa, Towa, Tewa),

Keresan, Zuni and Hopi. Tiwa speaking pueblos were concentrated around the valley between Bernalillo and Los Lunas—an area the Spanish named the province of Tiguex.

It was into this environment that Spanish explorer Francisco Vásquez de Coronado and his men marched. In response to vastly exaggerated claims of wealth to be found in the Seven Cities of Cibola (the Zuni pueblo villages), Coronado first invaded the pueblo and terrorized the Zunis. But having found little of value, he then headed for the Rio Grande valley. Coronado is believed to have spent the winter of 1540 camped near the pueblo of Kuaua on the west bank of the Rio Grande near present day Bernalillo, a location now preserved as Coronado State Monument. Coronado's men raided and harassed the pueblos, setting the stage for a lasting enmity which would culminate in the Pueblo Revolt of 1680-1692.



Coronado State Monument

Coronado's failure to find riches combined with the hardships he and his men experienced dampened the enthusiasm of the government of New Spain to conquer the region and many years passed before the Spanish returned for good. But following several smaller expeditions, Juan de Oñate, first governor of the Province of New Mexico established a foothold in 1598. At this time he founded the first permanent European settlement and provincial capital at San Gabriel on the Rio Grande near Ohkay



El Camino Real

Owingehe Pueblo, until recently known as San Juan Pueblo. The capital was moved to Santa Fe in 1608 due to continuing bad relations with the native people. Oñate and other late 16th and early 17th century explorers extended El Camino Real de Tierra Adentro, "Royal Road of the Interior," from Mexico City to this remote colony. El Camino Real remained a major transportation and trade route up until the late nineteenth century. At that time, El Camino was replaced by a railroad which followed much of its southern and central sections.

Oñate passed through what is now the Old Town area of Albuquerque, noting favorable conditions for farming and grazing. He also observed that local pueblos were already farming much of the useable land. He further understood that based on previous encounters, the pueblos were fearful and distrustful of the Spanish and were not likely to welcome them. Ensuing years brought much Spanish exploration throughout the area along with establishment of small, informally organized settlements. However, continued hostilities between natives and Spanish settlers ensured that Albuquerque would not be founded until relatively late, in 1706. The Pueblo Revolt of 1680 resulted in the destruction of virtually all of the Spanish settlements from Santa Fe to Isleta and west to Zuni. The pueblo people killed many Spanish inhabitants, stole their livestock, and defiled the churches and other symbols of the much-hated religion that the Spanish forced upon them.

0.3/7.2 Miles West end of Mountain Road.

There is parking along the street for a few vehicles. Here at the end of Mountain Road is West Old Town Park, with its swings and picnic tables. Hours are 6 am to 8 pm.

Mountain Road marks the northern boundary of early Albuquerque.



Mountain Road Near Old Town ca. 1895

**0.5/7.0
Miles**

Gabaldon Road.

Gabaldon Road runs north from Mountain Road into Los Duranes, one of the earliest areas settled after the plaza. Fernando Durán y Chávez, a prominent figure in the valley, was an early alcalde mayor of Albuquerque. Alcalde mayors were appointed officials with both judicial and administrative authority. Several other related Durán families moved there, giving the neighborhood its name.

**0.7/6.8
Miles**

Reginald Chavez School.

Previously known as Old Town Elementary, this school is named after one of its former principals. When it opened in 1966, it served an old, well established, closely knit neighborhood in which former students became the parents and later, the grandparents of present ones. This remains true today. It's also a dual language school, with instruction in 50% English and 50% Spanish. The school's two major events, Halloween Carnival, and May Latino Celebration are well attended by members of the neighborhood. The general public is also invited.



Duranes Ditch

**0.8/6.7
Miles**

Alameda Drain.

This drain is maintained and owned by the Middle Rio Grande Conservancy District. It was constructed in the 1930's as part of a network of ditches designed to lower the water table of the valley floor. Much of our area's modern irrigation and drainage systems was built or improved upon during that same time and was funded by the Works Progress Administration, (WPA), a Depression era federal program. As noted earlier, the natural condition of much of our bosque is that of swamp land, with the river periodically shifting course within it. In order to enable agriculture and promote construction of buildings, ditches were dug to drain the valley, lowering the water table by 5 to 8 feet. The Alameda Drain originates near the



Alameda Drain South of Central Avenue

junction of Fourth and Second Streets, extends southward to join the Albuquerque Riverside Drain near Tingley Drive, and then flows into the river.

**0.9/6.6
Miles**

Panmunjon Road.

In her book, *Atrisco To Zena Loma: A Snappy Survey of Albuquerque Street Names*, Judy Nickell mentioned this street under “War Memories,” with a reference to the Korean War. However, she said no more about any connection between this road and the now-abandoned North Korean village where the 1954 Armistice was signed. The correct spelling of the name includes an “m” as the last letter but for some unknown reason, our city chose to differ.

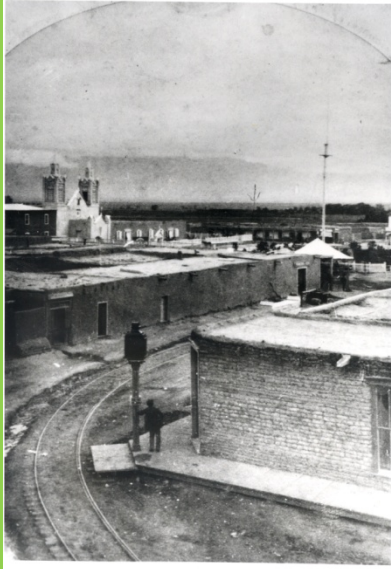
Side Trip. If you head south for .4 miles on Panmunjon Road while taking a few twists in the road, you will reach Central Avenue and the entrance to the Aquarium and Botanical Garden. Since you’ve come this far off the bicycle trail, consider pedaling a little farther, crossing Central Avenue and riding east on New York Avenue for a long block to the corner of Gallup Avenue. In the southwest corner you will find the delightful Shoe Tree House.

Owners Michael and Chris tell of Michael’s mother, a retired Los Angeles business executive who acquired many shoes during her career and gave them all to Michael. Michael’s “tree”—actually a utility pole -- was inspired by his noting how farmers and ranchers nailed their worn out shoes to fence posts. Michael describes his creation as a tribute to working women. Bicyclists and other visitors frequently stop by to have their pictures taken while posing next to the pole.

While you are here, take a look at Michael’s “yard art,” whimsical creations from various materials including bike parts and bowling balls. Chris says that the neighbors are very supportive of Michael’s work. Shoe styles are updated with donations from well-wishers along with shoes obtained from periodic forays to the thrift store. You can see other pictures of the shoe tree at www.roadsideamerica.com



The Shoe Tree



View NE Along Main Street, Now Rio Grande Boulevard - 1876

Just west of Rio Grande Boulevard is a tiny stretch of Main Street. Never very long, it was once the western boundary of Old Town. Another section to the north was incorporated into Rio Grande Boulevard. The adjacent photo is perhaps the oldest known picture of Old Town.

**1.2/6.3
Miles**

Rio Grande Boulevard and Mountain Road.

At the southwest corner of Rio Grande Boulevard and Mountain Road is a small triangular park called Plaza de Don Francisco Cuervo y Valdés, with its large bronze statue of the founder of Albuquerque. The plaque in Spanish displays the words he wrote upon the founding the town: "I certify to his majesty and to the viceroy that I have founded a town on the shores of the Rio del Norte [Rio Grande], a good place with fields, waters, posts, and woods, calling it and naming the Villa de Alburquerque." Our city later dropped the first 'r'.

As noted earlier, informal Albuquerque area settlements were destroyed during the Pueblo Revolt of 1680. The area was re-conquered in 1692 by Don Diego de Vargas Zapata y Luján, who then became governor and began building new settlements.

On April 23, 1706, de Vargas' successor, Francisco Cuervo y Valdés, wrote a document addressing both the King of Spain and the Viceroy of New Spain, attesting to the fact that he had established a formal settlement upon lands previously abandoned by Spanish settlers during the Pueblo Revolt.



Don Francisco Cuervo y Valdes

Governor Cuervo named the settlement "Villa de Alburquerque de San Francisco Xavier del Bosque," a name referring to the Apostle of the Indies, San Francisco Xavier, and to the Viceroy of New Spain, Francisco Fernández de la Cuervo, Duke of Alburquerque.

Created in 1464 by Henry IV, King of Castile and Leon, the Dukedom of Alburquerque produced a long line of title holders, of whom Viceroy don Francisco Fernández was the tenth. Later, upon orders from the Spanish throne, the village's name was changed to "San Felipe de Alburquerque."

The site chosen by Governor Cuervo lay in the river bottom but was slightly above the lowest areas, offering good farming and pasturage. The village site also lay astride the Camino Real and was due east of Canon de Carnué, (now Tijeras Canyon), providing access to the eastern plains.

In spite of its desirable location, the area around present day Old Town was slow to develop because of ongoing raids by the Apaches and Navajos. Governor Cuervo responded to this problem by stationing ten soldiers at his new villa, alleviating to some extent settlers' fears and thus helping to promote growth. Subsequent orders from Santa Fe requiring residents to build close to the plaza also hastened development of Albuquerque.

Even with these measures, the town continued to grow slowly. This was due in part to ongoing battles with Native Americans but also to onerous trade policies imposed by the Spanish crown, policies that limited New Mexico's transactions only to those with merchants in New Spain.



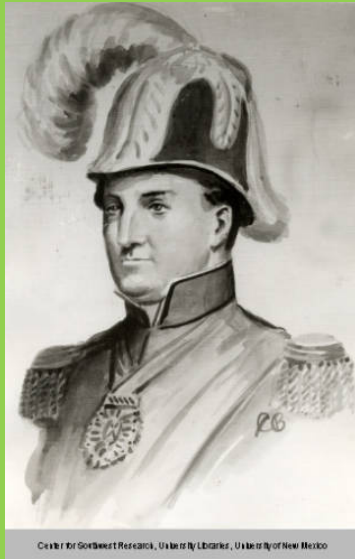
Old Town Plaza ca. 1890



Plaza Guard House and Flagpole

Politically, New Mexico settlers chafed under the absolute rule of Spanish monarch, Ferdinand VII, who continued to deny colonial New Mexicans even a semblance of self rule. The importance of these issues significantly declined after 1821, when Mexico won independence from Spain. At that time Mexico also decided to open trade with the United States. The Louisiana Purchase of 1803 had already brought the expansion-minded United States to the Mexican colony's doorstep, and with the newly relaxed trade policy American goods and travelers flowed down the Santa Trail into New Mexico. And while newly independent Mexico continued to try to restrict the governmental affairs in its northern colony, turbulence in Mexico's central government prevented it from exerting the same heavy-handed influence as Spain.

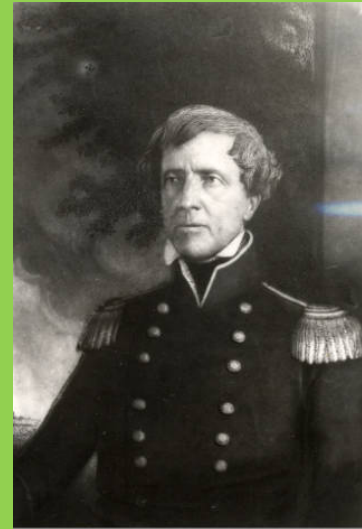
But the crumbling era of Mexican domination finally ended in 1846 when General Stephen Watts Kearny and his U. S. Army troops arrived in Old Town. Kearny and his men had marched from Leavenworth, Kansas to New Mexico and without much effort seized Las Vegas, Santa Fe, and Albuquerque, claiming all for the United States. Throughout the territory, their welcome was surprisingly cordial. This was due in part to the fact that the Americans were displacing the highly unpopular governor, Manuel Armijo.



Governor & General Manuel Armijo

The Mexican-American War, 1846–1848, ended with the Treaty of Guadalupe Hidalgo. In this treaty, Mexico ceded its mostly unsettled northern holdings-- today known as the American Southwest and California-- to the United States.

Not long after the U S acquired the territory of New Mexico, the federal government and its territorial citizens were confronted with a series of critical decisions about New Mexico's



General Stephen Watts Kearny

future. Regardless of where they stood on other issues, the overwhelming majority of citizens wanted a representative government to replace the military one installed after the Mexican-American war. But the issue of New Mexico's status as a territory versus becoming a state was more polarized. One faction called for immediate statehood while another favored territorial status in order to allow time for the Spanish speaking population to adjust to the American system of democracy. Also in dispute was Texas' claim to that part of New Mexico east of the Rio Grande—a claim opposed by those not wanting to allow the spread of slavery . Finally, the issue of slavery in New Mexico had to be resolved. The U S Congressional Compromise of 1850, pieced together by legislative members from both slaveholding and non-slaveholding states settled some of these issues by creating a territorially elected government and by denying Texas' claim to New Mexico land, thus establishing most of our state's boundaries. The Gadsden Purchase of 1853 added our boot heel.



Treaty of Guadalupe Hidalgo & Gadsden Purchase

With regard to slavery in New Mexico, Congress chose to “kick the can down the road,” by leaving that decision up to New Mexicans. Many Hispanics wanted to avoid the entire matter. Anglos tended to take sides based on previous loyalties developed while living in other parts of the U. S. In any case, the

absence of large tracts of land suitable for plantations reduced the 'utility' of slavery in New Mexico. Simmons also points out that, in the eyes of the locals the peonage system, (essentially indentured servants), as well as captured and enslaved Navajo children further reduced interest in African American slaves. But, as we'll see, military action overtook any political or social considerations with regard to slavery in New Mexico.



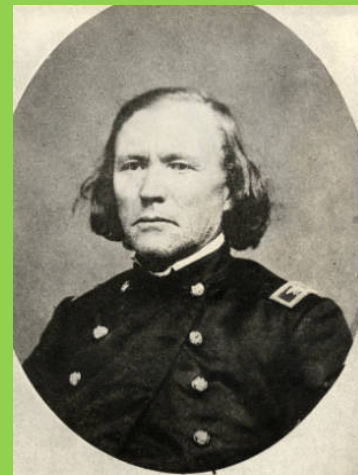
South Valley Sheep Pen - Early 20th Century

While the Hispanic population preferred to remain detached from many of the big social and political issues boiling up in the east, the ever-present threat of Apache and Navajo raids could not be avoided. On this subject, Hispanics and Anglos agreed, demanding intervention from the federal government. Illuminating the magnitude of the problem, Simmons quotes settlers' estimates of Indian depredations in the Rio Grande Valley from 1846-1850: 450,000 sheep, 31,000 cattle, 12,000 mules, and 7,000 horses--truly staggering

numbers. However, the Navajos had more than their share of legitimate grievances against the Hispanics and Anglos. These complaints included illegal appropriation of choice Navajo grazing and farmland, enslavement of Navajo women and children and cold-blooded murder of tribal members.

Regardless, as a result of the outcry, Albuquerque became an important center for military action against the raiding Navajos in the 1850's and 1860's. In addition to its protective function, the large contingent of U.S. military personnel promoted substantial economic growth and reduced Hispanic cultural isolation. The army's campaign against nomadic raiders climaxed in the period 1862-1865, when Kit Carson and his First New Mexico Volunteers subdued the Mescalero Apache tribe and then the Navajos. To effectively contain the latter, Carson subjected them to a scorched earth campaign causing near starvation and forcing many Navajos to surrender without a fight. All were sent on the Long Walk to the desolate Bosque Redondo Reservation at Fort Sumner. In 1868 after agreeing to raid no more, the Navajos were permitted to return to their home, once again on foot.

With the diminished threat of Indian attacks and the major post- Civil War influx of Anglos, Albuquerque's growth increased. Although the plaza remained the center of activity during the late 1860's and 1870's, with Spanish remaining the dominant language, the arrival of the railroad in 1880 had profound effects--economically, culturally, and politically--shifting the center of development to New Town.



COL. CHRISTOPHER CARSON

Center of Southwest Research, University Libraries, University of New Mexico

Kit Carson

Whatever the wishes of Old Town residents with regard to the railroad's placement, it was always clear that geography favored a straight line route down the east side of the valley, bypassing Old Town by nearly 2 miles. So while Old Town continued to grow, albeit slowly, and to compete as the center of Albuquerque, successfully contesting the placement of the post office and the county courthouse, Old Town was destined to lag behind New Town. Old Town remained a place apart and was not formally incorporated into the City of Albuquerque until 1949.



Bernalillo County Courthouse Near Old Town – Built 1886

While it is easy to take a quick two wheeled detour through Old Town, it's really best experienced on foot. Park your bike near the plaza and enjoy Old Town's shops, narrow side streets, and hidden patios. Many of the original buildings have been demolished and others, including the church, have undergone numerous renovations but the area retains its charm. The canons on the plaza are replicas of those dating back to the Civil War.

The Albuquerque Museum of Art and History, directly east, conducts guided tours of Old Town and the museum's collection includes many historic photographs. For more information about the tours, (conducted Tuesday through Sunday at 11 AM, mid-March through mid-December), see the museum's website, <http://albuquerquemuseum.org/plan-visit/museum-tours>.

**1.4/6.1
Miles**

Nineteenth Street.



Albuquerque Museum of Art And History - Sculpture Garden

On the south side of the road is the Albuquerque Museum of Art and History with its extensive outdoor sculpture garden. Docent tours for the garden are available but if you prefer a quick self-guided tour, you can download one to your mobile electronic device. To do this, see the museum's website, <http://albuquerquemuseum.org/plan-visit/museum-tours>. During the summer months, the south side amphitheater hosts outdoor concerts. The museum itself features an ongoing exhibit about Albuquerque history as well as rotating art exhibits by local, national, and international artists.

Across Mountain Road from the museum is a small building that formerly housed a commercial cracker factory, followed by an REI store, and then the National Atomic Museum which displayed a large controversial rocket near its entrance. Now it houses the Alice King

Community School, a publicly funded charter school. Drawing children from such diverse locations as

Placitas, the East Mountains, Los Lunas, Rio Rancho, as well as Albuquerque, the school emphasizes multi-age project-based learning with substantial parent involvement. Public events include the fall “Boo Bash,” the winter festival held in Old Town, and the spring musical, held at the Hiland Theater. Alice King, a strong proponent of education, was the wife of late governor Bruce King.

**1.5/6
Miles**

Eighteenth Street.

On the north side are two more museums. To the west, is the NM Museum of Natural History, (<http://www.nmnaturalhistory.org/>), with its popular dinosaur and mammoth exhibits as well as its planetarium and theater. To the east is the Explora Science Center and Children’s Museum (<http://www.explora.us/en/>), with exhibits of science, technology, and art designed for children and adults.



Albertasaurus - NM Museum of Natural History

The area just north of the museums was originally occupied by the American Lumber Company. Founded in the early 1880’s, by 1906 the company had surpassed the railroad in the number of those employed.



Explora Science Center & Children’s Museum – Viewed From Tiguex Park

The company owned large tracts of forest in the Zuni Mountains and at its peak, shipped many train car loads of logs daily to Albuquerque. Here, the timber was milled into finished lumber that was shipped out by rail. The lumber company embodied the aims of New Town’s early boosters who saw the railroad as--among other things--a means of speeding up resource extraction and processing, thus promoting economic development.

The ownership of American Lumber later passed to Duke City Lumber which along with Ponderosa Products, an adjacent lumber products company, continued to operate into the 1990’s. However, by the late 80’s and early 90’s, the companies faced increasing neighborhood opposition over ongoing air, soil, and ground water pollution resulting from their operations. Duke City Lumber closed in 1992 and Ponderosa closed somewhat later. Both operations left behind badly polluted sites. The city cleaned up the Duke City Lumber property, and Ponderosa was cleaned up by the Sawmill Community Land Trust (SCLT) with help from state and private funding.

Located close to Old Town and downtown, these former industrial properties had great potential residential value. Community members understood this and wanted long time residents to remain and preserve the community's deep historical roots, while limiting gentrification. This community-driven vision led to the formation of the Sawmill Advisory Council, which negotiated with the city to acquire the 27 acres of Duke City land in 1999. In 2004 it purchased the adjacent 7 acres of Ponderosa land. Utilizing federal, state, and city funds, SCLT began the first of several stages of affordable housing development in 1999. Later phases of development incorporated additional affordable ownership homes, rental units,



Door Assembly Department - The American Lumber Co. ca. 1910

senior housing, and commercial/retail development. These were all set within a master planned neighborhood which now includes an award winning plaza, community-built playground, walking paths, and a community garden. Using the land trust model, homes are sold separately from the land and are subsidized to make them more affordable. Owners have 99-year renewable ground leases and subsidies



Sawmill Land Trust

remain with the homes when sold. This community, called *Arbolera de Vida* (Orchard of Life), refers to the land's agricultural origins, with the new community garden to be watered by the one remaining original acequia. Although owned by the Trust, an agreement with the City makes the *Arbolera de Vida* Park, playground, central plaza and community garden open to the public.

Beyond creating a living environment in scale with the land it is on, the SCLT is committed to preserving the community's cultural heritage through education, special events, and other activities, many of which are open to the public. SCLT has been so successful in its efforts that it has been approached by other neighborhoods with requests for help in redeveloping their own areas. For more information on the Sawmill Community Land Trust, visit its website, www.sawmillclt.org.

Tiguex Park is on the south side of Mountain Road between Nineteenth and Seventeenth Streets. Built in the 1970's and renovated for the city's Tricentennial in 2006, it serves surrounding neighborhoods with its picnic tables, grassy areas, children's playground, basketball courts, and walking paths. Visitors to Old Town and the adjacent museums often pause to rest here. Tiguex Park is also a venue for city events, performances, and family celebrations.

**1.7/5.8
Miles**

Sawmill Road.

This intimate street of tightly packed houses built on a narrow right of way is worthy of a quick side trip.



Sawmill Road

Sawmill Road follows an alignment that preceded the grid of numbered streets created after the railroad came to town. An 1898 map provided by the City Planning Department shows that the



Sawmill Road

road probably served farmhouses set amid mostly agricultural land. After following a slightly east of north route for a few blocks, the road becomes more northeasterly, directing users towards what was once the Albuquerque Indian School.



A Few Blocks Off The Trail – Eleventh Street North of Mountain Road

**1.8/5.7
Miles**

Fourteenth Street.

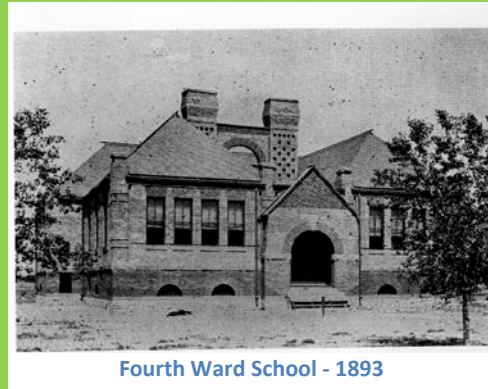
Turn south on Fourteenth Street.

Upon leaving Mountain Road you enter the Downtown Neighborhood and you will immediately notice the peaceful residential atmosphere, lightly traveled streets, and quiet sidewalks. Indeed, the city's 2012 Downtown Neighborhood Sector Development Plan--source of most of the following historical information--notes that being walkable and bike-friendly are very important to the community. The neighborhood's boundaries are Mountain Road to the north, Central Avenue to the south, Nineteenth

Street to the west, and to the east, a north-to-south series of steps from Fourth Street to Eighth Street. Historically, this area comprised much of Albuquerque's Fourth Ward.

In 1891 what many referred to as New Town took advantage of recently passed territorial legislation and incorporated as the City of Albuquerque, instituting a mayor/alderman form of government. The city created four political districts—wards—around the intersection of Railroad Avenue (later changed to Central Avenue), and the railroad tracks. The northeast quadrant became the first ward, with the system continuing clockwise.

All the wards had similar schools but culture, geography, and politics resulted in their growing in very different ways. The First Ward, which included Martineztown, was a northern extension of the Second Ward. However, except for the first two blocks north of Railroad Avenue, street layout and housing were relatively haphazard. The Second Ward, which included Franz Huning's residential development, became the prestigious suburb. The Third Ward, with its railroad facilities and worker housing, was very different from the other three wards. The Fourth Ward—the one we enter here—was initially planned as a rapidly developing area to be shaped by infill construction between Old and New Town. As noted earlier, however, Old Town's struggle to retain its unique identity slowed development in this quadrant.



Fourth Ward School - 1893



Horse Drawn Trolleys - Railroad Avenue ca. 1900

The location of the Fourth Ward between what was then Hispanic Old Town and Anglo New Town resulted in growth from both directions, producing a population that was and remains one of the most ethnically mixed areas of the city. Although most of early adobes closest to Old Town have been demolished, evidence of historical patterns of travel can still be traced through street alignments which reflect early transportation routes. Eighth Street, Forrester Street, and Luna Street parallel long narrow fields that once stretched southwards from Mountain

Road. Mountain and Tijeras Roads were originally paths followed by shepherds driving their flocks to the Sandia Mountains.

The arrival of the railroad in 1880 was the impetus for the creation of New Town, spurring its growth in all directions. Franz Huning developed what soon became the most desirable neighborhood, just east of Broadway. It wasn't until after the Huning Highlands area was nearly complete—around the turn of the century--that more rapid development of prestige homes in the Fourth Ward began. By that time, horse-drawn trolleys ran along Railroad Avenue linking New Town and Old Town. In 1904, the trolleys were replaced with electric streetcars and new routes were added.

The city's June, 2012 Downtown Sector Development Plan describes early twentieth century development:

Most Fashionable Place to Build, 1900-1925

By the turn of the century, with Huning Highland nearly filled with houses, the Downtown Neighborhood Area emerged as the city's most fashionable neighborhood. Augmenting the many available lots in the existing Original Town Site and Perea Additions, M. P. Stamm, Harriet Ackerman, and Solomon Luna each subdivided an old long lot field with new house lots on either side of Eighth Street and Forrester Street north of New York (now Lomas), and Luna Boulevard to the south, respectively. The City's Fourth Ward (Central Avenue to Mountain Road, railroad tracks to 14th Street), boomed, from less than 200 houses in 1900 to 615 houses a decade later. South of New York Avenue, fine Classical, Foursquare, Colonial Revival, and Prairie Style mansions, intermixed with one-story and story-and-a-half bungalows, were home to the families of merchants,



Simms-Anderson House - 415 11th St NW – Built ca. 1905



Hesselden House - 1211-1215 Roma NW – Built 1882 – One Of The City's Few Stone Houses

attorneys, and businessmen (an area now recognized as the Fourth Ward Historic District). Their names--Bond, Simms, Rodey, Chavez, McCanna, and Otero--long figured prominently in City and State business and politics. North of New York, nearer the large sawmill, modest four-square cottages and bungalows housed working class families (now the Eighth and Forrester District). At the western edge of the Downtown Neighborhood Area, near the old acequia madre, Delores Otero Berg sold

lots to Hispanic families who erected vernacular adobe homes, (La Orilla de la Acequia district)...
..Small shops and neighborhood groceries gravitated to street corners along these streetcar

routes, and along historic Mountain and Tijeras Roads. Located primarily up at the sidewalk's edge, many held homes for the merchant family at the rear, or, in a few cases, in second floor apartments.

After 1929, with the opening of the Country Club Addition south of Central, the Fourth Ward's prestige receded. Builders continued to fill in the Ward's vacant lots with courtyard apartments. The

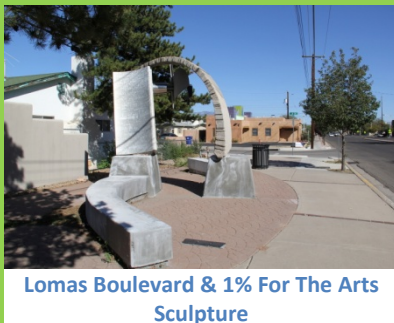


Manzano Court - Just East Of Eleventh Street

remaining tracts were subdivided. Now on the National Register, Anna Gotshall's 1923 Manzano Court Addition developed into a distinctive one-block, residential cul-de-sac. While the planting of trees had begun in the 1880's, it accelerated during the 1930's when free Siberian Elms were made available by Mayor Clyde Tingley.

Several significant road improvements spurred commercial development along the southern edge of the Fourth Ward neighborhood. In 1931, the Central Avenue Bridge over the Rio Grande was completed. This was followed by the Central Avenue railroad underpass in 1936, with Central's designation as Route 66 coming in 1937. All these developments were the direct result of increased automobile travel, a phenomenon that also fueled the emergence of Old Town as a tourist destination. This in turn encouraged the building of gas stations, cafes, and motels to serve the travelers. Construction of much-needed infrastructure--paved roads, sidewalks, sewers--was greatly aided by funds from various innovative New Deal programs, including the Works Progress Administration, (WPA).

Established in 1934, the Federal Housing Administration, another New Deal agency, offered home loan guarantees making it far easier for developers to build numerous homes on larger tracts of land. In the late 1940's Leon Watson, building in what was then the last of the agricultural fields, erected the Watson Addition. This distinctive enclave of Spanish Pueblo Revival adobes is now a registered historic district. Finally, Old Town was annexed by the city in 1949, completing the swath of northwest development for the time being.



Lomas Boulevard & 1% For The Arts Sculpture

The end of World War II saw rapid growth of UNM, Kirtland Air Force Base, and Sandia Base, (now, Sandia National Laboratories), all of which pulled jobs and development farther east. Automobile use and the construction of I-25 and I-40 speeded the migration, while Winrock Mall, built in 1962, further accelerated business flight. However, the Sector Development Plan cites the widening of Lomas Boulevard as the single most negative factor impacting the pedestrian character of the downtown area. Completed in the early 1960's, this major change created an arterial for traffic moving

through downtown but essentially cut the neighborhood in two, dividing the once unified district. With development shifting east and north, many downtown owner occupied homes were converted to

rentals, property values dropped, and the downtown area deteriorated, though, interestingly, nowhere near to the degree seen in other inner city districts.

The founding of the Downtown Neighborhood Association in 1974, the first in the city, brought together long-time families and more recent residents, including young people who were moving into the older center of the city. Working with the city through the Downtown Neighborhood Area Plan of 1976, the Association has helped to invigorate the neighborhood by requesting zoning changes necessary for protecting the neighborhood's residential character. The Association also acquired land for Mary Fox Park, secured Historic Preservation status for many buildings and districts, and promoted neighborhood-friendly businesses along the area's periphery.



Berthold Spitz House - 323 Tenth Street NW – ca. 1910 – Prairie School Influence Is Apparent

Anna Muller, a long time neighborhood resident and active neighborhood association member, notes that the critical steps in the neighborhood's revitalization were the re-zoning of the neighborhood's interior, shifting it from a commercial to a residential designation and convincing lending institutions to provide loans for home purchase and renovation.

Anna describes her neighborhood as ethnically diverse and very cohesive; people look out for each other, helping to keep the neighborhood safe. Anna says the neighborhood works well with the city's political and administrative arms to address and solve problems promptly. Two accomplishments of the



J. H. Coons House - 215 Twelfth Street NW - Built In 1884 With Locally Made Brick

Association are noteworthy: the creation of a growers market in Robinson Park and the annual Mother's Day tour of historic downtown homes. As noted on the neighborhood association's website, (<http://abqdna.com/2012-mothers-day-home-tour/>), the tours allow a visitor to see the many historic and distinctive home styles found in the Downtown District, including American Foursquare, Queen Anne, Colonial Revival, Tudor Revival, Territorial, Pueblo Style Adobe, Victorian, Prairie Style, Bungalows and Craftsman Style. These homes, along with modern

conveniences are all lovingly restored to their original splendor. Anna notes that one long term goal of the Association is to continue the process of obtaining state and federal historic designation for appropriate houses. The 2012 tour guide mentions two other activities of the association: the Downtown Tree Planting Project and a neighborhood wide bulb planting project.

For those wishing to view the neighborhood's historic homes without waiting till Mother's Day, a good side trip to take is the City of Albuquerque's Plaza to Plaza tour, (<http://www.visitalbuquerque.org/things-to-do/tours-sightseeing/walking/plaza-to-plaza/>). Originally designed for pedestrians, it may be biked as well. However, bikers should respect those areas reserved for pedestrians.

Side Trip. Another worthwhile side trip is a visit to the Harwood Art Center on the corner of Seventh Street and Mountain Road. Originally the home of the Harwood Girls School (1925-1976), the 1925 Neo-Classical Revival style building is now occupied by the Harwood Art Center. The property is owned by Escuela del Sol Montessori School, whose classrooms utilize part of the original building along with the smaller historic building to the east. The Harwood Art Center offers gallery exhibits, performances, and art classes, (<http://harwoodartcenter.org/ss>), and the artist studios on the upper floor are often open to the public during Friday Arts Crawl programs, (<http://www.artscrawl.org/>).



Harwood Art Center – Corner Of Seventh Street & Mountain Road

As you pedal the stretch of Fourteenth Street from Mountain Road to Lomas Boulevard, look carefully at the homes and you'll notice a small official-seeming sign in a front yard announcing a "Certified Wildlife Habitat." Here, Lefty, Patricia, and their dog, Stella, created a small urban wildlife sanctuary using native plants and a backyard pond. Around 1990, Lefty began this process by pulling up numerous goat heads and replacing them with local grasses, shrubs, and trees, all of them intended to benefit native pollinators. The yard also attracts non-native honeybees as well as many kinds of wildlife. Including those that fly over the yard, Lefty has counted 84 species of birds, among them, a great blue heron. The assortment of terrestrial occupants includes a raccoon, (already in the neighborhood), lizards, toads and a western box turtle. The turtle, a native, was found in a nearby parking lot and moved to this more hospitable environment.

To learn how to create a Certified Wildlife Habitat in your own yard, visit the National Wildlife Federation's website: <http://www.nwf.org/Get-Outside/Outdoor-Activities/Garden-for-Wildlife/Certify-Your-Wildlife-Garden.aspx>. In keeping with his desire to trim his native grass in a natural way, Lefty is currently seeking a horse—and only a horse—to graze his yard. So saddle up your hungry bronco and trot on down the Bicycle Boulevard to Lefty and Patricia's Wildlife Habitat.

**2.0/5.5
Miles**

Lomas Boulevard.

When it was widened, Lomas Boulevard's border was planted with a line of trees—attractive and at the time, unusual for Albuquerque. According to Donald A. Gill's *Stories Behind the Street Names of Albuquerque, Santa Fe & Taos*, the word "lomas", (Spanish for "hills"), refers to the terrain traversed as the roadway passed uphill to the UNM area and eastward toward the Sandia Mountains. Lomas Boulevard was originally named New York Avenue and a remnant of this older section remains near the country club and botanic garden. Public art is located both to the east and west of this corner.

**2.2/5.3
Miles**

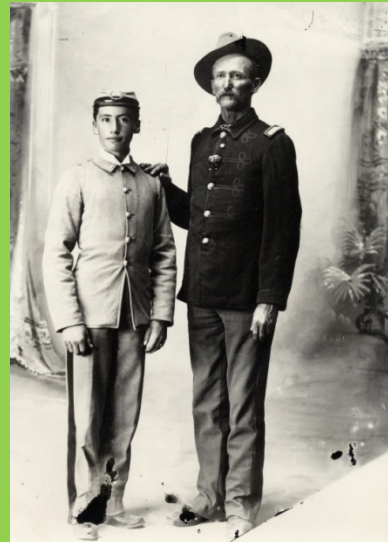
Mary Fox Park.

Mary Fox owned the home where the park now stands.

**2.3/5.2
Miles**

Central Avenue.

Shortly after the AT & SF announcement in January 1880 that the railroad company would build its repair facilities in Albuquerque, the New Mexico Town Company, a wholly owned subsidiary of the railroad began to purchase land along the tracks. The amount of land purchased was well in excess of that needed for its yards. However, the intent of railroad officials was to sell the surplus at inflated prices as other businesses rushed in to locate near the facilities. Known as the Original Town Site, this area and beyond was surveyed by Walter G. Marmon, a civil engineer, who under the direction of the New Mexico Town Company, established a grid of streets as far east as High Street and as far west as Sixteenth Street.



Colonel Walter G. Marmon & A Native American Boy

Marmon chose to name the east- west streets after minerals, a decision that was most likely based on civic boosters' desire to emphasize mining as a driver of city growth. The main east-west street was originally named Railroad Avenue and in 1907 it was renamed Central Avenue as it became clear that it would be a major thoroughfare. Railroad Avenue maintained its east-west alignment only as far west as Eighth Street, where it turned northwest to meet Old Town.



Robinson Park

This deviation from the grid created several small triangular patches, some of which were later developed into public parks.

One such area located at Eighth Street became Robinson Park, the city's oldest public park. Named after Lena Robinson, daughter of Albert Alonzo Robinson, chief engineer of the Santa Fe Railway, the park once included a bandstand that was a popular venue for evening concerts. These days, during the warmer months Robinson Park is the site of a very popular Saturday morning growers market.

By the early years of the twentieth century, the city had developed a program of acquiring land for public parks, including river front land between Barelás and Central Avenue. Although these acquisitions occurred in fits and starts, this public policy laid the groundwork for future park expansion. Today, thanks to this early vision, we can enjoy the city's many open spaces.

Much has already been written of Route 66. Worth mentioning here is the unusual means by which the route west of Albuquerque was laid out. In 1857 Lieutenant Edward Fitzgerald Beale was ordered to survey and build a road that followed the 35th parallel through the desert to California. To accomplish this dangerous and desolate job a unique set of pack animals was chosen by the U. S. War Department: 25 camels, imported from Tunisia along with a camel handler. Beale and his Camel Corps ascended the Rio Grande from El Paso to Albuquerque. There, he headed west to survey a wagon road that would later become U S 66, then, much of Interstate 40, as well as the route followed by the railroad. Beale Street in Kingman, Arizona is named after him. As we shall see, the name Kingman will also be significant for Albuquerque's role in the railroad's westward expansion.

A brief Civil War battle was fought a short distance west of here, near Central Avenue and Laguna Boulevard. At this site, in April of 1862 a small guard unit under the command of Confederate General Henry Hopkins Sibley was fired upon by the Union forces of Colonel Edward R. S. Canby. Previous to this event, Sibley's forces had captured Albuquerque and Santa Fe. They then headed toward Glorieta Pass, with the intention of capturing Fort Union and with it the entire territory of New Mexico, claiming it for the Confederacy. But Sibley's march was stalled at Glorieta Pass by a contingent of Colorado Volunteers who destroyed the wagon train supplying Sibley's troops, forcing him to retreat southward.

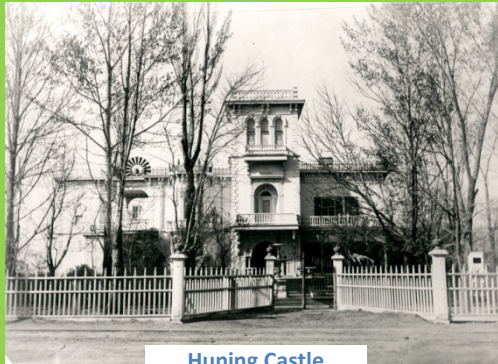


Civil War Cannon Replicas – Old Town Plaza

After suffering a setback at the hands of Sibley in the Battle of Valverde several months earlier, a small group of Colonel Canby's forces had recently arrived in Albuquerque from Fort Craig. The skirmish between the Union and Confederate forces in Albuquerque lasted only a few hours and resulted in a single casualty. As noted in Marc

Simmons' book, Canby's forces did not wish to fully confront even the small Confederate contingent, knowing that the bulk of Sibley's retreating forces would soon arrive. Sibley's men did indeed arrive in Albuquerque and continued their retreat southward to Texas, shadowed by the Union men. The deliberate destruction of buildings and supplies by the Confederates--and to some extent by Union forces-- lest they fall into enemy hands led to widespread devastation of the Albuquerque area.

In 1889, during a visit to Albuquerque, a former Confederate officer described how under Sibley's orders he had buried cannons behind San Felipe de Neri Church. This was done in order to keep them from being seized by advancing Union army. Eventually, the cannons were recovered and after considerable



Huning Castle

controversy regarding ownership, four were sent to Colorado. Two more were stored in Albuquerque and somehow escaped the World War II drive to requisition all unneeded metal for the war effort. Replicas of the cannons were made and now reside on Old Town Plaza; the originals are kept at Albuquerque Museum. The sign next to the Plaza cannons gives the full story.

Also at the Laguna and Central location stood the Castle Huning, the magnificent home of Franz Huning, a successful entrepreneur and prominent Albuquerque citizen. The structure had 3 foot thick walls and was two stories high. With its tower, wood paneling, elaborate grille work, gardens, orchards and fountains, the residence was a remarkable sight and a major landmark on west Railroad Avenue. Huning had many of the building materials brought in from eastern United States and from Europe. Built in 1881-1884, his heirs continued to occupy the home after Huning's death. The property was sold in 1942; some of the grounds went to the Albuquerque Country Club and some were used for luxury housing. The Castle was demolished in 1955 and the lot remained vacant for many years.

Just south of Central Avenue is the Park Plaza Building. Designed by architect William E. Burk, Jr. in the International Style, it was completed in 1964. At that time, the 14 story tower was the largest residential building in the city. There is more of William Burk's work to be seen in the University and Nob Hill areas.

Crossing Central, you will enter the Reynolds Addition Neighborhood. The boundaries of this area are Central Avenue on the north, Coal Avenue on the south, Sixth Street on the east, with Fourteenth and Fifteenth Streets shared with Huning Castle Neighborhood. Erna Fergusson, granddaughter of Franz Huning, author, and chronicler of Albuquerque life sheds some light on the origin of the neighborhood's name. In an unpublished work, (Fergusson, Erna, 1962. *Papers, The Tingleys of NM*. MS45BC, Box 13, Folder 8, pp.109-113, Center for Southwest Research, University Libraries, University of NM), Fergusson stated that in 1912 a group of investors consisting of realtor P. F. Mc Cannan, J. B. Herndon, and F. L. Hogue purchased the parcel of land; at that time the Addition tract was considerably larger



Joshua Reynolds

than the present one, extending all the way to the river. The owners named the tract after Joshua Reynolds, longtime president of Albuquerque's First National's Bank, and someone who in Fergusson's words, "...may have given the project more than his blessing." The owners subsequently deeded part of the bosque area to the city for park land. The Addition was platted in 1912, but because the city did not have sewer and water lines in place, much of the area remained undeveloped until the 1930's.

In his book, *Making the Most of It. Public Works In Albuquerque During the Great Depression 1929-1942*, Charles D. Biebel explained how the city partnered with local developers to utilize WPA funds along with creative financing in order to complete much of the needed infrastructure. Thanks to Mayor Clyde Tingley's friendship with President Franklin D. Roosevelt, the WPA funded numerous projects in the



Tree House - Fourteenth Street & Park Ave

state, paying for labor but requiring local governments to pay for materials. When city funds were depleted, private developers would "loan" the required matching funds to the city with the understanding that it would be repaid at 0% interest once the city secured the funds through the sale of bonds. R. J. McCanna, son of P. F. McCanna and developer of the Reynolds Addition, was the first of many developers to utilize this scheme.

As noted in the city's 1981 Sector Development Plan, the Reynolds Addition neighborhood is comprised of small homes and apartment buildings which continue on a much smaller scale the Southwest Revival Style of the Huning Castle Addition area. Some of the earlier buildings were demolished in the 1960s during the urban renewal period, leaving many vacant lots. More recently, new construction has filled many of these lots.

Today, the rejuvenated Reynolds neighborhood attracts many young people—individuals and families—to its attractive houses, walkable streets and small businesses. The aesthetically pleasing touches found on many older buildings, the peaceful apartment courtyards along with large murals, as well as smaller pieces of homegrown art contribute to the area's unique and comfortable character. Much of the success of rejuvenation can be attributed to the Reynolds Addition Neighborhood Association, which has worked closely with the city to arrest deterioration, maintain development on a scale with existing structures, preserve historic buildings, and enhance public spaces.

Bob Tilley, Vice President of the Reynolds Addition Neighborhood Association says his organization communicates well internally, undertakes activities that benefit the neighborhood, makes time for social events so neighbors can meet, reaches out beyond the neighborhood and actively engages with the city, ensuring that the Association and municipal departments interact productively. The neighborhood was directly involved in the redesign of Washington Park and the planning of the Pillars of the Community public art sculpture located at the



Fourteenth Street & Gold Avenue-Viewed From Gold Ave.

park's entrance. The sculpture is a 1% For The Arts project. Furthermore, the neighborhood association has included people from Washington Middle School in discussions of new projects. The neighborhood's community garden, located between Gold and Silver Avenues, and Thirteenth and Fourteenth Streets, became popular enough to warrant a search for a second space. Other neighborhood projects include Christmas Eve luminarias, publication of a neighborhood business directory, participation in National Night Out, (<http://www.nationaltownwatch.org/nno/about.html>), and periodic neighborhood-wide attendance at Isotopes baseball games. One of the more creative ways the Association has reached out beyond its boundaries is its bicycle valet service, an effort to ease parking for the numerous cyclists who come to Robinson Park for the growers market. Looking ahead, Bob notes the need to replace aging trees, add street lighting and repair the much-used sidewalks. The neighborhood supports the core downtown interest in attracting diverse, neighborhood-friendly business and feels that the potential is there for a lively district similar to Nob Hill.

**2.4/5.1
Miles**

Corner of Fourteenth Street and Los Alamos Avenue.

Near this corner is Aldo Leopold's house. Leopold, the father of wildlife ecology, was a major influence in the development of environmental ethics. In 1918, he led the effort to create what would later become Rio Grande State Park and from 1914 to 1924 Leopold served as Secretary of the City Chamber of Commerce. He was perhaps the first American to use the term wilderness in the way it is understood today. As a Forest Service employee, he also proposed the creation of a wilderness area in the Gila National Forest near Silver City. This area became our first formally designated Wilderness. Part of that area, the Aldo Leopold Wilderness, commemorates his efforts. His seminal work, *A Sand County Almanac*, is still read by students of conservation.

**2.4/5.1
Miles**

Silver Avenue.

Turn east on Silver Avenue.

Those wishing to continue their journey on the Bicycle Boulevard should ride directly to the corner of Seventh Street and Silver Avenue. Those who would prefer to experience more of the neighborhood may wish to take a circuitous route, ultimately ending at the same destination. Many of the sites listed on this side trip are located on private property. Please respect resident privacy.

Side Trip

1. In case you missed them, return to the northeast corner of Fourteenth Street and Gold Avenue for the metal flowers and lizards located at the front of the house.
2. Ride east on Gold to 1315 Gold, where there is a small well planted courtyard.
3. Ride south on Thirteenth Street, turn west on Silver Avenue and look for the two small tree trunk sculptures on the south side of Silver.



Tree Trunk Sculpture – Silver Ave.

Side Trip, Continued

4. Return to Thirteenth Street and ride south for 4 blocks to the southeast corner of Thirteenth Street and Stover Avenue. The pig sculpture is one of many in both the front and back yards.
5. Retrace your tracks, going north on Thirteenth Street to Coal Avenue, then ride east on Coal to Tenth Street. At Tenth and Coal are two large murals.
6. Ride one block south on Tenth Street to Iron Avenue. Turn east on Iron and look for the mural between Ninth and Eighth Streets on the north side.
7. Return to Ninth Street and go north to the southeast corner of Ninth Street and Lead Avenue. There is a bear carved into an old tree trunk here.
8. Continue north on Ninth Street and look for the mask of an Indonesian god that is mounted on a homemade base. It is located on the west side of Ninth between Gold and Park Avenues.
9. Continue north on Ninth Street to Park Avenue. Ride one block west on Park Avenue to the entrance for Washington Park, (Tenth and Park), where you will find the Pillars of The Community sculpture.
10. Ride south on Tenth Street to Silver Avenue. Turn east on Silver and continue to the corner of Silver and Seventh Street. You will see a large mural painted on the west side of the Main Fire Station, another 1% For The Arts project .
11. From this point, continue east on Silver Avenue, resuming the tour.



Pig – Thirteenth Street & Stover Avenue



Bear – Ninth Street & Lead Avenue



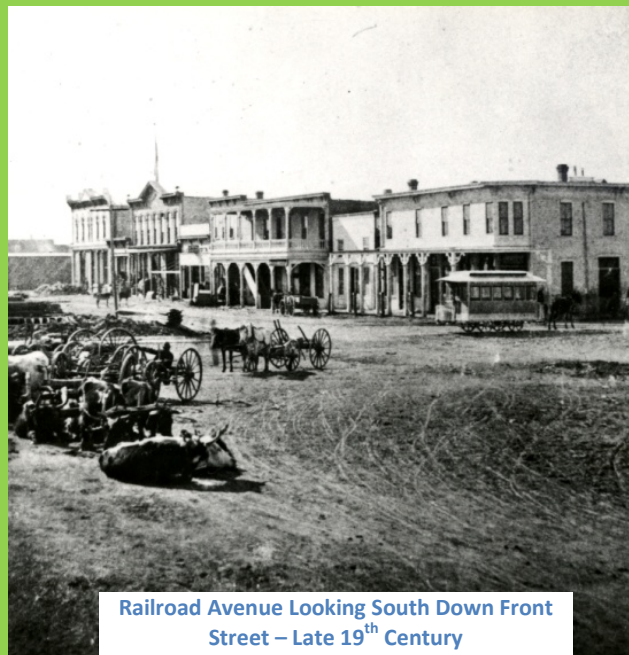
**Gone But Not Forgotten: Tile Work On Pilasters Of The Demolished Casa Maria Rest Home – Now Apartments
Lead Avenue Between Tenth & Eleventh Streets**

**3.1/4.4
Miles**

Corner of Seventh Street And Silver Avenue.

Leaving the Reynolds Neighborhood, we enter the Downtown Core. This area--termed New Town by early developers and residents--grew in response to the arrival of the railroad in 1880. Businesses were started along the tracks and up to a few blocks away. Housing for railroad workers and other new residents sprouted up nearby. Up until this time, Old Town had been the center of development. Businesses and residential areas grew outwards around the margins of the Old Town Plaza while much of the surrounding land remained in use for farming and grazing.

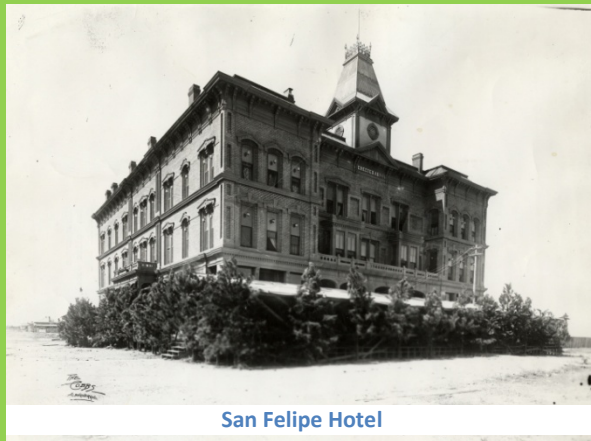
The new Anglo-driven growth had its pluses and minuses. Arrival of the railroad brought with it a cultural shift, with an emphasis on Anglo sensibilities, a faster pace of life, land speculation, other get-rich-quick schemes, and blatant civic promotion not seen until then. New Town's perceptions of self-importance and destiny were expressed in a variety of ways. The city made repeated attempts to wrest the state capital from Santa Fe, a campaign which after many failures was finally abandoned. However, the steady economic growth of New Albuquerque drained the economic vitality of Old Town, as many of its merchants first tried to open branches in New Town and then closed their Old Town locations completely. While earlier Anglo migrants had adjusted to the slower pace of life found around Old Town Plaza, many of those new arrivals seeking to take advantage of the railroad-induced growth were far less tolerant of what they viewed as the backward ways of the



Railroad Avenue Looking South Down Front Street – Late 19th Century

Hispanic culture. For their part, many long time Hispanic residents looked upon the new Anglo arrivals as crude loudmouths who preyed upon Hispanic women and cared only about money.

It was true that early Anglo settlement of New Town left much to be desired. Those early days typified much of what we now think of as the Wild West. Quoting one of the many small newspapers that came and went in the early days, Simmons noted that, "All Western towns are vicious but none of them flaunt their vice so openly in the faces of strangers as Albuquerque." Front Street, (as First Street was known, since it faced the tracks), was lined with single story saloons built with two story facades designed to offer grand appearances. Reflecting the transitory life style of many get-rich-quick inhabitants, Simmons noted that small prefabricated dwellings termed "perhaps houses" were shipped in by train, only to be reloaded and sent to the next city as local prospects dimmed. Gambling houses, drinking, brawls,



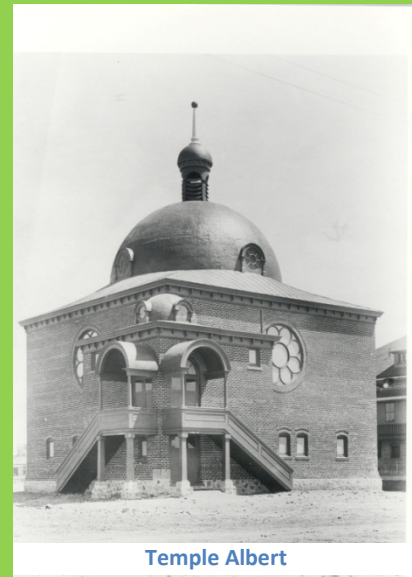
San Felipe Hotel

gunfights and brothels were all commonplace. There were even four opium dens operating in plain sight during the early railroad days.

Although the early years of the railroad saw much outrageous behavior, there was also evidence of civilizing influences at work. Simmons noted that the San Felipe Hotel which was built in the early 1880's and was one of the largest hotels in the New Mexico territory did the unthinkable and banned liquor from its premises. In that part of building

normally reserved for the saloon, the hotel owners took the equally astonishing step of installing a library. Later, this space would become the first meeting place of the regents of the fledgling University of New Mexico.

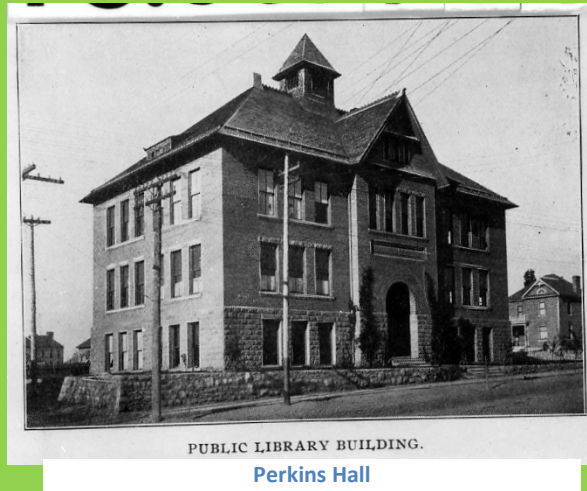
Perhaps understanding the need for civilizing institutions, the NM Town Company offered free land to churches. Simmons noted that a number of religious groups eventually built houses of worship. Represented were Congregationalists, Methodists, Episcopalians, Presbyterians, Lutherans, and Baptists—all joining the well-established Catholic Church. The Jewish religion formally appeared somewhat later, with its first synagogue built in 1900 and located at Seventh Street and Gold Avenue. In a territory lacking public education, some of these religious institutions also took on the task of schooling the city's children. In his 2012 study published by the National Park Service, William A. Dodge, consulting historian for the city noted that the first school in Albuquerque is thought to have been started by Jesuit priests from the San Felipe de Neri Church in 1872. Another notable example of an early school is the Menaul School. When the Presbyterian Church closed its Industrial School in 1896, the church used the same location to create the Menaul Training School, dedicated to educating Hispanics primarily from northern New Mexico. The



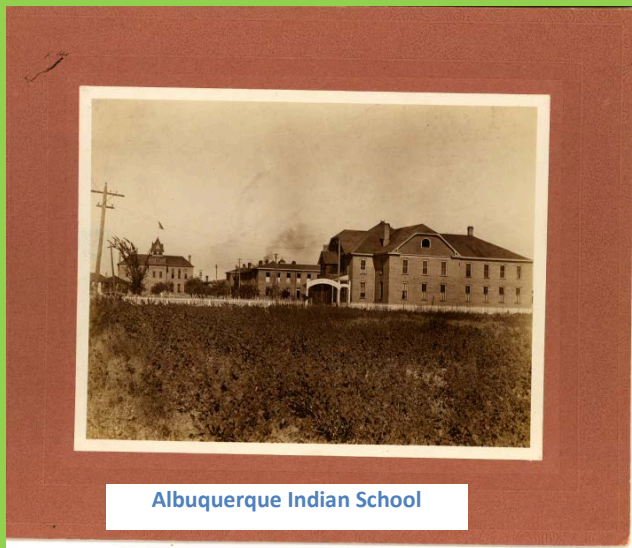
Temple Albert

institution was eventually renamed the Menaul School and its mission broadened. Reverend James A. Menaul was a missionary who served in the New Mexico territory for 16 years. He is known for founding New Mexico's first Presbyterian Church. For more a more complete history as well as current information, see the school's website, http://www.menaulschool.com/about/the_history_of_menaul/.

During this time, several other important schools appeared. Under the auspices of Colorado College of Colorado Springs, the Albuquerque Academy (not to be confused with today's Academy, founded in 1955), was established in 1879. Its first students were housed in a building near Old Town Plaza. Dodge referred to the Academy as a public school. The idea of a public academy was immediately endorsed by civic leaders who helped raise money for its building. The main campus was moved to New Town in 1881 and was moved again to Perkins Hall, a three story building at the corner of Railroad Avenue and Edith Boulevard.



In 1891, when the territorial legislature belatedly passed a law for public education, Albuquerque public schools rented Perkins Hall and hired the Academy's most recent principal, C. E. Hodgin as the city's first superintendent of education. A vital part of this legislation enabled cities to issue bonds to pay for new buildings. This allowed the city to quickly build new facilities in each of its four wards.



During this same era the federal government opened the United States Indian Training School (commonly referred to as the Albuquerque Indian School). This school was initially managed by the Presbyterian Church and temporarily located in Los Duranes. Eventually, the school was moved to donated farmland northeast of the Plaza near present day Indian School Road and Twelfth Street. The Interior Department took over management and the school continued until 1982, when its operations were transferred to Santa Fe.

Education was only one example of the private sector initiating those services normally provided by a public agency. Seeing the need for a city library, prominent citizens Clara Ferguson and Mrs. William



High Wire Aerialist - State Fair

Hazeldine began their meetings in 1891 at the San Felipe Hotel's library, where they planned fundraisers and other aspects of the library's creation. Their efforts resulted in the establishment of a small library located in the downtown Commercial Club. In 1900, banker Joshua Reynolds deeded Perkins Hall—formerly the Albuquerque Academy and the first Albuquerque High School—to the city for use as a permanent library. At the same time, the private library was merged with the newly formed municipal library board. The library remained in Perkins Hall until

1923, when a fire damaged the building. This event necessitated its demolition and replacement a year later with the fine Pueblo-Spanish building that still stands at Edith and Central. It remained as the city's main library until 1978 when the new library was constructed at Fifth Street and Copper Avenue.

Another Albuquerque—and statewide—institution, the New Mexico State Fair had its early beginnings during the railroad period. Initially created by the territorial legislature in 1854, the Fair did not officially open until 1881. The Fair grounds were located off Railroad Avenue just west of Old Town Plaza and extended nearly to the river. With its exhibits, Indian dances, race track, gambling tables, and obligatory bar, the Territorial Fair was an instant success. World War I saw the decline and finally the disappearance of what had become the State Fair. Its revival did not happen until 1938 when the state legislature authorized the use of WPA funds to build structures at the Fair's present location between Central Avenue and Lomas Boulevard near the east end of this tour.

Two other pastimes dear to the hearts of Albuquerque residents—bicycling and ballooning—can also trace their origins to the downtown area and early railroad days. During the 1890's when bicycles were becoming popular nationally, several bike shops operated on Gold Avenue.



Members Of The Albuquerque Bicycle Club – Near Martineztown
ca. 1885

Contestants raced up to and back from the mountains along what were then bone-jarring dirt roads.

Simmons noted that Gold Avenue between Second and Third Streets was the site of Albuquerque's first balloon ascension. This feat was achieved by a bartender named Professor Park A. Van Tassel during the



Park Van Tassel's Balloon

city's July 4, 1882 celebration. Rising from a vacant lot, the balloon, named the "City of Albuquerque," reached a height of 10,000 feet using coal gas for fuel. All this occurred nearly a century before Albuquerque declared itself the balloon capitol of the world.

While the railroad initiated and drove the subsequent rapid development, many other

businesses were able to take root and flourish as well. The Albuquerque Lumber Company has already been mentioned as a successful example. The wool industry is another example. Wool production had long been a part of Middle Valley economy and prior to the coming of the railroad raw wool was shipped out in wagons. With the advent of railroad shipments, merchants built large warehouses to store and clean the product. Eventually, factories were established to spin thread, weave fabric, and sew complete clothing pieces. Former wool warehouses, now converted to other uses still stand along the tracks north of Central Avenue. They keep company with the large brick structure that housed the Southwestern Brewery and Ice Company, brewers of Glorieta Beer.



East Side Of The Wool Warehouse - First Street South of Lomas Boulevard

Finally, city boosters envisioned local mining as an important economic driving force but nearby mineral extraction never amounted to much. However, strikes in the Jemez Mountains, Los Cerrillos, White Oaks, Pinos Altos, and elsewhere led stagecoach lines to offer transportation to newly arrived miners. New Town quickly became a supply center for mining activities throughout the territory. Overall however, mining did not reach the same level of success as the wool works.

As noted earlier, with its relatively rapid growth, and with no legal structure, the city had a dearth of public services. Private companies took up the slack and established a water company, installed street lighting, created a police force and various other municipal services. These services were run by a merchants' association and were paid for by fees assessed on businesses. In June 1885 residents approved incorporation and in the following month, elected Henry N. Jaffa as New Town's first mayor

along with 4 trustees who formed the city's governing board. In 1891, under a newly approved territorial law, Albuquerque was reincorporated as a city, creating its four wards and electing two aldermen per ward to the new city council. Over time, the new city took over many of the originally private municipal functions.

3.4/4.1
Miles

Corner of Silver Avenue and Second Street.

Here, the tour turns south to Coal Avenue here. For those wishing to experience more of downtown history and culture, you may take the following side trip, one which eventually returns to this point.

A tour of historic downtown buildings. As you pedal through the area, be sure to take note of the district's many restaurants and cafes. For a more complete guide to historic downtown Albuquerque buildings, as well as those in other areas, see *Historic Albuquerque Today* by Susan DeWitt.

Continue east on Silver Avenue to First Street. Turn north on First Street and immediately pause at the east side curb. On your right, next to the tracks is the Alvarado Transportation Center, recently constructed to commemorate the old Alvarado Hotel. The hotel was built in 1901-02, enlarged in 1922, and demolished by its railroad owner, AT & SF, in 1969. This spectacular California Mission style hotel was designed by AT & SF architect Charles Whittlesley. The Alvarado was managed by renowned travel host Fred Harvey, who also provided hotel and food services for AT & SF's other facilities. The hotel was not only the center of the railroad's local tourist activities, but it quickly became a major focus of Albuquerque social life. Movie stars, national politicians and other prominent people occupied its rooms and meeting spaces. Mayor Clyde Tingley, tireless civic promoter of Albuquerque, frequented the hotel to welcome famous guests.



These days, the Alvarado Transportation Center occupies the old Alvarado Hotel location and serves the New Mexico Railrunner, the Amtrak Southwest Chief line, and city buses. The Greyhound terminal is just to the south. With its historical posters, pictures, and signage, this new building is both a link to the city's glorious railroad days and a sad reminder of the mindless destruction of Albuquerque's architectural treasures.

For those interested in early railroad architecture and who also plan to travel Interstate 40 across Arizona, consider a stop in Winslow, where La Posada, another magnificent rail side Harvey House hotel has been restored. Closer to home, Santa Fe's La Fonda was originally erected and operated as a Harvey House.

Return to Sliver Avenue, head west and turn north on Second Street. Pause at the southeast corner of Second and Central. At the southeast corner of Second Street and Central Avenue is the Sunshine Building. Built in 1923-4 by Joe Barnett, an Italian immigrant and entertainment entrepreneur, the first floor of this building currently houses a theater used for live concerts. The upper stories are occupied by offices. The architects of the Sunshine Building were Trost and Trost, who also designed the Rosenwald Building, the Occidental Life Insurance Building at Third Street and Gold Avenue, the First National Bank and the now-demolished Franciscan Hotel. Enjoy the architectural embellishments on the north and west sides of the Sunshine Building.

Continue north on Second Street, crossing Central Avenue. Turn west on Copper Avenue, and pause at the northwest corner of Second and Copper. Located at 125 Second Street NW is the Hotel Andaluz, formerly known as the Plaza Hotel, and originally the Albuquerque Hilton Hotel. Built in 1939, it was among the earliest hotels in Conrad Hilton's world-wide chain. Hilton grew up in San Antonio, NM, where his family ran a rooming house and later a motel. Sandra Frye, in her book, *Historic Photos of Albuquerque*, noted that Hilton stayed here with his bride, Zsa Zsa Gabor.



Continue west on Copper Avenue, turn south on Third Street, ride to Central Avenue and pause at the northwest corner. In the northeast corner of Third Street and Central Avenue is the Sunrise Bank Building, formerly the First National Bank Building. The nine story building was constructed in 1922 and was the city's first 'skyscraper'. Note the first floor's impressive arched windows, the elaborate cornice above the top story, and the altogether solid appearance of this bank building. The building's rooftop offers great views and the current building owner rents out this space for private gatherings.

Being careful of the traffic, ride west on Central Avenue to Fourth Street and pause at the northeast corner. At the southeast corner of Central and Fourth is the Rosenwald Building, owned by Aron and Edward Rosenwald, who commissioned Trost and Trost to design this simplified Prairie Style building. Constructed with reinforced concrete, the fireproof nature of the building was no small matter in a town where many early structures had succumbed to flames because of inadequate fire protection services. Dodge noted that for many years, the Rosenwald Building was the city's only department store.

Continue west on Central Avenue, pausing at the northeast corner of Fifth and Central. This is the location of the famed Kimo Theater. Constructed in 1927 by Oreste Bachechi, and variously described as Pueblo Deco, Hopi Revival, and Pueblo Revival, it was designed by Hollywood architect Carl Boller, who had designed other theaters in California. Boller traveled the Southwest Indian country and drew on that experience for inspiration in creating the wonderful features inside and out. In its heyday of the 1930's through the 1950's, the theatre was the premier venue for city concerts and theater productions. Reversing years of destruction of historic buildings, mayors Harry Kinney and David Rusk saved and renovated the Kimo. Today, the lovingly restored building is owned by the City and continues the long tradition of featuring premiere productions of all kinds. (<http://www.kimotickets.com/>). The name, "Kimo," was given by Pablo Abeyta, governor of Isleta Pueblo. It means literally in Tiwa, "mountain lion," and more loosely, "king of its kind."



While you are here at Fifth and Central, take a look at the northwest corner where the Lovelace Building, constructed in 1937, stands. Designed by architect John Gaw Meem, this building is an example of the "Streamline Moderne Style." We'll see more of this important New Mexico architect and this style farther up the hill.

Although they are not in historic buildings, two organizations located nearby are worth a visit. 516 Arts Gallery is half a block west of the Kimo on the south side of Central Avenue. This independent non-profit arts organization operates a museum style gallery and offers educational programs, performances and many other community events (<http://516arts.org/>).

From the Kimo, ride west on Central Avenue to Eighth Street, go around the traffic circle, and take the third right onto Park Avenue. Ride west to 808 Park Avenue. Off Center Community Arts Project is home to a studio, gallery and sales shop, where anyone in the community is welcome to make and buy art. Artists of low income are especially encouraged to use the studio. Individuals, families and groups participate in casual open studios and organized activities (<http://www.offcenterarts.org/vision.htm>).

From Off Center, return to Eighth Street, ride south on Eighth Street to Gold Avenue, turn east on Gold Avenue and ride to Third Street, pausing at the southwest corner of Third and Gold. The Occidental Life Insurance Building is located on the northwest corner of Third and Gold. Designed by Trost & Trost and built in 1917, the Occidental was constructed in Venetian Gothic style, patterned after a building once occupied by the ruler of the Republic of Venice. After visiting Venice, A. B. McMillan, president of Occidental Life Insurance, suggested the design to the architects. In 1933 a fire destroyed the interior and parts of the exterior. It was later rebuilt. Occidental Life Insurance Company was incorporated in 1906 in Albuquerque but in the 1920s, its principal office was moved to Raleigh, North Carolina.



Occidental Life Insurance Building

Ride south on Third Street to Silver Avenue. Turn east on Silver and pause. Just behind you, between Third and Fourth Streets is the Cathedral Church of St. John with its fine organ and program of public concerts (<http://www.fcmaq.org/our-season.html>).

Finally, for those interested in focusing on public art, this tour includes several areas of the city, including downtown: <http://www.cabq.gov/culturalservices/public-art/documents/abqpubartbicycleride.pdf>.

Continue east on Silver Avenue to Second Street and re-join the tour.

**3.4/4.1
Miles**

Corner of Second Street and Silver Avenue.

Turn south on Second Street.



Gertrude Zachary's Mansion

The term, “unique,” greatly understates a description of the large house on the east side of Second Street between Lead and Coal Avenues. Owned by the late Gertrude Zachary, this 8,500 square foot home was inspired by a similar one in Paris. It contains Zachary’s collection of religious art, stained glass, antique arched doors and other fixtures collected from around the world. While the late Ms. Zachary occasionally opened

her place for local fund raisers, most viewers will have to be satisfied with what they can see rising above its massive walls. A more detailed description and history of the Zachary Mansion appears here: <http://online.wsj.com/article/SB10001424052748704278404576038211346583524.html>

**3.6/3.9
Miles**

Corner of Second Street and Coal Avenue.

Turn east on Coal Avenue and climb the overpass, pausing at the top to look southward toward the old railroad repair yards.

Albuquerque became the state’s major city as a result of the railroad’s locating its repair facilities here rather than in the town of Bernalillo. Initially, railroad officials had decided to locate the yards in

Bernalillo and sent their officials to negotiate a land purchase. In February 1878 Lewis Kingman, chief surveyor for the AT&SF, attempted to purchase land from José Leandro Perea, a wealthy Bernalillo land owner whose holdings lay right in the railroad's path. Kingman, (for whom Kingman, AZ is named),



AT & SF Roundhouse

required land for yards, repair facilities and offices and he offered Perea what he claimed was the going rate of \$2-\$3 per acre.

However, Perea

demanded \$425 per acre, quickly ending negotiations and eventually leading to the railroad's choice of Albuquerque. Why did Perea make such an exorbitant demand? Perea surely understood that even at the going rate, selling land to the railroad would, in the long run greatly enhance his other businesses. Marc Simmons suggested that most likely it was not greed that drove Perea to ask an impossible price but a desire to keep the railroad out of Bernalillo, thus preserving his and other native Hispanics' quieter way of life—one that was increasingly threatened by the ambitious Anglos.

However, even with Bernalillo out of the competition, it was not a foregone conclusion that Albuquerque would host the yards. To continue westward, the railroad would need to cross the Rio Grande and the closest possible crossing was over 10 miles to the south, near Isleta Pueblo.

The railroad considered this site as an alternative location for its yards. Only the concerted efforts of Albuquerque boosters helped bring the railroad into Albuquerque. Among those responsible were prominent Albuquerque businessmen William C. Hazeldine, Elias S. Stover and Franz Huning. After the railroad decided to locate its yards in the city, these three successful mercantilists and civic promoters worked as



Steam Engine And Alvarado Hotel ca. 1930

agents for the New Mexico Town Company, a wholly owned subsidiary of the railroad. They quietly bought up land adjacent to the planned facilities and deeded it to the company. By prior agreement, they all profited handsomely when the company later sold the land at much inflated prices. Early city maps show that what is now Iron Avenue west of the tracks was originally named for Huning. The two Streets just to the south of Iron still bear the names of Hazeldine and Stover.

Two other avenues visible from here, Atlantic and Pacific, also bear on our city's railroad history. Long before the AT & SF Railroad reached Albuquerque, the Atlantic and Pacific Railroad under the direction of General John C. Frémont had obtained a charter from Congress to build a rail line following the 35th parallel from Missouri to San Francisco. However, the company went into receivership in 1872 and was taken over, along with its charter, by the St. Louis and San Francisco Line, (the 'Frisco'). The Frisco in turn lagged behind the aggressive Atchison, Topeka & Santa Fe Railroad which started out as a



Albuquerque Offices Of The Atlantic And Pacific Railroad ca. 1895

connecting route between the two Kansas cities for which it was named but which soon set its sights on the west coast. Through a complex agreement, the AT & SF joined with A & P/Frisco to bring rails to Albuquerque and then westward. Railroad workers occupied the early homes built in the Atlantic and Pacific Addition.

Looking at the shells of the now abandoned railroad facilities, it may be difficult to imagine the transformative effects the railroad had on the city's development. However, transformative it was,

stimulating business and residential development and heralding the rise of New Town. Today, hopefully, another transformation is at hand. The deteriorating structures and the surrounding tracks are being considered for a massive redevelopment project, one that includes a new home for the Wheels Museum, (<http://www.wheelsmuseum.org/>), a rebuilt roundhouse, a restored steam locomotive, (<http://www.nmslrhs.org/>), and corporate, retail and public spaces. At the time of this writing, planners have worked through several draft plans and accepted public comments regarding this project, (<http://www.cabq.gov/council/council/projects/current-projects/albuquerque-rail-yards-redevelopment>).

Before descending the overpass, look down at the rail sidings to see rolling stock for the Rail Runner, the latest chapter in New Mexico's long railroad history. Although there had been talk for many years about a commuter train between Albuquerque and Santa Fe, it wasn't until 2003 when then Governor Bill Richardson announced his intention to actually create such a line. Subsequently, the state legislature passed Richardson's proposed enabling legislation. An important step was to buy the track from BNSF, a company incorporating the former Burlington Northern and AT& SF railways. This purchase allowed the State of New Mexico to ensure that passenger service would always take precedence over the few freight trains still using the route. Parts of the route are long and straight enough to allow the trains to run at 70 mph, though Rail Runner staff point out the trains can travel as fast as 79 mph.



New Mexico Rail Runner

The Rail Runner began operating in July, 2006, serving Downtown Albuquerque, Los Ranchos, and Sandoval County. The line was extended to Belen in early in 2007 and trains began service to Santa Fe in December, 2008. Bicycles are welcome on the trains for no additional charge.

**3.8/3.7
Miles**

Broadway Boulevard.

At Broadway, we enter the Huning Highland Neighborhood, whose boundaries are Broadway on the west, Locust Street and I-25 on the east, Dr. Martin Luther King Jr. Avenue on the north, and Coal Avenue on the south.

As noted earlier, Colonel Walter G. Marmon, a Union Army veteran, surveyed this area along with the land west of the tracks. Simmons explained that Colonel Marmon felt that every substantial city should have a 'Broadway', and so he created an appropriately wide street just east of the rails.

Another pause here gives one time to take note of nearby historic and culturally significant buildings. On the northwest corner of Broadway and Central is the First Baptist Church. Completed in 1937 and enlarged in 1950, its congregation has since moved to another location. However, the church continues to operate Noonday Ministries, a private, religious, tax exempt organization which provides the homeless and near homeless with a variety of services including meals, showers, laundry, haircuts, groceries, clothing, school supplies, rental and utility assistance, legal help, and transportation. At the time of this writing, the Church and the adjacent building have been put up for sale.

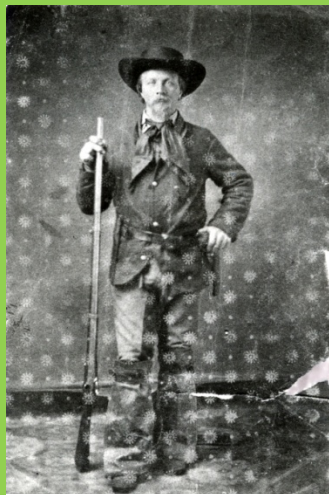


On the northwest corner of Broadway Boulevard and Coal Avenue is the old Broadway Market Building, also known as the Jones Market. According to Dodge, the building was probably constructed around 1910 and served as a grocery store for the Huning Highlands and the South Broadway areas. Consistent with building design of that era, the structure incorporated both work and living spaces. The apartments upstairs were renovated in the 1970's. The decorative brick work is reminiscent of the Victorian style, albeit with Southwest Vernacular additions. Beneath the bricks are adobe walls.

One half mile south of the Market is one of the city's newer treasures, the South Broadway Cultural Center and Public Library. This fine building with its abundant light, comfortable reading spaces, art gallery, theater, exterior murals, and public art, along with Art Deco touches is a vital resource for the South Broadway area and for the rest of the city. Organizations may rent the theater and present local

and out of town performers. Through the Cultural Center's outreach program, local playwrights may present their works on the Center's stage. For more information, visit its website, <http://www.cabq.gov/culturalservices/south-broadway-cultural-center/public-art-at-south-broadway-cultural-center>.

At this point the cyclist has a choice of how to ascend the next .4 miles of climbing through the Huning Highlands Neighborhood. Those who want a closer look at the area may take the side tour, one which zigzags north to south, climbing east one block at a time. Those who wish to move more quickly may ride straight up Coal Avenue. Either way, let's first take a look at some of the Huning Highlands Neighborhood's historic and present day features.



Franz Huning ca. 1860

Marmon continued his 1880 survey beyond Broadway, naming two of the streets after his own children, 'Edith' and 'Walter'. East of those streets, he chose the name High Street because, as Simmons wrote, it was believed to be the limit to any future growth. For the street just east of Broadway, Marmon chose the name, 'Arno', for the son of Franz Huning, the developer of the neighborhood.

Born into a prosperous family in Hanover, Germany, 21 year old Franz immigrated to America where he intended to follow the 1849 gold rush to California. But while he was stopping in Albuquerque, a local shop keeper offered him employment and convinced him to stay. Eventually, Huning opened his own store on the Plaza and went on to make a fortune through retailing, real estate, and other businesses. Huning played a major role in securing the railroad yards and in guiding the early development of New Town. As noted earlier, Huning also assisted the railroad in buying property surrounding the tracks. Realizing there were also opportunities beyond that land deal, Huning acquired his own tract east of Broadway. He purchased

that tract from the Albuquerque Land Grant--or more specifically from Don Cristóbal, representative of the Grant, prominent Hispanic citizen, and advocate for the Anglos. In their book, *Huning's Highland Addition Neighborhood Walking Tour and Armchair Guide*, (Mary P. Davis and Michael J. Rock, revised by Ann and Jim Carson, Janice Lee Sperling, and Melissa



Huning's Flour Mill Near Old Town Plaza

Gorfine-Black), the authors wrote that several newly arrived Anglos contested this deal, claiming through lawsuits that the land fell under the federal Homestead Act. These challengers were

subsequently overruled by the United States General Land Office. Interestingly, Huning never lived in the neighborhood bearing his name.

Between 1885 and 1925, Huning's Highland Addition, as it was originally known, underwent rapid development. Many of the area's recently arrived developers brought with them Anglo sensibilities defining how a typical American town should look. These developers were quickly supported by well-established civic boosters eager to appeal to eastern transplants. Together, the efforts of these men resulted in an early Albuquerque that looked very much like any eastern or mid-western town. The Victorian architecture of this neighborhood is a consequence of this stylistic preference. It was not until later that housing styles in New Town would reflect a more Hispanic, earlier culture.

The early residents of Huning's Highland were Anglo middle class professionals. Only later did Hispanics and African Americans settle there. Although the area between Broadway and the tracks contained most of the east side businesses, small shops, schools and churches were scattered throughout the neighborhood. Railroad Avenue looked very different then; it was lined with large, prosperous looking



Central Avenue Sanitarium

homes. Since Railroad Avenue was not yet a major travel corridor, it helped to join—rather than split—the residential areas on both sides of the street.

Although the railroad and related businesses were the primary driving forces

behind Huning's development, they were not the only ones. By the beginning of the twentieth century Albuquerque, with its high altitude, low humidity, and clear air had developed a reputation as a health seeker's paradise. People suffering from tuberculosis—or consumption as it was also called—began to move here, hoping the climate would ease their condition. City boosters, ever on the lookout for ways to promote city growth and development, understood that the illness was wide spread and a major cause of death. These advocates saw 'tb' as a growth opportunity for the city. As a result, Albuquerque quickly became a tuberculosis care center, with the afflicted moving into homes in Huning's Highland as well as those located in neighborhoods to the east. Around 1915, estimates of those who were "chasing the cure" were as high as 20 per cent of the city's population. The overwhelming majority of these individuals were new to the city. Huning's Highland and the university area to the east attracted so many health care facilities that the stretch of Central Avenue between downtown and UNM came to be

known as “TB Avenue.” Remnants of these homes and facilities still exist, as does the impact of some extraordinary individuals who moved here, who survived their illness, and went on to become major contributors to New Mexico life. Among them was Carrie Tingley, wife of Albuquerque mayor and New Mexico governor Clyde Tingley. Others were Senator Clinton P. Anderson, Governor John F. Simms, architect John Gaw Meem, who was a prominent advocate for the Pueblo Revival style, and Randolph Lovelace, founder of the Lovelace Clinic.

A number of factors led to the decline of the area. As the city expanded eastward, those who could afford it moved to the newer and by then more fashionable Pueblo Style homes. Also, many tuberculosis patients—who became victims of discrimination once the communicable nature of the disease was understood—found sanctuary on the east mesa. Further, while the neighborhood always offered some rentals, the Depression resulted in many transient job-seekers who increased this trend. The outbreak of World War II continued these changes.



Carrie Tingley Seated Outside The Alvarado Hotel

The 1937 designation of Central Avenue as Route 66 led to some increased traffic and a few travelers’ services in the neighborhood. Yet unlike segments of Central farther east, Central Avenue in Huning’s Highland remained primarily a residential street with a few local businesses. All this changed with the construction of I-25 and the subsequent destruction of most of Central Avenue’s homes and small businesses. The fast food restaurants, bars and motels which replaced the older structures turned this stretch of Central into a bleak travel corridor. It has only recently begun to improve.



Central Avenue Underpass

As described in the Davis and Rock book, the neighborhood hit bottom in the 1960’s when the city’s urban renewal plans called for turning the area into a commercial extension of downtown. However, this never happened because the Northeast Heights was already draining life from the core. Needing additional lanes for traffic, the city widened Lead and Coal Avenues as well as Grand Avenue (now Dr. Martin Luther King Jr. Avenue). This road work further isolated and split the district. The

presence of several seedy bars on Central Avenue and the forbidding Central Avenue underpass beneath the tracks added to the desolate atmosphere. Sensing a perilous future for Huning’s Highland, banks stopped lending money for housing.

Local residents played a key role in the revitalization of Huning Highlands, convincing the City to re-zone the area for residential and other compatible uses. The increased demand for close in housing and its shortened commute time aided the rehabilitation efforts. Additionally, the desire to preserve Huning Highlands' architecture led to its historic designation.

As noted in the Huning Highland Sector Development Plan, the city supported a program to assist low income home owners in renovating their dwellings. Finally, the World War II pattern of dividing up large Victorian homes into apartments was stopped. For all these and many other reasons the neighborhood has made a strong comeback.

These days, young people have moved into the neighborhood and the many fine houses continue to be renovated. Central Avenue's decrepit motels and bars are mostly gone. Central is now lined with excellent restaurants that serve the area and attract people from all over the city. Even the Central Avenue underpass has been spruced up with additional lighting and many enlarged historic photos installed next to both pedestrian walkways. The neighborhood association's annual Christmas fundraising event, "Dickens Of A Dinner," is a moveable feast held in the Victorian homes and often includes participants in period dress; it's open to the public.



Huning Highlands Chicken Coop & Community Garden

Those wishing to see the homes at another time may want to attend the Mother's Day home tour, (hhda.squarespace.com). Other neighborhood activities include a block party and an Easter egg hunt in Highland Park. Recently, the neighborhood's community garden along with its resident chickens became part of the Albuquerque Coop and Garden Tour (albuquerquecooptour.com).

Side trip

This side trip starts at the corner of Broadway and Coal and provides the rider with samples of the neighborhood architecture. It re-joins the main route at Coal Avenue and I-25. Those wishing to forgo this trip should skip the text box and start with text that immediately follows the end of the text box.

For more comprehensive information about the district's many historic buildings, see these two publications, both available at the Special Collections Library: *Huning's Highland Addition Neighborhood Walking Tour and Armchair Guide*, (1996), by Mary P. Davis and Michael J. Rock, Revised by Ann and Jim Carson, Janice Lee Sperling, and Melissa Gorfine-Black; *Historic Albuquerque Today* (1978), by Susan DeWitt.

If you become hungry during this side trip, Central Avenue has many good restaurants between Broadway and I-25, accessed from the north-south streets on which you are riding.

From the corner of Coal Avenue and Broadway Boulevard, carefully turn north onto Broadway.

222 and 218 Broadway Boulevard SE.

These older homes have been recently renovated for business use.

106 Broadway Boulevard SE.

The Storehouse is a private non-profit organization that provides food, clothing, and small household items to the homeless and near homeless of the city.

Make a u-turn and ride south on Broadway Boulevard.

201 Broadway Boulevard SE.

Slade's Dairy Building. Built around 1932, the structure was originally occupied by the Home Ice and Supply Company and later by Slade's Dairy. It was renovated in 1983 by architect Ervin Addy. Currently, it houses law offices.



Slade's Dairy Building

Continue riding south on Broadway Boulevard and carefully watching traffic, turn east on Coal Avenue, riding along the north side of the street.

Turn north onto Arno Street.

As you ride through the neighborhood note the well developed network of north-south alleys bordered by many small houses, some converted from sheds, others created as rentals. Alleys are often ignored or even feared because of their unkempt appearance and potential to attract illicit activity. However, if they are clean and well lit, alleys can greatly enhance the urban environment.

411 Arno Street SE.

This house was built in the early or mid 1890's and for a period of time during the early 20th Century, it was home to Harvey House employees. Note the large windows and fine woodwork around the porch and under the eaves.

Continue north on Arno Street and pause at the corner of Arno Street and Central Avenue.

NW Corner of Arno Street and Central Avenue.

This is "Old" Albuquerque High School. "Old Main", the first and southernmost of the Albuquerque High School buildings was constructed in 1914 in the Collegiate Gothic Style, a style popular for academic buildings at that time. As the city grew, additional structures were built starting with the manual arts building, (1927), the west classrooms, (1937), and the gymnasium, (1938). The school was closed in 1974 and was replaced by a new facility built near Indian School Road and I-25. Amid a series of false starts by the City and developers, the old campus buildings languished for many years. Historic preservation was finally achieved recently when the buildings were renovated as private residential units. The influx of new residents has lifted the neighborhood.



Make a u-turn and ride south to Gold Avenue.

Turn east on Gold Avenue and ride to Edith Boulevard.

Turn north on Edith Boulevard , cross Central Avenue and pause at the corner.

NW Corner of Edith Boulevard and Central Avenue.

The Special Collections Library building. The history of this building, which houses many of the City's historic books and documents, has already been mentioned in this guide. Designed by local architect Arthur Rossiter, the Spanish-Pueblo Revival structure incorporates Prairie Style windows. On the interior walls is art work by Taos School artist Gustav Baumann. In 1951 Botts Hall, the connecting walkway and the patio were added. This lovely building complex is a great place to rest while enjoying the fine interior space or the quiet courtyard.

202 and 204 Edith Boulevard NE.

Note the sunburst decorations near the tops of the gables in these simple, L-shaped homes, referred to as “Victorian Cottages” by Davis *et al.* The authors note that due to the scarcity of materials and money when the houses were built, the neighborhood has few examples of “pure” architectural styles.



Sunburst Decoration

Make a u-turn and go south on Edith Boulevard. Pause on the north side of Central Avenue.

412-418 Central Avenue SE.

A few doors west of Edith Boulevard on the south side of Central Avenue are two late 19th century buildings which were constructed in the World’s Fair Classic Style, based on others from the 1893 Columbian Exposition in Chicago. Between these structures lies Plaza Escalante, a small comfortable patio serving the adjacent restaurant and other small businesses.

Continue south on Edith Boulevard, crossing Central Avenue.

210-216 Edith Boulevard SE.

Described by Davis *et al* as post-modern townhouses, these residences incorporate Victorian elements, allowing them to fit seamlessly into the neighborhood. They were designed by the firm of Addy and Prickett and have won many awards.

324 Edith Boulevard SE.

A Colonial Revival house built around 1901, its first resident was a dentist . Note the many decorative touches.

Continue south on Edith Boulevard and turn east on Coal Avenue, staying on the north side of the street.

Turn north on Walter Street.

302 Walter Street SE.

This Neo-Classic or World's Fair Classic home was built for William Whitney, a business man.

210 Walter Street SE.

The Learnard House is an impressive Queen Anne style home. Built around 1898, the tower's third floor and the shingled sleeping porches were added later.

123 Walter Street SE.

Davis *et al* refer to this house as "more or less in the Mansard style." The pitched roof has two planes with the lower one steeper than the upper. Dormer windows punctuate the wooden structure. The effect of this double pitched roof is to create additional living space above the level of the masonry walls. Note the rooftop "Widow's Walk" or "Widow's Watch," a rail-enclosed platform also found in 19th century northeastern sea coast homes.



123 Walter Street SE

Continue north on Walter Street and cross Central Avenue.

200 Walter Street NE.

Dr. Elizabeth Frisbie operated a medical clinic here starting in 1949 and the building remained as a medical facility into the early 1960's.

201 Walter Street NE.

The McQuade House was built in the early 1900's and after a period of neglect, this ornate cottage has been beautifully restored. The octagonal porch with its peaked roof is the most prominent feature.



McQuade House

Continue north on Walter Street and turn east on Dr. Martin Luther King Jr. Avenue, using the bike lane. Ride to High Street and pause.

Northeast corner of Dr. Martin Luther King Jr. Avenue and High Street.

The old St. Joseph Hospital, Romanesque in design, was built around 1902 as a tuberculosis sanatorium. Due to advances in treating the disease, the tuberculosis facility was closed in 1954 and St. Joseph's continued to operate it as a general hospital, adding a large modern tower to the west. It was later bought by the Lovelace Group.

Turn south on High Street.

225 High Street NE.

The material used for the walls of this building is called 'cast stone.' However, it is actually cement, faced on its exterior side so as to look like real stone. This material was commonly used in the early twentieth century and had the major advantage of being non-combustible.

210 High Street NE.

Alhambra Court. Designed and built in 1929 by E. Danks, these southwest vernacular apartments have undergone minimal remodeling. The booklet, *New Mexico Multifamily Housing*, (edited by Robin Elkin, Patricia Pollock, and Chris Wilson and available at UNM's Center for Southwest Research), noted that these units were originally marketed to the emerging middle class of the 1920's. The apartments came with maid and janitor service and were equipped with all the modern built-in appliances. Reflecting the nascent automobile culture, garages were placed in back and were accessible only through the alley.

209 High Street NE.

The Spy House. On the morning of June 3, 1945, Harry Gold, an espionage agent for the Russians, handed five hundred dollars to David and Ruth Greenglass, occupants of a small apartment at this site. In exchange, David, who was a guard at Los Alamos Laboratory, presented Gold with sketches of parts of an atomic bomb developed at the lab. David had obtained the drawings from Klaus Fuchs, a scientist who had access to the top secret activities at Los Alamos. The connection between David and Harry was made by Ruth. She had spoken to David's brother-in-law in New York prior to her coming to New Mexico. The brother-in-law was Julius Rosenberg, who had told Ruth he was passing secrets to the Russians and asked if she would help. Julius and his wife Ethel, along with David, Harry, and Klaus, were all eventually caught and convicted of espionage. After their much publicized and controversial trial, the Rosenbergs were executed; the others served prison terms.

201 and 201 ½ High Street NE.

As noted earlier, small shops dotted the neighborhood, with some directly behind an owner occupied residence. Here at 201 and 201 ½ High Street, William Worth worked in a unique brick workshop located behind his late Queen Anne cast stone house.



201 ½ High Street NE

Continue south on High Street and cross Central Avenue.

223 High Street SE and the 4 houses around the corner (615, 615 ½, 617, 619 Silver Avenue).

These residences for tuberculosis patients were constructed around 1914-1915. Although they now have permanent, solid roofs, many of the original structures had canvas roofing and screens on the windows.

301 High Street SE.

This is an old fire station. Built around 1925, the original cast stone has been covered with stucco.

308 High Street SE.

St. George Greek Orthodox Church. The church's Grecian Festival, held in the first week of October draws many visitors from around the city. This site was previously occupied by the mansion of Joshua Reynolds, president of the First National Bank of Albuquerque.

Make a u-turn and pedal north to Gold Avenue.

Turn east on Gold Avenue.

South side of Gold Avenue between High and Elm Streets.

Highland Park and the Whittlesey House. Before the construction of I-25, the park extended an additional two blocks eastward and had a bandstand. Davis described the Whittlesey House as American Rustic or Craftsman style. Susan DeWitt wrote that the model for the home was a Norwegian villa. Charles Whittlesey, architect and owner of the house also designed the Alvarado Hotel. The building is now owned by the Albuquerque Press Club.



Bandstand Concert In Highland Park

North side of Gold Avenue just past Elm Street.

Old Santa Fe Memorial Hospital. This Mediterranean style facility was built around 1926 and served AT & SF's employees and their families. The 1975 additions to each wing blend well with the original structure. Recently remodeled and restored, it is now a hotel whose outdoor rooftop lounge offers fine views of the city and the opportunity to enjoy a Western sunset.



Memorial Hospital ca. 1928 – Central Avenue Is A Dirt Track Here

Continue east on Gold Street to where it ends at I-25. Turn south on Locust Street.

Continue south on Locust Street to Silver Avenue.

802 Silver Avenue SE.

Mary Strong House. Take a quick trip of less than a block down the hill to this unique house, whose designer is unknown. Davis *et al* made note of the masterful use of wood and other elements, indicating the influence of Greene and Greene and their use of the Craftsman style.

Return to Locust Street and turn south.

Locust Street dead ends at Lead Avenue, but you can use the sidewalk to continue south to Coal Avenue.

Turn east on Coal Avenue. At this point you return to the main route and continue eastwards along Coal Avenue.

Use the main route, starting from the intersection of Broadway Boulevard and Coal Avenue and riding straight up Coal Avenue to I-25.

Whether you huff and puff up the next one half mile or ascend the grade effortlessly, you might be curious about the hill's origin. During the period starting from 7 million years ago to 1 million years ago, the Rio Grande Valley, (more accurately referred to as the Rio Grande Rift Basin), filled with a huge amount of sediment. The result was a river bed which was much higher than the present one. During that time, the Rio Grande sometimes reached as far eastward as what is now Eubank Boulevard. The high quality water found in the East Mesa's wells was deposited during this period. Since about 1 million years ago, the river has been cutting downward in steps, following a number of glacial cycles. This erosion produced the slope you are now climbing.

Early Anglo settlers of the valley referred to the slope as the 'sand hills' and you can still see traces of them by riding south on High Street to where it dead ends at Hazeldine Avenue. Look into the fenced yard at the cutaway bluffs, excavated to expose the horizontal layering of fine sand, a formation typically created by slowly moving rivers.

**4.0/3.5
Miles**

Edith Boulevard.

Wider than the streets on either side of it, Edith Boulevard once had an electric streetcar line running from Central Avenue south to Lewis Avenue. In addition to the Edith line, a 1918 City Engineer's Map shows the following two streetcar lines on Albuquerque streets:

- Starting at Old Town one line ran east on Central Avenue, turning north on First Street and crossing the AT & SF tracks at Tijeras Avenue. It then returned to Central via Broadway and continued east to UNM.
- Starting at Bridge Boulevard, another line ran north on First Street to Coal Avenue, then west 1 block to Second Street, and continued north on Second Street to New York Avenue, now Lomas Boulevard. The line then turned west on New York and then north on Twelfth Street, running up to the lumber yard.



Electric Trolley - 1927

In his 1997 study published by the National Park Service, David Kammer, Consulting Historian for the City noted that, although the streetcars eventually succumbed to increasingly popular private automobiles and were replaced by gas-powered buses in 1928, they nevertheless helped shape the earliest suburban development of Albuquerque.

Note the colorful murals at the southeast corner of Edith and Coal. The story of their creation and their famous (infamous?) creator can be found in this Huning's Highland newsletter:

<http://hhhda.squarespace.com/news/2012/7/24/when-the-canvas-is-a-wall.html>

**4.1/3.4
Miles**

Walter Street.

Just south of here, located on Eugene Field Elementary School property is 'Cuidando los Niños', a non-profit agency serving homeless families with a children's preschool as well as job and life skills training for their parents.

The building in the southwest corner of Walter and Coal was once the Crescent Grocery. Established around 1908 when Coal Avenue was still a quiet residential street, the grocery served neighborhood residents. It has since been remodeled and is now a private residence.



Conoco Oil Service Station, Community Garden and Chicken Coop

601 Coal Avenue SE.

Conoco Oil Service Station. According to the Davis book cited in the side trip, the building was constructed in a 'domestic style,' to minimize neighborhood opposition. This well preserved structure now serves as the meeting place for the neighborhood association and is also home to its community garden and chicken coop.

**4.2/3.3
Miles**

Southeast Corner of Elm Street and Coal.

Note the house just south of the lock shop. With its tall fence and especially its unusual turret, the house presents a forbidding appearance. The turret was added by the owner, Harry O. Morris who says that his home has been referred to as the 'witch house,' the 'haunted house,' and the 'witch hat house.' Citing horror movies as his inspiration, Harry refers to his residence as "The Addams Family on a budget." The building is also consistent with his art, which depicts the macabre. You can find samples of his work here:

<http://www.centipedepress.com/authors/morris.html>.



Witch Hat House

Continue east on Coal Avenue, going through the I-25 underpass.

East of I-25, we enter the University area which includes the Sycamore, Silver Hill and University Heights Neighborhood Associations.

**4.5/3.0
Miles**

Cedar Street.

A block farther east of here and adjacent to Coal Avenue is Roosevelt Park. Completed in 1933, it was the city's first WPA project. Terrace Park, as it was initially called, was built partly on land donated by



Workers At Roosevelt Park

George Hammond, owner of the Terrace Addition, the area now known as Silver Hill. The remainder of the park land was donated by Albuquerque Public Schools. Both parcels were secured by Clyde Tingley. Throughout his political career in Albuquerque, Tingley promoted the acquisition of land for public parks. Following the lead of Aldo Leopold--earlier the Secretary of the City Chamber of Commerce--Tingley sought to purchase parcels of land and also to persuade land

owners to donate unused areas. Clarence Hollied, horticulturist and health seeker, designed the park. With its landscaped hills and many tall trees, it is among the city's most attractive outdoor spaces.

Turn north on Cedar Street and ride to Silver Avenue.

Turn east on Silver Avenue.

**4.6/2.9
Miles**

Silver Avenue.

Presbyterian Hospital, whose property surrounds us here, was originally founded as a tuberculosis care facility in 1908.



Roosevelt Park Today

The next three neighborhoods, Sycamore, Silver Hill and University Heights share many features of this urbanized, diverse area. All developed after the city's lower lands began to fill in, with some areas platted as early as 1886. And while electric streetcars shaped early planning and development, it wasn't until after World War I--when automobiles became available to the middle class--that growth really took off. UNM, tuberculosis facilities, and the businesses that supported them attracted faculty, patients and their families, as well as members of the business and professional classes. The more prosperous arrivals settled along Silver Avenue, with teachers, builders, managers and others living on the side streets and on Gold Avenue.

University Heights and Silver Hill were the city's first two automobile suburbs. But contrary to current templates for suburban development, university area homes were often one-of-a-kind structures, built by individual craftsmen and based on market speculation. Lacking the availability of today's institutional mortgage financing, these entrepreneurs built and sold one house at a time, using the proceeds of the last sale to finance the building of the next home. The architectural styles of the area represent two trends: the early desire to create a sense of familiarity for the many mid-westerners moving here and the later development of a southwestern style, emphasizing regional identity.

Having purchased a lot at a relatively low price, some health-seekers chose to build a small one or two room cottage in the rear of the lot. If their health and financial conditions improved, they built a full size structure in front and then converted



Cottage On Silver Avenue

the rear house into a garage or rented it out. In some cases cottages converted to garages were subsequently re-converted to cottages to meet increased demand for off campus housing. As this area was outside the city limits, early developers had to construct their own water systems. In 1925 the New Mexico State Legislature granted Albuquerque the power to annex new areas. Mayor Tingley, diligent promoter of city growth, quickly set about annexing these neighborhoods and purchasing the private water systems for them.

The brief history of the Sycamore neighborhood presented here comes from the City's 1986 University Neighborhoods Sector Development Plan. Originally known as Brownwell and Lail's Highland Addition, the Sycamore area was platted in 1886 but most construction did not begin until after 1910. The first

Southwestern Presbyterian Sanatorium's Original Main Building - Central Avenue Is In The Foreground - ca. 1910



buildings in the area were constructed on Central Avenue and development slowly continued to the south and then to the north. Among the early structures were cottages built in 1908 and owned by Southwestern Presbyterian Sanatorium--now Presbyterian Hospital. They housed 30 patients and were

soon followed by additional hospital buildings. Many of the houses built in the 1920's south of Central have since been replaced by Presbyterian Hospital facilities. The neighborhood's boundaries are I-25 on the west, a stepped border of Sycamore Street and University Boulevard on the east and another stepped border of Hazeldine Avenue and Central Avenue on the south. Buildings along the north side of Dr. Martin Luther King Avenue form the northern boundary.

**4.7/2.8
Miles**

Sycamore Street.



Street Barrier At Sycamore and Silver

The street barrier here prevents hospital traffic from entering the residential area. From the mid 1970's into the early 1980's, the Presbyterian Hospital complex expanded rapidly into the surrounding neighborhood. Presbyterian planned to continue its expansion but effective neighborhood opposition prevented this. With the advent of the City's 1982 Sycamore Redevelopment Plan, Sycamore Avenue south of Central became the hospital's eastern boundary.

As viewed from this location, the north and south sides of Central Avenue present a contrast in land use. On the north side individual homes have been built in a way that maintains the topography, creating a 'stepped effect' which uses the slope to enhance west-facing views. Here on the south side, construction of the hospital parking lots obliterated the natural contours. The Sector Development Plan calls for future construction to respect the natural topography.

As you bike the stretch of Silver Avenue between Sycamore Street and Carlisle Boulevard be aware that the many parked cars may have some occupants preparing to exit onto the street. Avoid riding too close to such vehicles and, in current bicycle parlance, don't get doored.

Although the three blocks east of Sycamore Street are shared by the Sycamore and Silver Hill neighborhoods, our exploration of the Silver Hill Neighborhood begins here. The boundaries of this area are Mulberry and Sycamore Streets on the west side and Yale Boulevard on the east side. The stepped southern boundary consists of Hazeldine Avenue, the southern end of Roosevelt Park, and Saint Cyr Avenue. Central Avenue forms the northern boundary.



Silver Hill Median

The neighborhood's most prominent feature is Silver Avenue with its grassy median, originally planted with elms. Many of the elms have been replaced by other tree species but some elms still stand, mostly east of Sycamore Avenue. According to the *University Neighborhoods History Handbook*, (written by Chris Wilson and Stephanie Degen, edited by Don Hancock), Silver Avenue had been a

desirable neighborhood since 1910 due to its prominent location as a ridge running eastward from Highland Park. A year after the 1925 annexation of the Silver Hill area, the City further enhanced its appeal by adding sidewalks, curbs and the median, followed shortly by the planting of elms.

Believing he had found just the right tree to survive the East Mesa's sandy soils, Mayor Clyde Tingley purchased 2000 of what were then considered to be Chinese elms from a Nebraska nursery. The correct name, Siberian elm, suggests traits which led the U S Department of Agriculture to import the trees for use as wind breaks on the northern Great Plains. The tree's tolerance of drought and poor soils as well as its 100-150 year life span all suggested a good fit for Albuquerque.

However, unexpected problems—common when non-native species are transplanted—have beset our trees. The elms were found to be susceptible to insect pests and disease. This issue was probably exacerbated by having large numbers of a single species planted in close proximity. The life span of the Siberian elm in more temperate climates is considerably shorter. Finally, the small, abundant seeds were regarded as a nuisance, often disparagingly referred to as 'Tingley Flakes,' and 'Tingley Dandruff.' Although the planting of new Siberian elms is now prohibited in Albuquerque, many of the original trees survive in varying states of health, dating the neighborhoods where they stand.

Today, the Silver Hill median with its healthy young trees looks very different from the way it did just a few years ago. Members of the Silver Hill Neighborhood Association worked tirelessly to save the median. They first secured state funding for the replanting project and then consulted with a local tree expert to identify several drought resistant types. Among them were natives such as the New Mexico Live Oak as well as non-natives that came from a similar climate and soil type. Large tracts of a single species were avoided. To help you identify them, the neighborhood has placed signs near the bases of

some of the trees. At Christmas time, the neighborhood creates a beautiful display of luminarias along the median.

Gordon Reiselt, president of the Silver Hill Neighborhood Association says his neighborhood is focused on preserving the area's housing, the median and other amenities while supporting the diversity typical of a university district. He notes the Association's insistence on adhering to zoning regulations, rules that are essential to maintaining the area's historic character. A big challenge for the Association is communicating with the many student renters as well as with absentee landlords, keeping them informed



Circuit Board Truck - Parked Near Buena Vista Drive and Coal Place

about the need to comply with zoning restrictions. While some student rentals will probably remain, Gordon notes that over the last 20 years the number of owner-occupied homes has increased--a change due in no small part to tax benefits conferred by the area's historic buildings. To further help preserve the character of the area, the neighborhood association secured an historic overlay designation, prohibiting significant changes to existing buildings.

The sector plan describes the university neighborhoods' proximity to large institutions as a mixed blessing. On the one hand they create diversity, economic support for local business and walk-to-work employment. The university area has the highest proportion of pedestrian commuters in the city. On the other hand these large establishments produce traffic congestion, parking problems and crime. Furthermore, they periodically try to purchase additional land for new development. The conflict with Presbyterian Hospital has been noted but UNM and Central New Mexico Community College, (CNM), have also had run-ins with adjacent neighborhoods. Gordon explains that his neighborhood stays in touch with UNM regarding development of new land and works closely with other university neighborhoods, all of which support each other regarding zoning and other land use issues. The 1986 Sector Development Plan addressed institutional expansion by ruling out further encroachment into university neighborhoods by UNM, CNM and Presbyterian Hospital.

As you ride the stretch of Silver Avenue between Sycamore Street and Yale Boulevard, look for the following homes listed below whose styles represent several of the early design trends in the area. For more information, consult the University Neighborhoods History Handbook, the source of these architectural descriptions.

1502 Silver Avenue SE.

The Horace Allen House. This fine example of a “California Bungalow” has been renovated and is well preserved. It is listed on the state’s historic register. The bungalow is a common design in the university area, incorporating a pitched roof with a large overhang, exposed beams, and 1 ½ floors.

1523 Silver Avenue SE.

The Handbook noted that the Mediterranean style buildings found in this area have light colored stucco walls, a tiled roof and arched openings. This house was built in 1929 by Clyde Tingley. The doghouse the Tingleys built for their bulldog is still there. With its wood floor, brick walls, and faux Mediterranean roof tiles, it must have been lavish quarters for a canine.



Clyde Tingley ca. 1925

Tingley first served as one of the City’s Second Ward alderman and later, under the 1917 City Charter, was elected to the City Commission where he spent 10 years as Chairperson and therefore as *ex officio* mayor. He also served two terms as Governor of New Mexico. Tingley was a strong leader with firmly held opinions and an autocratic manner but his ability to connect with common people and his skill at getting things done won him wide support. Over the years, he built a formidable political machine. As a working class person of modest origins during the Great Depression, Tingley advocated for New Deal programs. He became friends with President Franklin Delano Roosevelt, (“FDR”), and toured the western United States with him. He also made many visits to the White House. Governor Tingley worked closely with U S Senator Dennis Chavez and used his Washington connection to secure

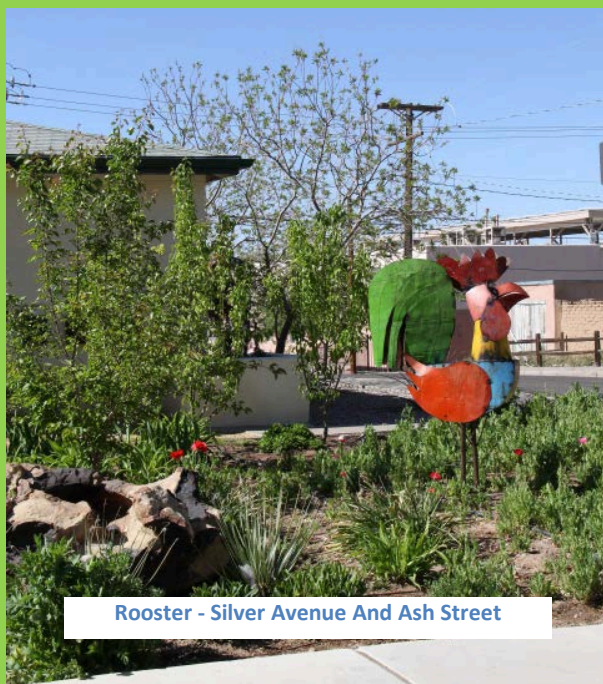
substantial WPA funding for New Mexico and especially for Albuquerque. UNM, Albuquerque Public Schools, the State Fair, the municipal airport, parks, and many small infrastructure projects all benefited. An indication of Tingley’s impact--as well as his hunger for publicity--is found in the places named for him: Tingley Beach, Tingley Drive, Tingley Field, Tingley Coliseum, and Carrie Tingley Hospital, named after his wife.

1524 Silver Avenue SE.

The Southwest Vernacular style incorporates the flat roof and stucco walls of the Pueblo style but also includes cut out porches and stepped parapets.

1603 Silver Avenue SE.

With its 4 sided pitched roof, the Hipped Cottage style is easily identified. Exposed rafters are another common feature.



Rooster - Silver Avenue And Ash Street

2106 Silver Avenue SE. (East of University Blvd.).

This house has many of the features found in the regional Pueblo style, including a flat roof, a relatively straight parapet, beams called “vigas” projecting from the walls, and adobe-colored stucco walls. Unlike this one, many Pueblo style home have rounded corners and undulating parapets.

**5.0/2.5
Miles**

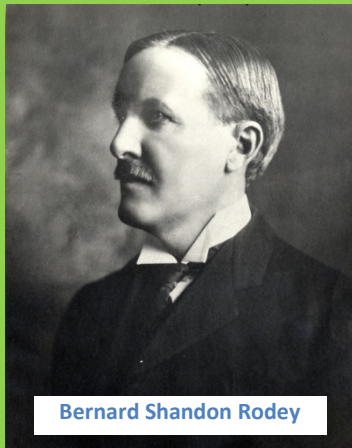
University Boulevard.

The median here offers a safe place between the heavily traveled north and south bound lanes. Cross carefully and continue east on Silver.

Eight tenths of a mile south of here is Isotopes Park, home to Albuquerque’s baseball team which is a member of the Pacific Coast League. The UNM sports complex is adjacent to Isotopes Park.



University Boulevard forms the western boundary of the University of New Mexico’s main campus. Some far-sighted business leaders understood the need for the university and began pushing for its creation in the late 1880’s. The territorial legislature passed the bill creating UNM on Feb. 28, 1889; it was soon signed by Governor Edmund G. Ross. Attorney Bernard Shandon Rodey, Bernalillo County’s State Senator was the author of the bill. Included in the legislation were specific land requirements that deliberately precluded bids from Old Town and Baretas. These conditions required the placing of the university well outside the boundaries of New Town, allowing UNM room for future expansion. Marc Simmons noted that other cities had competed for UNM and in response, Rodey, along with other



Albuquerque supporters orchestrated additional measures to ensure that these towns got a share of the educational pie. Las Cruces got the College of Agriculture; Socorro became home to the School of Mines, and Las Vegas hosted the State Hospital. Popular belief has it that Santa Fe chose the prison over the university, but Simmons pointed out that the prison had already been opened in Santa Fe several years before the university legislation was passed.

The university’s mainly Pueblo style of architecture dates back to 1908 when University President William G. Tight decided that this regional style was the appropriate one for UNM. Not only did he construct new buildings incorporating this motif, but he even ordered a massive remodeling of the European style Hodgin Hall, the university’s first building, constructed in 1892. Tight was fired for this because citizens and university officials wanted a more contemporary style. However, his vision was revived in 1927 when the university regents declared the Pueblo Style to be the official preferred one. The regents went on to hire Pueblo Style advocate John Gaw Meem as the university architect. The Alumni Chapel

and the older, western part of Zimmerman Library are outstanding examples of Meem's architectural accomplishments and are surely worth a side trip.



Hodgin Hall ca. 1892



Hodgin Hall Today

**5.2/2.3
Miles**

Buena Vista Drive.

4 blocks to the south of here is the Heights Community Center. This fine Pueblo style building was constructed 1938-1942 and financed in part by the National Youth Administration, a Depression era federal program.

Two prominent features are the Spanish Pueblo courtyard and the Center's well used dance floor. The University Neighborhoods History Handbook noted that airmen from the recently opened Kirtland Air Force base



Entomologist's Car – Mesa Street
Just South Of Silver Avenue

attended dances here. Some of those airmen later killed in World War II left money in their wills to the Center—money which the city used to expand the dance hall.

**5.3/2.2
Miles**

Yale Boulevard.

Use the sidewalk ramp on the north side of Silver Avenue to cross Yale Boulevard and then continue east on Silver Avenue. Exercise caution at this intersection and look carefully for cross traffic and for cars turning south from westbound Silver.



1 Mile South Of The Route - But Still Fun –
Corner Willmoore Drive And Kathryn Avenue

Yale Boulevard forms the western edge of the University Heights Neighborhood whose other boundaries are Central Avenue on the north, Girard Boulevard on the east, and a stepped boundary on the south comprised of Garfield Avenue and some of the adjacent buildings.

Briefly pausing at the corner presents an opportunity to consider several important institutions and buildings. Here in the southeast corner is University Heights United Methodist

Church. As with all the religious institutions identified in this guide, the church plays an important role in civic activities, hosting a variety community support meetings throughout the week, serving as a rehearsal site for the Vortex, a community based theater, and offering space for many public meetings.

A block south of here is the Outpost Performance Space. Founded in 1988, this non-profit, community-based performing arts center offers year round programming, featuring live jazz, roots, folk, and world music as well as education and art. For the current schedule, visit the website:

<http://www.outpostspace.org/>.

Although well off the route, an historic building is worth pointing out, lest it be forgotten. About 2 miles south of here and just to the west of the Sunport is the old Albuquerque Airport terminal, the city's first airline facility. A WPA project constructed in 1939, it was designed by Ernest H. Blumenthal in the Pueblo Revival style and is made of steel and adobe. Citing its historical significance, city officials note



Albuquerque Municipal Airport Terminal

that the impressive Great Hall, with its art work and decorative additions remains open to the public. However, the city leases the remainder of the building to the federal Transportation Safety Administration (TSA).

The following brief neighborhood history is taken from the University Neighborhoods History Handbook, available at the Ernie Pyle, Special Collections and Main libraries. In 1906 Colonel D.K.B. Sellers, promoter of suburban development, laid out the University Heights Addition. Hoping to capitalize on

the area's proximity to UNM and its distance from downtown, he named the streets after colleges and used the marketing slogan, "Come up from the low zone to the ozone," an allusion to the crowded living space and air pollution already felt and seen in the valley. Since the area was well outside the city limits and without municipal services, Sellers built his own water system with a storage tank located on what is now the 300 block of South Carlisle Boulevard. Later, the tank was incorporated into a house built at that location.

Despite early platting, the addition did not take off until after World War I, when cars became more widely available. The 1923 construction of the Heights Grade school, the 1925 city annexation, and the later addition of the Heights Community Center hastened development. As with Huning's Highland and



Old Heights Grade School, Upper Left - Now Incorporated Into CNM

Silver Hill, the earliest residents were middle class Anglos. But unlike Silver Hill, the University Heights area lacked a prominent feature like a planted median to attract prestigious homes. As a result, the neighborhood developed in a more homogeneous manner. This is evident in both house style and how buildings were placed on their lots. Nevertheless, these

homes do show a transition of design from the early Midwest style to the Southwest

Vernacular.

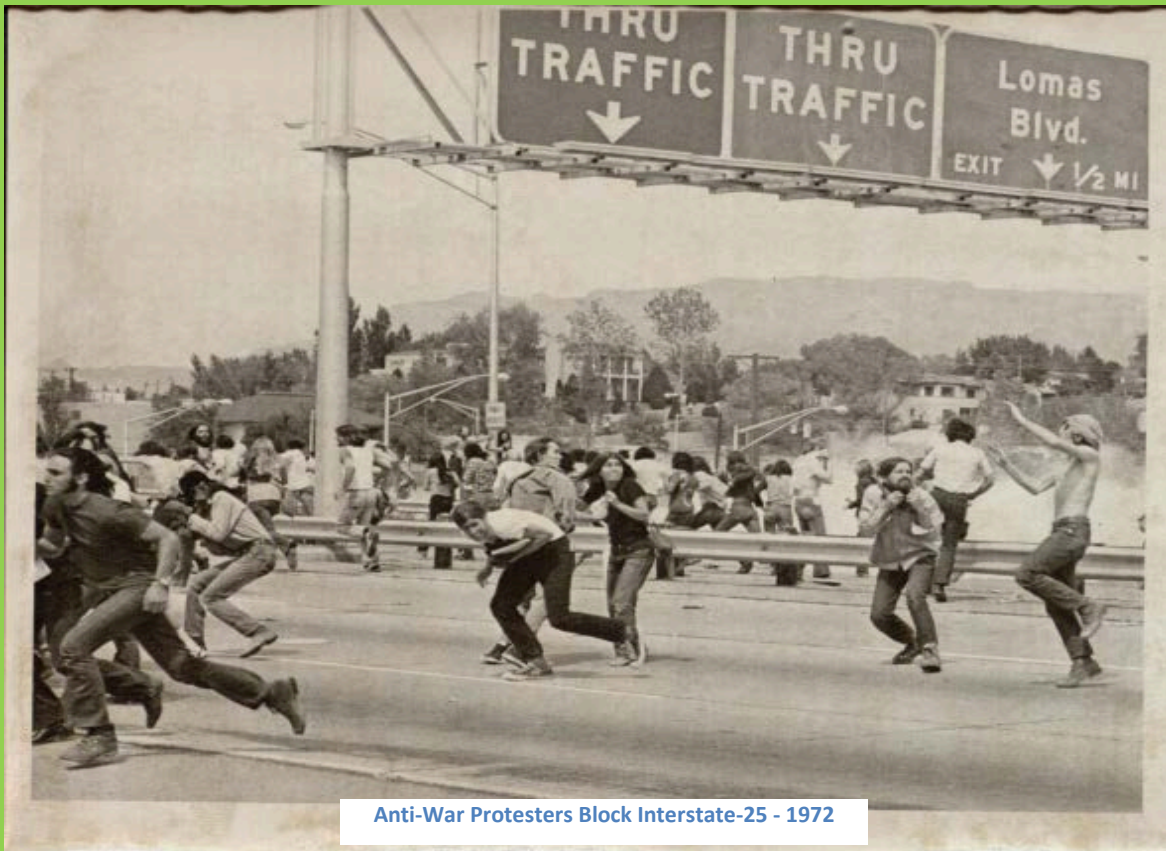
Even as the neighborhood was developing and contributing its own traffic to Central Avenue and Yale Boulevard, growth outside the area was adding to the flow. South of Central, the VA hospital was built in 1934 and the airport was constructed in 1937. 1938 saw the realignment of Route 66 on Central and the moving of the State Fair to its present site. Kirtland Air Base began operation in 1941. All these developments as well as traffic flowing to and from downtown placed a heavy burden on Central Avenue. City officials chose to relieve this burden by converting Lead and Coal Avenues into one way streets. The Handbook identifies this change as one of the first steps resulting in the deterioration of the now split neighborhood. While the city claims it always planned to keep the one ways permanent, some long time residents dispute this claim, saying the city had informally agreed that the one ways were a temporary solution. Regardless, most residents now accept that, across the city, there is no political will to bring back the two-way streets. For that reason, the University area neighborhoods decided to settle for reducing the three traffic lanes to two and adding bike lanes as well as other amenities along Lead and Coal.



Recently Planted Trees - Lead Avenue

The late 1960's saw big changes. Increased enrollment and a loosening of social mores caused UNM to begin allowing unmarried students to live off campus, thus increasing the demand for rentals. In response, the City increased zoning allowances, stimulating local developer speculation and resulting in the construction of much larger apartment buildings. These were dubbed "monsters," by long time residents accustomed to less imposing structures built on a more human scale. The higher demand for apartments led to fewer owner-occupied homes followed by deterioration of many of the now rental buildings.

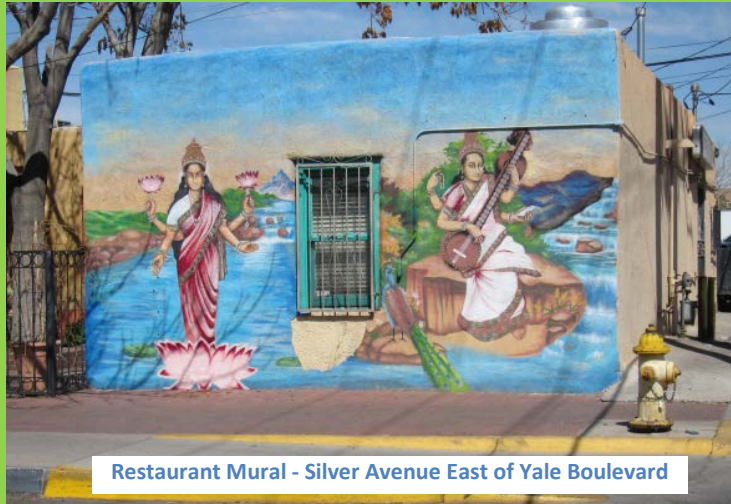
The late 60's and 70's period was also a time of social and political ferment, much of it expressed on college campuses and their immediate surrounding areas. UNM was certainly part of this trend. Reflecting the vocabulary of the time, the Handbook notes the rise of the counterculture and how it



Anti-War Protesters Block Interstate-25 - 1972

spread through UNM and the adjacent neighborhoods. While the experimentation and vitality raised the area's reputation in the minds of those who supported these activities, it resulted in a certain amount of suspicion in other parts of the city as well as in the City administration. Needless to say, there were some real problems associated with this social phenomenon, including illegal activity which was often ignored by the city. This further contributed to the decline of the area. At this time that the term, "student ghetto" entered the English language, a description used pejoratively by some but worn as a badge of honor by others.

Deteriorating conditions led to the formation of the University Heights Neighborhood Association in 1975 and the Silver Hill Neighborhood Association in 1976. Long time residents, former students and activists worked together to persuade the city to respond to area problems. The result was the 1978 Sector Development Plan which reduced zoning densities and called for a permit parking system. Over time the city has slowly improved area conditions. However, the area still faces problems such as heavy traffic, business parking, crime, and some run down rentals.



Restaurant Mural - Silver Avenue East of Yale Boulevard

Don Hancock, Secretary/Treasurer of the University Heights Association and long time neighborhood resident, notes that the Association continues to work closely with the City to alleviate these problems. The UH Association also communicates with UNM and CNM to address traffic congestion. Besides collaborating with the Silver Hill Neighborhood Association on common areas of concern, the UH Association is also part of the Federation of University Neighborhoods. Other UH neighborhood



Silver Avenue Just West of Girard Boulevard

activities include door to door distribution of the Association's newsletter, tree planting, crime watch, and neighborhood wide clean up days, scheduled at the end of each semester. The University Neighborhoods History Handbook, sponsored by the University Heights and Silver Hill neighborhood associations, is an excellent guide to the history, culture, and architecture of the area. It includes a how-to section for conserving the historic character of the area's buildings when doing renovation. In a neighborhood with a significant transient population, the Handbook is an efficient way to educate new residents about their surroundings.

You may choose to ride straight up Silver Avenue to Girard Boulevard, but do consider exploring the many restaurants, eclectic shops, and sidewalk cafes that are located on the 100 block of the cross streets. All offer great people watching. Wandering south along these same streets brings you into residential areas where home owners have fixed up houses and yards in attractive and sometimes quirky ways, consistent with the neighborhood ambience.

5.8/1.7
Miles

Girard Boulevard.

At Girard Boulevard we enter the Nob Hill neighborhood whose boundaries are Girard Boulevard on the west, Washington Street on the east, Lomas Boulevard on the north and Garfield Avenue and Zuni Road on the south.

About .6 miles south of Silver on Girard is the Ernie Pyle Branch library. It was named after the Pulitzer Prize winning World War II correspondent who built his house here in 1940. Pyle was killed by a Japanese sniper in the Pacific in 1945 and his house was later given to the City to be used as a branch library.



.4 Miles North Of The Trail - Corner Of Girard Boulevard And Campus Boulevard

In 1916, D. K. B. Sellers platted the first subdivision in the eastern half of his University Heights land; this was the area that came to be known as Nob Hill. Five other subdivisions followed and by World War II, 80% of the houses in Nob Hill were built. The development of the VA, Kirtland and the State Fair, as well as the realignment of Route 66 on to Central Avenue spurred commercial development and some home building. Houses were often done in the same one-of-a-kind, speculative fashion seen in neighborhoods to the west. Popular home styles included Spanish Pueblo Revival, Territorial Revival, and Mediterranean, along with some Streamline Moderne and Ranch style homes.



D. K. B. Sellers At Nob Hill ca. 1940

While development between Girard and Carlisle Boulevards was relatively pedestrian friendly, east of Carlisle the housing and commercial development styles reflected the increasing influence of automobiles. Residential areas included tract style homes in which lots were widened and made less deep. Detached garages were brought forward and became integral with the house. In order to more easily accommodate cars, Central Avenue developers created parking lots in front of their establishments, doing away with the street wall which is so attractive west of Carlisle. These parking areas were at first relatively shallow but with later development they deepened, creating a far less comfortable environment for pedestrians.

But even the establishment of car-friendly businesses did not halt the decline of the area, a decline caused by Interstate 40 bypassing Central Avenue and by the continuing growth of the city toward the northeast. By the early 1970's, Nob Hill was drained of its vitality.



Route 66 Era Motel Sign

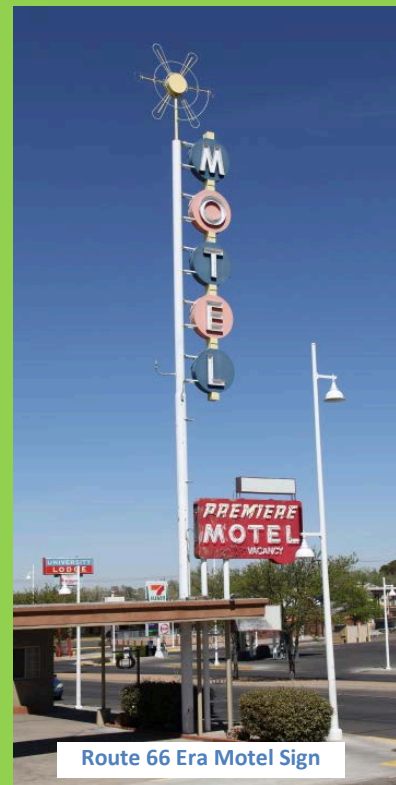
In our tour, neighborhood activism plays an essential role in the work of reversing deterioration. Once again, this is the case with Nob Hill. In 1987, at the request of the neighborhood association, the City drafted a new sector development plan. One result of this plan was the historic designation of many homes and commercial buildings. A 1995 survey by UNM architect Chris Wilson confirmed that over 90% of the homes were at least 50 years old and had not been significantly remodeled, though incremental changes were slowly undermining the historic character of the neighborhood. This study and others laid the groundwork for the eventual listing of the Monte Vista and College View additions-- areas within the neighborhood--in the National Register of Historic Places. Renewed interest in the area's historic status generated rising property values and increased economic activity. Young people, professionals and their families began moving in. By the late 80's a few new businesses had already moved into spaces on Central Avenue and its side streets. Some of these upscale establishments sought to burnish the neighborhood's image by

promoting "snob hill," but today there is little need for such affectation as the business district has become a vibrant destination for the residential area, for metro Albuquerque, and beyond.

Popularity and accompanying growth create opportunities and challenges and the Nob Hill Neighborhood Association stays busy handling both.

Neighborhood association board member Susan Michie-Maitlen, and association member Gary Eyster note that one of the biggest issues is how to promote development while maintaining the ambience and the unique sense of place that has made the area so attractive. Business patronage consists of approximately 50% local residents and 50% from outside the district. While the area requires additional pedestrian amenities and police presence, Susan and Gary point out that the city will also need to provide improved public transportation to alleviate traffic congestion. As of this writing, the City is exploring enhanced bus service for several areas including Nob Hill.

Susan and Gary describe their board as one that is very involved in ensuring neighborhood integrity. The association reviews all requests for special exceptions to the zoning code, establishes rules to ensure solar access, and protects historic districts and buildings. Board members also work with the local business association, Nob Hill Main Street, on common issues. The neighborhood supports an



Route 66 Era Motel Sign



annual architecture tour staged by reDiscover Nob Hill and although it is focused primarily on neighborhood participation, the public may sign up. People in the area value and support the Nob Hill Growers Market, held Thursday afternoons in Morningside Park.

Beyond the work of preservation, the association sponsors events and publishes newsletter articles of general interest, thus helping to maintain a broad perspective. Recently, the association and a local restaurant sponsored a healthy eating event at which the restaurant served samples. The newsletter contains articles such as restaurant reviews, treating allergies and insect pest control. Neighborhood newsletters are hand delivered twice a year to every home. The association is a member of the City Council District 6 Coalition as well as the Federation of University Neighborhoods. Similar to the perspectives held by other neighborhoods on this tour, Nob Hill's vision is for a cosmopolitan area that maintains its integrity while serving the entire region.

**5.9/1.6
Miles**

Dartmouth Drive.

Side Trip

A quick side trip of just over a mile takes you to two very different but interesting buildings

Go north on Dartmouth Drive, carefully crossing Central Avenue where you immediately come to Triangle Park and the police substation.

The substation building was formerly the Little House Diner, one of four Valentine diners in Albuquerque. Easily moved, it operated at two downtown locations. Joe and Della Hernandez ran it at 107 Eighth Street SW and eventually gave it to the City, who stored it in a warehouse before moving it here. The City added the east side room to provide needed floor space.

Diner aficionados note that three characteristics define these Depression era- to- mid twentieth century buildings: 1.They are manufactured as a unit. 2. Diners have a long counter and few if any booths. 3. The structures are transported whole, usually by truck, to their site of operation. These small restaurants were intended to be operated by one or two people.

Illinois-born Arthur Valentine came to Kansas in 1914 where he ran a chain of restaurants before taking over a Wichita based diner manufacturer. He went on to ship his diners all over the country. For more information, see, <http://www.kshs.org/p/history-of-valentine-diners/10396>.

From the diner, ride just a few yards north to reach Monte Vista Boulevard. Turn northeast on Monte Vista Boulevard and ride for about .4 miles to Marquette Avenue. Here at the northeast corner of Marquette and Monte Vista is Bart Prince's house.

Prince was born in Albuquerque, left for school and returned in 1972. Early influences were Frank Lloyd Wright and Oklahoma architect Bruce Goff. But like Goff, with whom he worked, Prince defies precedent, rejects regional trends and utilizes unconventional building materials and floor plans. In his book, *Albuquerque, A City At The End Of The World*, V.B. Price said of Prince's home, "...Bart Prince has synthesized the freedom, novelty, and individuality inherent in the frontier environment with the creative confidence of modernism and its liberating technology. Prince's own home seems like a living creature, a genetically engineered house that combines the luminosity of a Chinese lantern with fantastic forms of a Jules Verne spaceship." It was built in 1983-1984. Prince designed the addition for the house just to the northeast. He also designed a modification for another house across the street and to the southwest, but that home is barely visible through the vegetation in front.



Make a u-turn at Bart Prince's house and return along Monte Vista Boulevard.

Turn south on Richmond Drive which is one block east of Dartmouth.

Cross Central Avenue and note the colorful murals on the west-and north-facing walls of the buildings in the southeast corner of Central and Richmond.

Continue south to Silver Avenue and turn east on Silver, re-joining the route.

**6.0/1.5
Miles**

Bryn Mawr Drive.

Turn north here and pedal to the corner of Central Avenue and Bryn Mawr Drive. Directly across Central Avenue is the Monte Vista Fire Station. The third fire station in the city, it was constructed in 1936 with WPA funds and it was designed in the Pueblo Revival style by city architect E.H. Blumenthal. It has been restored and is now a privately owned restaurant.

Return to Silver Avenue and turn east.

**6.1/1.4
Miles**

Wellesley Drive.

Turn north here and ride to the southwest corner of Central and Wellesley to see the Streamline Moderne Jones Motor Company building, constructed in 1939. In her book, *Albuquerque, Then And Now*, Mo Palmer

noted that Ralph Jones donated time to repair vehicles of California-bound travelers who were displaced by the Dust Bowl and the Depression. After a number of occupants, including a thrift store and a bicycle shop, the building has become a brew pub.



Jones Motor Company

noted that Ralph Jones donated time to repair vehicles of California-bound travelers who were displaced by the Dust Bowl and the Depression. After a number of occupants, including a thrift store and a bicycle shop, the building has become a brew pub.

Return to the corner of Silver Avenue and Wellesley Drive.

In the southeast corner of Wellesley Drive and Silver Avenue lies a residential complex whose high walls, vegetation and clustered buildings make it unlike anything else in the area. The compound was probably built in the late 1920's and it was occupied by Oreste Bachechi and his family from 1934 to 1959. The main residence is a two story Mediterranean Revival structure with a pool in back. Nearby is a barn which was once occupied by Carl Von Hassler, a German artist brought here by the family to paint their Kimo Theater. Additional buildings and landscaping were added later.



Monte Vista Fire Station

Bachechi was an Italian immigrant who arrived here in 1885 and became a prosperous merchant, operating businesses in milling, retail liquor, wholesale groceries, retail general merchandise, real estate, and apartments. As noted earlier, he built the Kimo, running it as an entertainment venue. After his death, his wife Maria and other heirs continued the family businesses and continued to occupy the compound, referred to in newspapers as Villa di Maria.

Maria was a very capable business woman. She also used the compound for charitable, civic and social events. Newspaper clippings tell of large parties with as many as 500 to 600 guests, some of them prominent citizens. At least once, a world famous tenor entertained the crowd--not surprising considering that the Kimo attracted well known performers. One gets the impression that the compound and especially the pool was a focus of social life on the otherwise desolate East Mesa.

Currently, the property owners and several renters live here. You can glimpse the interior of the compound by going up the alley between Wellesley and Tulane, but please be respectful of the residents' privacy.

6.2/1.3
Miles **Tulane Drive.**

As a quick side trip, turn south and ride just a few doors to 212 Tulane Drive SE. The log house was built by Colonel D.K.B. Sellers, developer of Nob Hill.

Return to Silver Avenue and turn east. Ride to the corner of Carlisle Boulevard.

6.3/1.2
Miles **Carlisle Boulevard.**

As noted earlier, the Rio Grande was once a much broader river with a flood plain extending up into the Heights. As the river receded, the westward flowing side channels such as Tijeras Creek also shifted their courses, carving new drainages and ridges in the sand and gravel that they had previously deposited. Tijeras Creek occupied several different channels, at times emptying into the Rio Grande well to the north of its present confluence. The low area occupied by Campus Boulevard was part of such a channel. The down cutting by Tijeras Creek in this area created the ridge we know as Nob Hill. The summit at Washington Street and Constitution Avenue is another product of erosion during this period. For a more detailed explanation of this fascinating geology, see Vincent Kelley's book, *Albuquerque, Its Mountains, Valley, Water and Volcanoes*.



D. K. B. Sellers' Log House

The name Nob Hill brings to mind San Francisco and Colonel D.K.B. Sellers, who had lived in California, apparently sought to create such a comparison when he named the area. Marketing to upscale sensibilities, his sales brochure trumpeted, “The Coming Aristocratic Residential Section.” But he also spoke to middle class fears of downtown, noting that buying “...close in may be undesirable.” To this day, the same issues contribute to suburban development.



Nob Hill Business Center

The Nob Hill Business Center, whose back side is visible here, was developed in 1947 by R.B. Waggoman. Built in the Streamline Moderne style with a Territorial Revival brick coping, it was one of the first shopping centers west of the Mississippi to incorporate parking. It quickly became the hub of the most fashionable area in town but it experienced a sudden decline when Interstate 40 routed traffic away from Nob Hill.

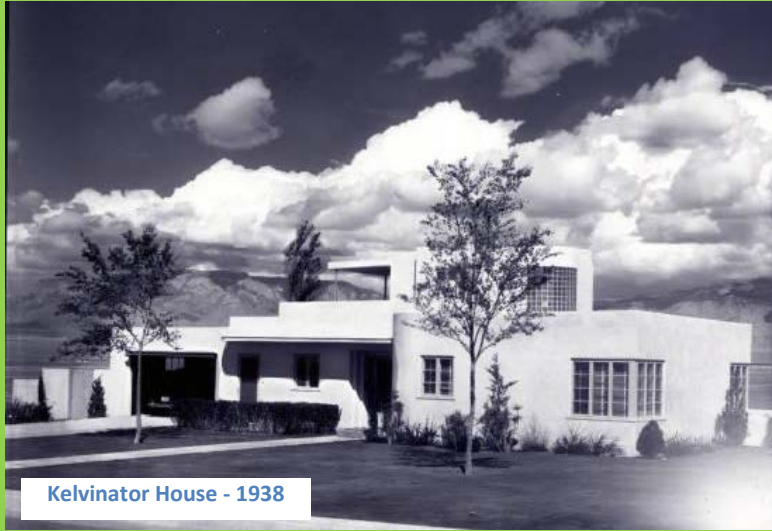
Among the urban pioneers helping to reverse this decline and revitalize the Nob Hill Center—as well as the entire district—was La Montanita Food Co-op. In 1987 the Co-op moved into the Nob Hill Center’s space that had previously been occupied by another grocery store. The Co-op is a member-owned, community-based natural food store open to everyone.

Also at the Corner of Silver Avenue and Carlisle Boulevard is Immanuel Presbyterian Church, an example of Territorial Revival architecture. It was designed by John Gaw Meem and has been modified several times. The church is a neighborhood asset, hosting many meetings, activities and concerts.

Turn south on Carlisle Boulevard and ride half a block up the hill to rejoin Silver Avenue. Turn east on Silver Avenue.

**6.4/1.1
Miles**

Hermosa Drive.



Kelvinator House - 1938

If you don't mind the short steep climb, take a two block side trip south on Hermosa Drive. In the northeast corner of Hermosa Drive and Coal Avenue you will find the Streamline Moderne "Kelvinator House." Designed by William Burk, Jr. and built in 1938, the home incorporated many newly developed all-electric appliances. The house is best viewed from the southwest and southeast corners. The adjacent photo was taken before the surrounding vegetation was added.

And while you are here, be sure to enjoy the lovely garden at 317 Hermosa Drive SE, across the street and one door to the north of the Kelvinator House.

Return to Silver Avenue and turn east.

**6.6/0.9
Miles**

Morningside Drive.

Jog a few yards to the south to rejoin Silver Avenue.

The garden in the northwest corner is on land owned by a local firm. It was developed by local businesses.

One block south of here is Morningside Park, home to the Nob Hill Growers Market, held Thursday afternoons during the warmer months.



Morningside Park And Ghost Bike

**6.9/0.6
Miles**

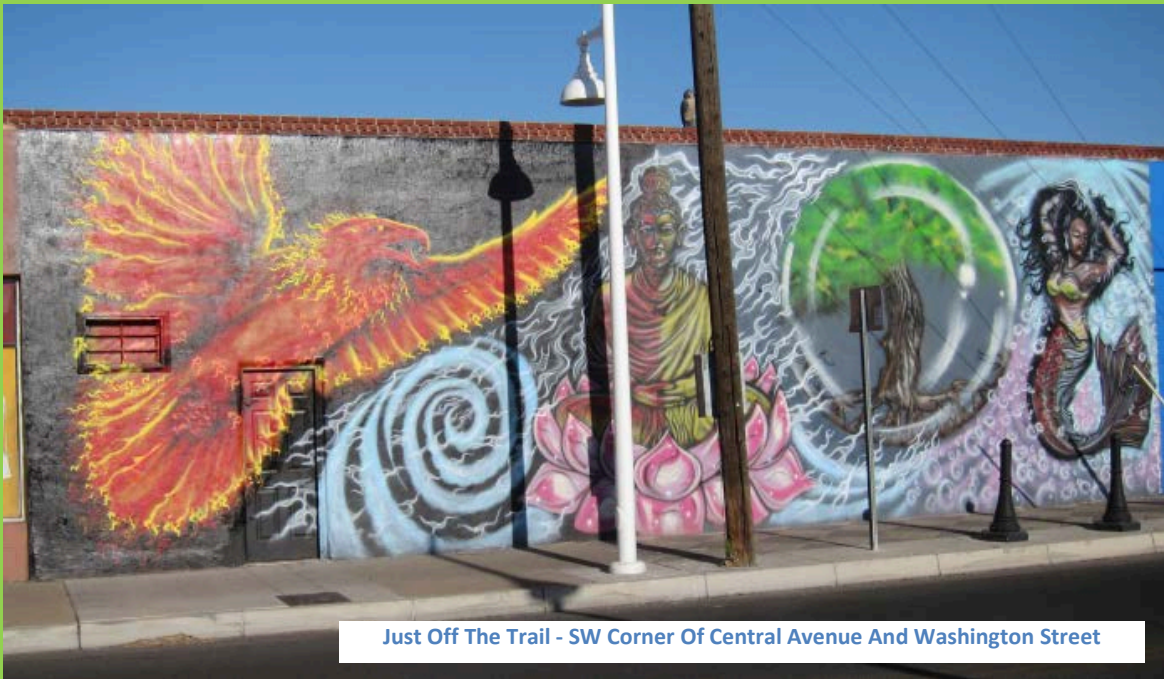
Graceland Drive.

Turn south here and ride 1 block to Mesa Grande Place, where you turn east and go two blocks to Washington Street.

**7.0/0.5
Miles**

Washington Street.

One block north of here, in the northwest corner of Washington and Central is the De Anza Motor Lodge. The motel was built by Charles G. Wallace in 1939. Wallace expanded it after World War II, when he also removed most of the Pueblo Revival elements, thus giving the buildings a more modern appearance. Wallace was a trader in Zuni art and pottery. Using walls in the conference room, he commissioned Zuni artist Tony Edaakie to paint two large murals depicting the Shalako festival. The City bought the De Anza in 2003, and it is currently examining options to revitalize it. The motel is listed on the state and national historic registers.



Just Off The Trail - SW Corner Of Central Avenue And Washington Street

At Washington Street, we enter the last neighborhood on our tour, the Highland Business and Neighborhood Association, (HBANA). Boundaries are Washington Street on the west, San Mateo Boulevard on the east, Lomas Boulevard on the north, and Zuni Road on the south.

As the city grew during the mid-twentieth century, the areas developed to the east were referred to as the "Highlands." Growth was stimulated by the return of World War II soldiers and by the construction of Highland High School, opened in 1949. UNM's expansion and the need for student housing resulted in a zoning change from R-1 to R-3, a change which increased the allowable housing density. While the neighborhood already had many attractive duplexes and triplexes, several newer, larger and less distinctive apartment buildings were also constructed. Some home owners converted their garages to rental units, while others rented out their houses and moved elsewhere. Today, the neighborhood's population is over 60% renters.

Business growth paralleled home development, with some stores such as Penney's moving their downtown stores to Highland and others such as White's Department Store opening new facilities. The Hiland Theater opened in 1951, becoming a center of activity and demonstrating that the neighborhood had arrived. As described earlier, the automobile played an increasingly large role as the city moved eastward and this is reflected in the larger parking lots found along Central Avenue in the Highland area. While developers commonly added parking in front, some buildings were provided with plenty of parking facing Silver Avenue—a layout that leaves the Bicycle Boulevard with a rather bleak final few blocks.

As development to the east and to the north continued in the 1960's and '70's, the Highland business area suffered the same effects already described in neighborhoods to the west. An additional burden was the relatively large number of Route 66 era motels whose owners allowed them to deteriorate



Sign For A Now-Demolished Motel

and to attract criminal behavior. Many of these buildings have since been demolished, leaving large vacant lots awaiting re-development. Some motel signs remain, available for a new business to use. This may be especially desirable from a prospective business owner's point of view because these huge signs are otherwise prohibited by the current sign ordinance, but existing structures are grand-parented in.

Today, the Highland Business and Neighborhood Association faces two major challenges: creating a cohesive residential area that includes a large transient population and attracting neighborhood-friendly businesses back to Central Avenue and Lomas Boulevard. Olivia Jaramillo, HBANA board president says her neighborhood works closely with the city to maintain infrastructure, enforce zoning, keep up Zia Park, and promote small business development. She notes that the Hiland Theater has the potential to be an anchor for the local businesses which are slowly moving eastward from Nob Hill. The neighborhood is a member of the Coalition 6 Neighborhoods Association which includes those areas within City Council District 6. The neighborhood association also communicates with Zia Elementary School with whom it shares Zia Park, the area's principle open space. The school and park are on Jefferson Street, just south of Lomas Boulevard. Olivia notes that the neighborhood participates in

National Night Out and this year will sponsor a large party in the park, intended to bring together home owners and renters for a good time and an opportunity to discuss neighborhood issues.

Adjacent to Zia Elementary School is the Zia Family Focus Center, a non-profit organization jointly developed by Albuquerque Public Schools and the Junior League. Facilities include a gymnasium/performance space plus several classrooms. After school classes include dance, music, art, cooking, yoga, sewing, and much more. The Center makes its community garden plots available to members of the neighborhood.

**7.1/0.4
Miles**

Jefferson Street.

The restaurant behind the wall here is an example of adapting older buildings to new uses. The structure was originally a drive up bank.

**7.2/0.3
Miles**

Madison Street.

Highland High School lies one block to the south. Built in 1949, it is the city's second oldest high school and its original building is still fully used. Highland is the state's most ethnically diverse school—not surprising since it serves the International District to the southeast.



Highland High School

The sunken athletic field immediately to the south of Silver Avenue is owned and maintained by Albuquerque Public Schools (APS), with help from the City. Outside groups schedule the field by going to the APS website.

**7.3/0.2
Miles**

Quincy Street.

Directly to the north is the Hiland Theater. Consistent with its role as a neighborhood anchor, the Hiland building complex originally included a grocery store to the east of the theater and a clothing store to the west. However, the theater's huge lighted sign was more than an advertisement directed at the neighborhood. It was intended to attract Route 66 motorists who could then park conveniently in front.

The Hiland was built by a local consortium that utilized the services of a Texas architect as well as the services of local architect William Burk Jr. For a while it was run by a local manager, later by a national movie chain company, and still later by a private couple who bought it. But the multiplex theaters drained business and the movie house



Hiland Theater

was eventually sold to a local performing arts company. When that venture failed, the building reverted to the lending bank which threatened to tear it down, claiming that finding a buyer was unlikely.

Fortunately, Bernalillo County stepped in and bought the Hiland in 2005. In the following year, voters passed a bond issue to begin renovation. In 2009 the County approved a 60 year lease to the National Dance Institute of NM, (NDI). Thanks to a successful fund raising effort, NDI has completed a massive renovation, inside and out, with additional improvements in the planning stage.

NDI New Mexico is a nonprofit organization offering in-school and after school classes in the performing arts and in fitness. It serves children in Albuquerque, Santa Fe and northern New Mexico. As noted on their website, NDI helps children develop discipline, a standard of excellence, and a belief in themselves through dance education. NDI also rents its spaces to outside groups. Visit the website at <http://www.ndi-nm.org/>. NDI staff note that they still receive visitors who grew up in the area and reminisce about their first date or first job at the Hiland.

The Highland Head Start Center is in the southeast corner of Silver Avenue and Quincy Street. The Center provides educational and other services for children ages 3 to 5, many of whom are at high risk and who also use English as a second language. Program specialists work with the whole family and the teachers often make home visits.

**7.5/0.0
Miles**

San Mateo Boulevard.

Our final stop on this tour is the 17 story tower in the northeast corner of Central Avenue and San Mateo Boulevard. Originally known as the First National Bank Building and named after its major tenant, the structure is a landmark, visible throughout the city. Construction was begun in 1961 and completed in 1963. Del Webb, a successful developer, partnered with city architect Max Flatow to create two nearly identical towers, the other located in Phoenix. Two features that distinguished the Albuquerque version were the exterior 18 carat gold leafing and a series of murals painted on the walls of the elevator lobbies of floors 2 through 17. Executed by a local artist, the murals depicted the history of New Mexico. Unfortunately, they have since been painted over. The top floor originally housed a restaurant offering fine dining and spectacular views of the city.



Reflections Of Gold At Sunset

Glancing at the two towers now surrounded by much more modest commercial development, one is struck by their isolation, but that was not the original intent. Newspaper articles at the time of the FNB

Building's completion describe the developer's ambitious plans to add more towers as well as an indoor mall housing twenty retail stores along with fountains, reflecting pools and more. But what is by now a familiar scenario, development here stalled as the Northeast Heights expanded.

This is the end of the tour, but hardly the end of our story, which speaks to our neighborhoods' abilities to survive, thrive and re-invent themselves, retaining their historic character while remaining relevant for us today. Creativity and change are everywhere to be found. Come back soon to experience our heritage and to see what's new.



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180-243. Page 34: Hilton Hotel, 000-119-0698, Cobb Memorial Photography Collection, Center for Southwest Research, University Libraries, University of New Mexico. Page 38: A T & S F Roundhouse, Courtesy of the Albuquerque Museum, 1980-184-912. Steam Engine and Alvarado Hotel, 000-119-0631, Cobb Memorial Photography Collection, Center for Southwest Research, University Libraries, University of New Mexico. Page 39: Atlantic and Pacific RR Offices, Courtesy of The Albuquerque Museum, 1980-154-5(1). Page 41: Franz Huning, 000-742-0479, William A. Keleher Pictorial Collection, Center for Southwest Research, University Libraries, University of New Mexico; Huning's Flour Mill, Courtesy of the Albuquerque Museum, 1972-075-001. Page 42: Central Avenue Sanitorium, Courtesy of the Albuquerque Museum, 1982-180-782. Page 43: Carrie Tingley, Courtesy of the Albuquerque Museum, 1978-141-263. Page 51: Highland Park Bandstand, Courtesy of the Albuquerque Museum, 1982-118-012. Page 52: Memorial Hospital, Courtesy of the Albuquerque Museum, 1978.152.21. Page 53: Streetcar, 000-742-0541, William A. Keleher Pictorial Collection, Center for Southwest Research, University Libraries, University of New Mexico. Page 55: Workers At Roosevelt Park, Courtesy of the Albuquerque Museum, 1983-001-602. Page 56: Southwestern Presbyterian Sanatorium, Courtesy of Presbyterian Healthcare Services, #56. Page 61: Bernard Shandon Rodey, 000-119-0220, Cobb Memorial Photography Collection, Center for Southwest Research, University Libraries, University of New Mexico. Page 63: Old Albuquerque Airport Terminal, Courtesy of the Albuquerque Museum, 180-185-480. Page 65: Anti-War Protesters, Calvin Horn Photographic Collection, Accession #108, Series 2, Box 1, Protest Photos, Folder #1, Center for Southwest Research, University Libraries, University of New Mexico. Page 67: D. K. B. Sellars At Nob Hill, Courtesy of the Albuquerque Museum, 1978-141-282. Page 71: Monte Vista Fire Station, Courtesy of the Albuquerque Museum, 1982-180-301; Jones Motor Company, Courtesy of the Albuquerque Museum, 1999-059-004. Page 74: Kelvinator House, Courtesy of the Albuquerque Museum, 1978-151-483. All other photos from the authors.

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